DEALS WITH RAILROADS

ANNUAL REPORT READ AT CHAMBER OF COMMERCE MEETING.

Transportation Committee Discusses Problems of Portland—Secretary's Financial Statement.

One of the most important reports submitted at the annual meeting of the Chamber of Commerce on Wednesday evening, was that of the transportation committee. This report of the year's work is very full, and was read at the meeting by Mr. A. J. Capron, so that every member might hear for himself what that branch of the chamber had been doing during the past year for the good of the cause.

The report, which is printed below, deals most completely with the successful efforts of the committee toward securing benefits from the transportation companies. A full statement of the new distributive rates granted to Portland and to Eastern points is made, and the exact figures in all cases are given. The differences between the railroad companies and the Middle West jobbers is also discussed, and the local transportation problems are presented most fully. The report in full is as follows:

The most important event that has occurred during the past year in the transportation world, as it relates to this Coast, is the late decision of the Interstate Commerce Commission in the suit instituted by the Business Men's League of St. Louis vs. The Transcontinental Railroads, which was virtually the suit of the Middle West jobbers vs. the Pacific Coast jobbers, and as the merchants of Portland bore their part of the very heavy expense of this suit, and your transportation committee was very active in obtaining and giving testimony, and did everything in its power towards lightning the case and bringing it to a successful issue, it may not be out of the way briefly to outline the cause of the suit, the contention made, and the final result.

At a meeting of the freight officials of all the transcontinental railroads, held in Milwaukee, Wis., June, 1898, a tariff was issued, which became known as "the Milwaukee tariff," and which was considered by the jobbers and manufacturers of this Coast as reasonably fair, but not all that they could desire—the general tenor of the tariff was to raise rates, but the differentials between carload and less than carload rates was made such that it protected our jobbers in their business, and to a large extent prevented the Middle West jobber from entering the Pacific Coast territory and selling to the retailer goods in less than carloads.

This Milwaukee tariff was in effect about a year, when the pressure brought to bear by the Middle West jobbers on the railroads was such that the officials of the Great Northern and the Northern Pacific got together at St. Paul and issued a new tariff, reducing the differentials between carloads and less than carload rates materially, in some cases 50 per cent.

I might say in parenthesis that in every case where a question of moment has arisen between the Eastern and Western shippers, the Union Pacific and the Southern Pacific have sided with the Western shippers, while the Northern Pacific and the Great Northern have sided with the Eastern shippers, hence the attack on the Milwaukee tariff was made by the Middle West jobbers through these northern roads.

But the tariff issued in St. Paul, although framed largely in the interest of the Middle West jobbers, was still not satisfactory to them, and thinking they already had the officials of the northern roads on the run, they instituted this suit further to reduce these differentials—indeed, it seemed to the jobbers of this Coast that the two northern railroads negatively assisted in the institution of this suit.

The complaint was made that the railroads discriminated against the Middle West jobber.

First—"By making a lower rate to Pacific Coast terminals than to points on this Coast farther east." On this contention, the decision of the commission is that water competition across the isthmus or around the Horn warrants the railroads in these rates.

Second—"By undue and unreasonable difference between carload and less than carload rates; by an unjust system of varied commodity rates; and by unreasonably ... using to permit shipment of mixed carloads." On the question of differentials the decision of the commission is that "taking into consideration the rate adjustment as a whole, the water competition between the east and west coasts, the difference in cost of service by rail, the respective interests of the parties, the preservation of reasonable competition between the Middle West and the Pacific Coast jobbers, the tariff is not unjust, although many of its details are in violation of the law," and that where the differential is more than 50 cents per hundredweight, or more than 50 per cent of the carload rate, it is prima facie excessive. The commission goes on to say that while many differentials are too great, while many commodity rates (which in some cases apply to less than carloads only) should be readjusted, from the evidence submitted, it could not specifically be determined what ought to be done in specific instances; a further hearing on these was accordingly ordered.

It has therefore been determined by the transcontinental railroads that if possible it is better to procure an understanding between the three interested parties, viz., the railroads, the Middle West jobbers and the Pacific Coast jobbers, and so they have requested a joint meeting to be held in Chicago on the 19th of this month, to go carefully over the tariff, and, if possible, agree upon such alterations as will be necessary according to the decision, and make it conform to the law.

To go back a step—when the tariff issued at St. Paul by the two northern roads was promulgated, some time in April, 1899, to take effect May 1, 1899, the Pacific Coast jobbers sent a large delegation on to St. Paul to try and have the issuance of the tariff delayed until they could be heard, or to have it abrogated entirely, and a return made to the "Milwaukee tariff," delegates went on from every city of importance on this Coast, and Portland was most ably represented by members of this committee, a strong plea was made and every consideration brought forward to persuade the northern railroad officials to rescind their action, but without avail, the officials simply stating that the then existing differentials were without reason, were extremely excessive, were in violation of the law, and that when their Middle West shippers approached them regarding the matter, they simply could not look them in the face. It now seems that so great a tribunal as the Interstate Commerce Commission, after carefully listening to all the testimony, does not seem to agree with these officials on this point, and virtually decides that the differentials in force under the Milwaukee tariff are not at all oppressive or discriminative. It is to be hoped at the coming meeting a tariff may be evolved that will obviate the necessity of a further trial before the commission of those points left open by its decision.

The most important work done by this committee, per se, during the year, was the obtaining from the railroads better distributive rates to point seaet of Portland. This was only done after much hard work and many meetings, and was finally accomplished by presenting comparative tables made by the undersigned showing that practically all class rates applying to shipments east-bound from Portland were much higher than like distributive rates out of New Orleans, St. Paul, Ogden, Los Angeles, San Francisco, Seattle and Spokane. Reductions were made on third and fourth-class rates, which comprise most of the goods usually shipped by our heaviest houses (except dry goods), 10 cents per hundredweight on fourth-class rate, or about 11 per cent, and 8 cents per hundredweight on third-class rates, or about 7¾ per cent. Carload rate on canned corn into the Palouse country has been also reduced to a minimum of 50 cents per hundredweight, to equalize with Middle West, but a further reduction to 40 cents per hundredweight is needed, and it is hoped will be granted—these reductions are very material, but it is surprising that such a road as the O. R. & N. Co., which derives almost its total east-bound freight from this city, should not have seen long ago the wisdom of reducing its distributive rates without being asked, as low distributive rates not only strengthen the hold a city may have on its jobbing trade, but also build up the interior by giving its inhabitants cheaper accommodations.

During the past year this chamber has been frequently importuned by Eastern shippers to support a bill now before Congress increasing the powers of the Interstate Commerce Commission; this matter has been as frequently referred by you to this committee, which has steadily refused its assent, in fact has gone so far as to request each member of our Congressional delegation to work and vote against the bill, unless an amendment can be inserted increasing the number of the commission to seven, and making it obligatory on the President to appoint at least one member from this Coast, for we earnestly believe that the commission, as now formed, with no representative on it from this Coast, is not to our best interests, and that the Middle West, if it has its way in these matters too long, will soon believe that the other parts of the country should receive very little consideration. They feel now as though they were the hub of the United States, and that both the east and west coasts were the rim, not only geographically, but in every other sense, and this idea, we believe, should be combated as far as this committee is concerned.

This committee during the year has, of course, taken up some matters that it has failed to carