CAR MEN ON STRIKE

Portland City & Oregon Employes Quit Work.

OBJECT TO TWO OFFICIALS

Will Not Work Under Superintendent Tiffany and Dispatcher Stuart—Discharge of Grievance Committee Precipitates Matters.

One hundred and twenty-five men from all manual departments of the Portland City & Oregon Railway service refused to work yesterday. The strike was precipitated by the company's peremptory discharge of the members of a grievance committee of its employes, which presented a protest against Superintendent Tiffany and Dispatcher Stuart, with notice that the carmen would refuse to take orders from those officials after July 1. That act of the company was regarded by the union as justification for an immediate strike, and it was ordered in a meeting at Milwaukee that lasted until 3 o'clock yesterday morning. Carmen, section men, shopmen and gravel hands are included in the strike, and are all standing together. But two of the regular carmen worked yesterday. About half the ordinary car service of the company was maintained, and that for only about two-thirds of the day. The men arranged for a boat service on the river between Portland and Milwaukie. Today promises to be about the same as yesterday, the men refusing to work and the company running what cars it can with the officials and office hands it can muster for the service.

A. R. Dimick, who is chairman of the employes' committee having in hand the management of the strike, said yesterday that after carefully considering the whole matter at the meeting in Milwaukie, the men concluded that they could not continue to serve under Superintendent Tiffany, and that the summary action of the company in discharging the men who presented the protest warranted a strike. "We have nothing against the company, and will do everything possible to protect its property," said he, "but the superintendent is very offensive to the men, and they deem it unsafe to work under the conditions that have prevailed for some time. We are assured that public sympathy is with us, and I have no doubt that we shall succeed. But we want this to be an honorable fight, and we do not intend that there shall be any disorder or that any harm shall be done the property of the company. It is those two men that we cannot work with; we have no other complaint."

Position of Company Officers.

"There is one statement that I should like to see corrected," said President Hurlburt, of the Portland City & Oregon Company, last evening. "Much has been made of the accident of May 25 in connection with the present dissatisfaction of the men. I wish to say that Dispatcher Stuart is not the man who gave the orders that were the cause of that accident. The man who was responsible for those wrong orders has been dismissed, and is not now in the service of the company. The men know well that Stuart had nothing to do with that accident. This is a specimen of many of their representations."

"The trouble is just here," said Treasurer Fred S. Morris. "The men are not willing to obey orders. We have been trying to systematize our service ever since we took possession of the property, and every time it became necessary to drop a man because he would not accommodate himself to the new order of the service there have been threats of organized opposition, and pressure has been brought to bear to get us to change our plans. But we must manage our own property in the way that seems to us best, and if the men do not wish to work under the conditions we deem it essential to maintain, it is certainly their privilege to quit our employ. This whole trouble goes right back to that one simple statement, the men are not willing to obey orders."

"Just last night occurred an illustration of their attitude. There was a deadhead car sent out to Milwaukie with instructions to run slowly and keep behind the Sellwood car. Those running the deadhead car were not satisfied to obey instructions, and when they found an opportunity they took a switch and ran ahead of the Sellwood car, and a collision would have occurred had not the conductor of the Sellwood car notified the north-bound car that the deadhead was out of its place on the line. Reports have reached us of high speed that frightens passengers, and many other acts contrary to orders, which the men have tried to make out were in accordance with orders.

"That kind of work makes trouble, and we cannot endure it. If the men are willing to obey orders they can obey the orders of the officers we have selected to give those orders. There can be no other outcome to this matter. Mr. Tiffany is an experienced man whom we took from a responsible position in Oakland. He has given us efficient service, and we intend to stand by him."

The strikers generally complain that the superintendent's conduct toward them is overbearing and offensive to the last degree. They say it is his custom to apply opprobrious epithets to them; that he speaks to them and of them as if they were slaves or brutes, and declares his contempt for all of them. This, they say, has become too galling to be borne. In connection with this complaint, they allege the incompetence of the dispatcher.

Decided to Go on Strike.

When the grievance committee reported to the Milwaukie meeting Monday night the result of the conference with the officials of the company earlier in the evening there was a general expression of sentiment in favor of "standing by our colors," as the employes expressed it. But it was not until 3 o'clock yesterday morning that the meeting dissolved and the men went to their homes resolved not to report for work at the usual hour. Not all the men affected were present before midnight. The three hours after that were put in arranging the details of the strike. Committees were appointed to look after the interests of the strikers at Oregon City, at Milwaukie, at Sellwood, at the intersection of Grand and Hawthorne avenues on the East Side, and at the West Side station in Portland. Another committee was appointed to arrange other means of transportation between Portland and Oregon City "so the public would be inconvenienced as little as possible by the strike." All night men at the shops were directed to perform their accustomed duties and have the company's rolling stock in good order for running in the morning. But at the end of their hours of duty they were to quit. The meeting ended with the definite understanding that none of the men should return to work yesterday.

The first car was due to leave the Milwaukie shops at 5:40, but no crew appeared to take it out. No carmen or shopmen appeared for any line of duty. The men had been out late at the meeting and most of them concluded to stay in bed and get their rest. Eight or ten men finally turned up at the shop, but refused to go to work. About 5:30 Superintendent Tiffany, who had spent the night at the shops, decided it was useless to wait longer for carmen, so he took out a car and himself ran it to Oregon City as a starter, and he continued to act as motorman for the car all day. Conductor Rivers rode a while on Tiffany's car, but only as a passenger, the superintendent said. Returning from Oregon City on Tiffany's car was Clarence Fields, assistant superintendent, who took out another car, which he and Chief Engineer Brown ran all day. Those two cars, carrying the United States mail, were the only ones that ran to Oregon City. They made regular trips until about 7 P. M., when all service was discontinued. Ordinarily there are four cars on the Oregon City run.

The two Mount Scott cars of the company ran through the day until dark, one being manned by clerks from the general office and the other by two of the old hands who refused to go out with the strikers. That car was jibed all day, the cry "scabs, scabs," greeting it wherever groups of the strikers were found. The strikers were not demonstrative against the other cars, because they were not run by "scabs." It was to be expected of the officials of the company or the office clerks, the men said, that they should take a hand in running cars at a time like this. But for the carmen to fail to stand by the strikers was regarded as very reprehensible, and they were made to feel the displeasure of the men who were out. There was no attempt to keep cars on schedule time, except the Oregon City mail cars, and they were approximately on time a large part of the day.

The three Mount Tabor cars did not run at all yesterday, but the Mount Scott cars, of course, served Mount Tabor, as well as Lents.

Comparatively few people rode in the cars. The burning of the Madison-street bridge compelled all Portland City & Oregon cars to make a terminus on the East Side, which alone tended to reduce travel. Then many people are timid about riding in cars against which a strike is operating, which was an additional discouragement to travel. The uncertainty of the cars and the persistent canvass against them on the part of the striking workmen kept many people away, so that the day's business was but a mere fraction of the normal figures. The lightest business was on the Oregon City line.

There was no disorder, though knots of men discussing the strike with more or less animation gathered frequently in localities where the strikers had committees stationed. A man who had been drinking made himself quite offensive to the strikers gathered at the corner of Grand and Hawthorne avenues about the middle of yesterday afternoon, and a fight was narrowly averted. A hackman who had driven Superintendent Tiffany to the offices of the company, First and Alder, last evening was questioned by one of the employes' committeemen in such a way as aroused the driver's ire and drew from him resentful words, but the matter was not permitted to go further.

Early in the day the strikers made arrangements for a river service to Milwaukie, contracting with the launches Hartford and Constitution to make trips regularly, leaving the foot of Madison street every hour. The men industriously circulated advertisements of the Oregon City boats where people gathered to take the cars, and by personal solicitation sought to turn all the patronage possible from the cars to the boats. The strikers say they expect to have another boat on the Oregon City run. They say they are taking these steps in order to cause the public as little inconvenience as possible by the strike on the trolley line.

Last night the position of the company and strikers was practically the same as in the morning, with the prospect that today would be a repetition of yesterday so far as the operation of the Portland City & Oregon line is concerned.

OREGON CITY WITH THE STRIKERS

Gives Cars Little Patronage—Superintendent Tiffany Arrested.

OREGON CITY, June 24.—Great excitement attended the strike of the employes of the Portland City & Oregon Railway in this city today. Only two cars were run between Oregon City and Portland, and these were operated by Superintendent W. Tiffany and Assistant Superintendent C. G. Fields, who acted as motorman. The sympathy of the people here is almost entirely with the employes, and nearly every one considers the demands of the men perfectly fair. One of the conductors was in the city this afternoon watching operations, and said that the carmen had so little faith in Dispatcher Stuart, whose removal they demand, that they would prefer stopping work to taking daily chances of being killed. It is openly asserted that several times within the past week cars have met on a single track, and it was only through extra watchfulness and coolheadedness on the part of the motorman that a dangerous collision was averted. The accident of several weeks ago, in which Motorman Keck lost a leg, is fresh in the minds of the trainmen, and they intend to do all within their power to prevent a repetition of that affair.

Friends of the strikers today installed three or four boys at points of vantage along the track, and all bore painted banners bearing the words in prominent letters: "Scab car. Keep off." "Scab car. Take Boat." The signs were very effective, and there was little travel on the cars. Personal solicitation was also freely used, some of the business men of the city joining with the strikers in requesting people not to ride on the cars. Before the news of the trouble had become so well known this morning, a car started from Oregon City about 9:45 A. M., bearing six or seven passengers. These were informed of the situation, and those who had purchased tickets were refunded the price of them. But one person refused to leave the car, and the others caught the 10 o'clock boat for Portland.

Superintendent Tiffany's car pulled into the city at 12:30 this afternoon, bearing a number of packages of express matter. These were discharged at points along Main street between Fourth and Fourteenth streets, contrary to the franchise of the company. Chief of Police Burns at once swore out a warrant for the arrest of Tiffany. On the return trip of the car to Portland Tiffany stopped about 1:15 to deliver an express package between Seventh and Eighth streets. He was promptly arrested by the Chief of Police and taken before Recorder Curry, who gave him until 4:30 o'clock to plead. He was then released, and proceeded with his car to Portland. The penalty for violation of that clause is a fine of not less than $5 nor more than $50, or imprisonment of two to 30 days, or both fine and imprisonment.

Superintendent Tiffany came in on his car at 4 o'clock this afternoon, and half an hour later appeared before Recorder Curry with his attorney, W. T. Muir, of Portland, and pleaded not guilty to the charge filed against him. Attorney Muir raised the point whether or not a passenger car carrying express matter was considered an express car under the law. The case was finally set for 1 o'clock on the afternoon of Thursday, July 1.

As the car left the city the superintendent and the few passengers were hooted by the large crowd gathered about the Recorder's office.

At 6 o'clock this evening a huge banner reaching clear across Main street was hung in front of the company's ticket office. In letters four feet high it warns the public against scab cars.

INAUGURATION OF REGULAR BEACH SERVICE.

June 28, at 12:30, noon, the steamer T. J. Potter will leave Ash-street dock for Ilwaco, and will continue on this run during July and August. Low round-trip rates good for season. Saturday rate good for return Sunday night, only $2 50. Ticket office Third and Washington.

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

PORTLAND-CHICAGO.

Seventy hours and thirty minutes (70½) is the time of the "Chicago-Portland Special" from Portland to Chicago. Leaves Portland every day at 9 A. M. Ticket office Third and Washington, O. R. & N. Co.

TRIBUTE TO A PIONEER

STUDENTS HONOR MEMORY OF CLINTON KELLY.

His Life Work Forms the Theme of Exercises at School Which Bears His Name.

For the theme of the closing exercises of the Clinton Kelly School, held yesterday forenoon, the graduating class chose the life of "Father" Clinton Kelly, a well-known Portland pioneer, who gave the ground on which this schoolhouse stands, and whose descendants are scattered all over Oregon and Washington. Professor R. H. Thomas prepared the historical sketches, covering all the salient features of his active life, from his birth in Kentucky, 94 years ago, on Clifty Creek, to his death in his home, on Waverly tract.

The assembly hall was occupied by an interested audience, who listened with close attention to the recital of the incidents in the life of this pioneer, who helped lay the sills of the State of Oregon. The class is composed of Percy Bretherton, Clementine Compton, Gladys Chamberlain, Nellie Daly, Guy Dickens, Helen Dunham, Darius Fish, Eleenor Ganzemiller, Lizzie Geverts, Blanche Greene, Winifred Henderson, Harriet Johnson, Bessie Kern, Eva Neely, Ethel McConnell, Chester Perkins, Stella Smith, Marie Zillinger.

Rev. W. S. Gilbert gave the opening invocation after the first song, when Bessie Kern, great-granddaughter of "Father" Clinton Kelly, gave the first historical sketch. She said that the object of the programme was to acquaint the audience with an Oregon pioneer, and said she was glad to say that Clinton Kelly was her great-grandfather. In closing her opening sketch, she said that only a few important incidents could be given, but enough would be given so that all would be glad to know more about and to emulate the example of the honored pioneer.

Stella Smith told of the traditions of his life; Marie Zillinger spoke of his ancestry; Eleenor Ganzemiller depicted his boyhood in Kentucky; Gladys Chamberlain sketched his domestic life; Ethel McConnell told of his experience as a circuit rider.

Lizzie Geverts told of the pioneer's experience on the way to Oregon. She said that "Father" Kelly and family started Westward from Missouri May 1, 1848, and arrived late in the Fall. In closing, she said: "Our country delights to honor the soldier and sailor who perform great and good and noble acts to save its territory or honor, and I should like to ask why not regard in this light the early American missionaries and pioneers of Oregon? They heard the cry of the savage for Christian light and civilization. They came in good faith and labored faithfully. They formed the nucleus around which was wrapped the American instinct, and from which sprang the influence which secured the Oregon Country to freedom and a great Republic. All honor to the pioneer, of whose number Clinton Kelly was one—who dared to cross the plains in the early days."

Darius Fish gave an account of the donation land claim Clinton Kelly settled on, including Waverly, Kenilworth, Ravenswood and East Portland Heights, closing with the words:

"It is to be regretted that this valuable property of 640 acres, through the influence of the panic of 1892, has been completely lost to the descendants of Clinton Kelly. The only important place left to the family is the burial lot on the hill (on Powell road) overlooking the river."

Helen Dunham told of the "Oregon Pioneer," and after a song Blanche Greene gave an account of the formation of School District No. 2. Through the efforts of Clinton Kelly the first school on the east side of the river was started in 1850, and was the beginning of No. 2 district, which was merged into the city district. The first schoolhouse had seven children. It was erected at about East Grant and East Twenty-sixth streets, on the Sheldon donation land claim. Afterwards, through the influence of "Father" Kelly, another building was erected near where the Memorial Evangelical Church now stands, on East Eighteenth and Powell streets.

Chester Perkins followed with an account of the Clinton Kelly schoolhouse. The old building stands a little east of the present modern structure. It was built in 1869, and is one of the historical structures of Portland. When it became necessary to put up a modern structure it was appropriately named The Clinton Kelly School. The old schoolhouse is the property of the Helping Hand Society.

The closing part of the programme told of the humanity, industry, philanthrophy, influence, incidents, posterity, and finally the death of "Father" Clinton Kelly. The exercises were packed with information from start to close, and was the most interesting programme ever rendered in this school. The graduates delivered the carefully prepared historical sketches with force and effect. Songs were intermingled with the sketches. At the close J. V. Beach, of the Board of Education, presented the diplomas to the graduates. Professor Thomas presented Mrs. Sarah Kern, daughter of "Father" Clinton Kelly, with a handsomely type-written copy of the biographical sketches of her father. Mrs. Kern said the programme was really the finest tribute that had ever been paid the memory of "Father" Kelly.

OIL TANKS A MENACE.

Better Buildings May Be Erected in District if They Are Removed.

There are prospects that most of the burnt district will be rebuilt, and that work will be started as soon as the losers are able to make the arrangements. It is understood that Dr. James Surman will rebuild his brick on the corner of East First and Hawthorne avenue.

It is not yet decided whether the East Side Lumber Company's plant will be rebuilt or not, but it is understood that it will be rebuilt. The company had a lease on the plant for a number of years yet. Just at present it is more important that the sawmill should be rebuilt than the other buildings, owing to the demand for lumber in the local market.

The block occupied by the Johnston shipyard, which was swept clear by the fire, had been secured by the Portland City & Oregon Railway Co., although Mr. Johnston held a lease on the ground for three years longer. This company has also been trying to secure the block between East Clay and Hawthorne avenue and East Water and East First streets, which would give it control of all the property from Hawthorne avenue south to the City & Suburban Railway Co.'s power house. As this block has been swept clear of buildings the negotiations may succeed.

From indications there will be a better class of structures put up on the ground, provided that the menace of the Standard Oil Company's oil tanks can be moved from the neighborhood. It is the consensus of opinion that the tanks should be removed from that district.

THIRTY-SEVEN GRADUATED.

Pupils Receive Certificates of Promotion at Central School.

At the Central Schoolhouse yesterday morning 37 pupils from the grammar grades received their certificates of promotion. The entire school convened in the assembly hall, which had been provided with benches. The graduates gathered on the platform and Principal Gregg presented the diplomas, with words of advice and encouragement and congratulations. Following is the list of graduates:

Lida Bennett, Gwendoline Carpenter, Vasco Cather, Ethel Clarke, Emma Cowan, Charles Delaney, James Dement, Laura Douglas, Carl Robinson, Earl Robinson, Lena Roethlisberger, Edith Schmeer, Male Scofield, Reuben Stevens, Ethel Tease, Harry Trueblood, Edsall Ford, Eva Graves, Meriel Hale, Olga Hallingby, John Hastings, Stanhope Hill, Leonard Hosford, Margaret James, Myrtle Keely, Arthur Kincaid, George Knox, Merle Magness, Claude Morgan, Frank Mulks, Albert Murphy, Grace Nicholson, Sylvester Owens, Anna Peterson, James Poihemus, Nellie Raabe, Grover Rasch.

Officers of the class are as follows: President, Claude Morgan; treasurer, Loda Bennett. The class is made up of pupils of the Stephens and Central buildings, those of the former having been transferred to the Central.

OFFER FROM TROUTDALE.

Citizens Make Proposition to Ross Post to Hold Reunion There.

The M. A. Ross Post, G. A. R., of Pleasant Home, has received a proposition from the people of Troutdale to hold the annual reunion and encampment at that place this year, instead of at the former place as contemplated. The proposition is said to be very favorable in that Troutdale will provide the grounds and buildings. A meeting of the post will be held at once to decide on the location.

It had already been decided to hold the encampment on the same old campground on the Leslie tract, but it may be that a change will be made. As the distance to Pleasant Home is considerable and there is no car line out there it may be decided to hold the reunion at Troutdale, provided it is not now too late to make the change in location. Committees have been appointed and arrangements are being made with a view to holding the reunion at Pleasant Home.

Albina Board of Trade Building.

A meeting of the trustees of the Mississippi Avenue Building Association will be held this evening to take steps to let the contract for the erection of the Board of Trade building, on the corner of Mississippi avenue and Shaver street. Bids have been received and opened. Most of them are considered very high. It is desired to keep the cost of the proposed building down to $3500 if possible. It is expected that the contract for the work will be let this week, so the building will be finished by Fall.

East Side Notes.

The funeral of Anson H. Buckman was held yesterday afternoon from 42 East Eighteenth street. Colonel C. A. Read conducted the services. J. W. McHolland, T. E. McHolland, J. J. Johnson, J. Harty, R. S. Leigh and Ed Benford were pallbearers. Riverview Cemetery was the place of interment.

John Maroney, an old soldier from Pleasant Home, who has been in St. Vincent's Hospital for some time, has gone to the home of his son-in-law, R. G. Hamilton, 324 East Nineteenth street, greatly improved. He underwent a serious surgical operation. His friends will be pleased to hear that he is on the road to recovery.

WILLIAMS FOUND GUILTY.

Jury Returns Verdict Against Him of Manslaughter.

Manslaughter was the verdict of the jury in the James Williams case. The jury came in about 9 o'clock last evening, after having been out about 11 hours. The defendant was recommended to the mercy of the court, which goes to show that a compromise was effected, and that the jury does not think he should be severely punished.

Williams shot and killed George Hicks, otherwise known as "Cockney George," as the outcome of a quarrel. He endeavored to establish a case of self-defense.

NON-SUIT FOR DUNNIGAN.

Stevedore Loses $10,000 Damage Suit Against Brown & McCabe.

A non-suit was granted by Judge Frazer yesterday in the $10,870 damage case of James J. Dunnigan against Brown & McCabe, stevedores, on the ground that Dunnigan assumed the risk incident to his employment.

He was one of a crew engaged on March 19, 1902, loading the ship Fulwood with lumber. A big stick of timber 60 feet long was hoisted on to the vessel on the offshore, or port, side, by means of a chain and block and tackle. It was fouled on the top of a brace and thrown against Dunnigan. He testified that his skull was fractured, three ribs broken and his nose broken.

In behalf of the plaintiff it was contended that the defendant should have loaded big sticks of lumber on the inshore, or starboard, side, and it could not safely be done on the opposite side of the vessel with the appliances rigged as they were.

The defendant set up as a defense that Dunnigan was an experienced stevedore and assumed the risk attached to his work, and that he had ample warning to go to a place of safety, but stood in the way, and was struck by the piece of timber. Hogue & Reed appeared as attorneys for Brown & McCabe.

NICK ANDERSON ON TRIAL.

Special Venire Is Issued and Eleven Jurors Impaneled.

Nick Anderson, a half-breed Indian, charged with murder in the second degree, in having stabbed and killed George L. Tooley, at Holbrook, on April 19, was placed on trial before Judge George yesterday. As the regular panel of jurors were all engaged in the other departments, a special venire for jurors had to be issued. It proved difficult for the deputy Sheriffs to obtain men as jurors satisfactory to both sides, and when the adjournment hour arrived only 11 had been chosen, as follows: Jacob Mitchell, Harvey C. Lounsbury, Henry Moore, T. J. Fording, Frank Lee, George J. Blodgett, Thomas Hall, Thomas Darling, D. F. Dryden, J. P. Coulter, Phil J. Kerrigan.

Anderson stabbed Tooley with a pocketknife, after he had been severely beaten by him. He is represented by Ed and A. R. Menhenhall as attorneys. John Manning and Arthur C. Spencer, deputy District Attorneys, appear for the prosecution.

JURY GIVES $3000 VERDICT.

G. W. Anderson Wins Suit Against City & Suburban Company.

A verdict for $3000 for the plaintiff was returned by the jury yesterday in the suit of George W. Anderson, administrator of the estate of his son, Chester Anderson, deceased, against the City & Suburban Railway Company. The jury retired a little before 5 o'clock, and deliberated about two hours. Chester Anderson was killed while riding on an open car across the Morrison-street bridge, by striking against one of the bridge timbers.

Henry E. McGinn, who appeared as attorney for the plaintiff, made an eloquent appeal to the jury. He argued that the car was very much crowded, and was going at an excessive rate of speed.

John M. Gearin made a good address in behalf of the company.

Articles of Incorporation.

Articles of incorporation of the Blinn-Waldo Mill Company were filed in the County Clerk's office yesterday by L. W. Blinn, L. O. Waldo and Irving L. Blinn. The objects are to engage in the manufacture of lumber in all its departments and branches. The capital stock is $250,000.

Court Notes.

The inventory of the estate of Julia A. Ready, deceased, was filed in the County Court yesterday, showing property valued at $1630.

The inventory of the estate of Chloe A. Lappeus, deceased, was filed yesterday. The property is appraised at $1739.

BIG CLASS GRADUATES

SEVENTY-SIX HIGH-SCHOOL STUDENTS WIN DIPLOMAS.

President-Elect Campbell, of the University of Oregon, Delivers Commencement Address.

The 47th semi-annual commencement exercises of the Portland High School took place last evening at the Marquam Grand, where a class of 76 were graduated with exercises simple and appropriate. The decorations consisted principally of large American flags hung from the top of the stage and drawn back at the base so that the audience might observe the exercises with unobstructed view. The boxes were hung with cardinal bunting, representing the High School color, while the musicians' pit was filled with the many flowers that were sent to the graduates by their numerous friends and relatives.

Promptly at 8 o'clock the entire class filed upon the stage, keeping time to a march played by a student of the High School, and at a given signal all took their seats, presenting a very pleasing appearance. The Spanish Students Quartet, composed of Messrs. Griffin, Conrad, Rebagliatti and Palacios, rendered as the first musical number on the programme selections from Verdi's opera "Traviata," a piece that both merited and received much applause. Mrs. Walter Reed next sang "Shadows," and as an encore "A Japanese Love Song." In both of these numbers she was accompanied by Mr. Edgar Coursen on the piano.

Mr. P. L. Campbell, the president-elect of the University of Oregon, was then introduced to the class and made a short address, pointing out to the members how they should be congratulated for being in a position to receive what many others could not—namely, the foundation for a good education. He also called attention to the fact that in these times of organized commercial development and general activity only those who were well prepared in some special branch could hope to accomplish anything, and earnestly advised that all who had the opportunity make some special effort in life's work. Mr. Campbell's remarks were received with applause both by audience and class.

Mr. F. M. Griffin, accompanied by the Spanish Students, played a very pretty selection from "Cavalleria Rusticana" on the violin, and the quartet followed with a Mexican serenade by Langley, giving as encores a medley of popular songs and "Ma Tiger Lily."

Richard Williams, chairman of the Board of Education, was then given a large basket of diplomas, each of which was tied with a cardinal ribbon. As the class filed past the diplomas were presented to the several members, and as those who had been prominent on the athletic field, in the classrooms and leaders in school spirit received their certificates, round after round of applause burst forth from the spectators. After all had received their diplomas Mrs. Reed sang "Just a-Wearyin' for You" and "Mighty Lak' a Rose," which were followed by another medley by the Spanish Students. After the last selection had been rendered a distribution of the flowers sent to the graduates was made, and it was not until then that they realized how many friends they had.

In honor of the outgoing class the Gamma Eta Kappa Fraternity occupied boxes, which were decorated for the occasion with the fraternity colors, green and white, with large copies of the pin hung in the center.

The Alumni Association will hold a reception next Friday evening for the class of June, 1902, at Canemah Park, near Oregon City. The cars will leave the corner of Grand and Hawthorne avenues at 7:45, if the strike does not prevent. In that case the guests will go on the boat.

The first-honor pupils were: William A. Dill, Ottelie H. Fitting, Amy Rosina Hansen, Joseph A. Hedeen, Esther Maud Heggie, Bessie Katharine Luckey, Daisy J. Mansfield, Dolsie C. Mansfield, Grace McConnell, Jessie Ray Nottingham, John F. Reilly, Mabel Gordon Smith, Hazel Maud Steadman, Mayme Elizabeth West, Mabel L. Winter, L. Frank Woodcock, Edith M. Worthington.

The members of the graduating class were as follows:

English—Lois Bain, May Batchelor, Caroline J. Benson, Agnes Stuart Brown, Cora Columbia Cameron, Bruce W. Campbell, Mabel L. Connell, Louise Dill, Ella Elsie Ehmsen, Hazel Graham, Loureva Gray, Amy Rosina Hansen, Edna Hatfield, Joseph A. Hedeen, Annis Laura Hill, Lilly Holden, Elizabeth Kirk Hoye, Ellen Elizabeth Johnson, Elbert C. Lathrop, Ethel M. Lytle, Bessie Katharine Luckey, Virginia Multhauf, Jessie Ray Nottingham, Katherine Holman Ogilbe, Maud H. Olsen, Male V. Peel, Gussye Florence Rosenstein, Pearl Lucille Ross, Will Sheehy, Elmer H. Smith, Mabel Gordon Smith, Clarence Arthur Steele, Mayme Elizabeth West, Milola Joye Ward, Mabel L. Winter, L. Frank Woodcock.

German—Olivia Frances Babcock, Lucille Beard, Lillian Kerp Brown, Emma J. Dorrance, Ottelie H. Fitting, Joseph W. Gill, Grace Whitman Gray, Jeanie Gray, Corinne J. Ganzemiller, Esther Maud Heggie, Bessie Kerns, Lulu I. Kroenung, Charlotte Estelle Marias, Edwina Baird Mastick, Grace McConnell, Florence H. Rybke, May Frances Shofner, Ivie Spencer, Hazel Maude Steadman, Edith M. Worthington.

Latin—Henry J. Barbey, Herbert Fanning Clarke, Laura Adeline Derbyshire, William A. Dill, Walter F. Edwards, Rachel Caroline Hallingby, Harry A. Hampton, Dolsie C. Mansfield, Ben S. Morrow, Roy Metkle, John F. Reilly, James W. Rosenfeld, Frances A. Sheehy, Curtis P. Sargent, Alice Barbara Taylor, Miles C. Trowbridge.

English and Latin—Maude Frances Bingham, Daisy J. Mansfield, Florence Elizabeth Walrath.

English, German and Latin—Margaret Kathleen Leonard.

Close of the School Year.

The public schools throughout the city were closed yesterday, and today the pupils are enjoying the beginning of their Summer's vacation. In some of the schools graduating exercises were given by the class that passes into the High School at the beginning of the Fall term. Some of the schools closed as early as a week ago, but yesterday was the day set for all to discontinue their work and a vacation was declared in every school in the city. The general attendance has been large, and it is intimated by members of the School Board that a larger force of teachers will be required for next year.

Temple Beth Israel.

The meeting of the class for the study of the prophets will be held Thursday, June 26, at 2 P. M., at the Synagogue vestry. A paper will be presented on "Deutero-Isaiah," and Dr. Wise will discuss the 53d chapter of Isaiah.

The Altar Guild will hold its final meeting Sunday morning, June 29, at 10:30 o'clock. The subject of Dr. Wise's talk will be, "A Glance at Jewish History and Literature in the Middle Ages."

The closing exercises of the religious school were held last Sunday morning. The pupils of the junior class presented a handsomely framed copy of Sargent's "Prophets" to the school. All the classes of the school were entertained by the members of the Judith Montefiore Society at a picnic at Cedar Park, on Tuesday afternoon.

THROUGH THE COLUMBIA RIVER GORGE.

A delightful trip of a few hours will take you through the famous "Columbia River Gorge," the greatest combination of river and mountain scenery on earth. O. R. & N. train leaves Portland daily at 9 A. M. Return can be made by steamer from Cascade Locks. Special low rates for this trip. Get particulars at O. R. & N. ticket office, Third and Washington.

RECREATION.

If you wish to enjoy a day of rest and pleasure, take the O. R. & N. train from Union depot at 9 A. M. for a short trip up the Columbia, returning, if desired, by boat from Cascade Locks. Tickets and particulars at O. R. & N. ticket office, Third and Washington.

DAILY METEOROLOGICAL REPORT.

PORTLAND, June 24.—8 P. M.—Maximum temperature, 74; minimum temperature, 50; river reading at 11 A. M., 15.7 feet; change in the past 24 hours, —0.6 foot; total precipitation, 5 P. M. to 5 P. M., 0.02 inch; total precipitation since Sept. 1, 1901, 39.06 inches; normal precipitation since Sept. 1, 1901, 45.43 inches; deficiency, 6.37 inches; total sunshine June 23, 1:37; possible sunshine June 23, 15:48.

PACIFIC COAST WEATHER.

STATIONS.	Max. temp.	Precipitation last 12 hours.	Wind. Velocity.	Wind. Direction.	State of weather.
Astoria	68	0.02	*	SW	Cloudy
Baker City	70	0.00	12	N	Pt. cldy
Bismarck	76	0.10	6	NW	Raining
Boise	82	0.00	6	NW	Clear
Eureka	62	0.00	8	NW	Pt. cldy
Helena	72	0.00	12	NW	Clear
Kamloops, B. C.	80	0.00	8	S	Pt. cldy
Neah Bay	60	0.76	*	E	Raining
Pocatello	80	0.00	20	W	Clear
Portland	74	0.00	*	W	Cloudy
Red Bluff	90	0.00	*	E	Clear
Roseburg	74	0.00	10	NW	Pt. cldy
Sacramento	84	0.00	14	S	Clear
Salt Lake	80	0.00	*	NW	Clear
San Francisco	66	0.00	34	W	Clear
Spokane	78	0.00	10	SW	Clear
Seattle	70	0.00	10	SW	Clear
Walla Walla	80	T	10	SW	Clear

*Light.

WEATHER CONDITIONS.

The gentle rains of yesterday gradually diminished as they spread eastward, and only small showers at high elevations occurred in the wheat districts east of the Cascade Mountains.

It is slightly warmer in the Willamette Valley and Sound country and decidedly cooler in Eastern Washington, Eastern Oregon and Idaho.

The indications are for clearing weather in Northwestern Oregon and Western Washington, and fair weather elsewhere in the district.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight Wednesday, June 25:

Portland and vicinity—Fair, preceded by showers in early morning; westerly winds.

Oregon—Fair, except probably showers in the early morning in extreme northwestern portion; warmer in southwest portion; westerly winds.

Washington—Fair in east, probably light showers in west portion in early morning; westerly winds.

Idaho—Fair.

AUCTION SALES TODAY.

At 94 Seventh st., cor. Stark. Sale at 10 A. M. Geo. Baker & Co., auctioneers.

At 182 First st., at 10 A. M. H. Ford, auctioneer.

MEETING NOTICES.

HARMONY LODGE, NO. 12, A. F. & A. M.—Special meeting today at 1:30 P. M., for the purpose of conducting the funeral of our late brother, E. E. McClure. Members requested to attend. Visitors welcome. By order of the W. M.
E. T. TAGGART, Sec.

WASHINGTON COUNCIL, NO. 3, R. & S. M.—Stated assembly this (Wednesday) evening, 8 o'clock, Masonic Hall, Burkhard building, East Side. Visiting companions welcome. Refreshments. By order of T. Ill. M.
C. M. BROSY, Rec.

CORINTHIAN CHAPTER, NO. 54, O. E. S.—Regular communication this (Wednesday) evening at 8 o'clock. Work. By order W. M.
ELIZABETH KISSELL, Sec.

ORIENT LODGE, NO. 17, I. O. O. F.—Meeting this (Wednesday) evening at 8 o'clock, cor. Grand ave. and East Pine st. Second degree. Visitors welcome.
W. W. TERRY, Rec. Sec.

FUNERAL NOTICES.

RUTTO—June 24, 1902, Frank, infant son of Mr. and Mrs. Ferdinand Rutto, aged 4 months and 19 days. Funeral Thursday, June 26, from residence, 272 Clackamas st., at 8:30, thence to St. Michael's Church, Fourth and Mill sts., at 9 A. M. Interment at Mount Calvary cemetery.

McCLURE—Friends and acquaintances are respectfully invited to attend the funeral services of the late Edward E. McClure, which will be held at the Unitarian Church, cor. Seventh and Yamhill sts., at 2:30 P. M. today. Interment at Lone Fir cemetery.

ESPY—In this city, at the family residence, 736 Brooklyn st., June 23, 1902, Carrie E. Espy, aged 28 years. The funeral will take place from the residence today at 2 P. M. Friends invited. Interment at Lone Fir cemetery.

J. P. FINLEY & SON, Progressive Funeral Directors and Embalmers. Cor. Third and Jefferson Sts. Competent lady ass't. Both phones No. 9.

EDWARD HOLMAN, Undertaker, 4th and Yamhill sts. Rena Stinson, lady assistant. Both phones No. 507.

NEW TODAY.

Foxchase Addition

Ninety lots for sale in this beautiful addition to the city. Apply to

MACMASTER & BIRRELL
311 Worcester Block

Receiver's Notice

Notice is hereby given that on Tuesday, July 1, 1902, at 2 o'clock P. M., at the Court House in Clark County, Vancouver, Wash., under direction of the Controller of the Currency, I will sell at public auction 240 acres of choice land, situate 3½ miles from the main street of Vancouver, on Mill Plain, the best road leading out from Vancouver, at the minimum price of $10 per acre. Terms—cash; title perfect; abstract down to date. This land contains rich soil. For particulars apply to A. B. EASTHAM, Receiver First National Bank, Vancouver, Wash.

HAMPERS BUSINESS.

Coffee-Drinking Incapacitates Some People for Business at Times.

A gentleman from McBain, Mich., says: "Coffee-drinking has cost me much, for during my life I have been many times so thoroughly put out of condition that I have been compelled to abandon business for a day or two at a time. The attacks of headache would commence on the right side behind the ear, and become so severe as to totally incapacitate me for any exercise, even mental. I have frequently had to take morphine to relieve the suffering. Sour stomach troubled me, and I had a nervous heart that gave me a great deal of trouble.

"Four years ago I saw an advertisement for Postum Food Coffee which recited the ill effects of coffee on the nerves. I at once decided to make the change and leave off coffee and take on Postum. The result has been all that one could expect.

"I am never constipated any more, the bilious attacks never come on except from some indiscretion, such as drinking coffee, which I am foolish enough to indulge in now and then. I have no more headaches, no more sour stomach and no bilious spells. I have not been sick to my stomach or had a nervous vomiting spell in three years. Am now 56 years old, and have better health and do a better business and more comfortable than ever before in my life. I certainly attribute the change to leaving off coffee and using Postum, for I have taken no medicine to aid in making the change.

"The experiment as stated is absolutely true. I am willing, if necessary, to attach my affidavit to it." Name given by Postum Co., Battle Creek, Mich.

CLASSIFIED AD. RATES

"Rooms," "Rooms and Board," "Housekeeping Rooms," "Situation Wanted," 15 words or less, 15 cents; 16 to 20 words, 20 cents; 21 to 25 words, 25 cents, etc. No discount for additional insertions.

UNDER ALL OTHER HEADS except "New Today," 30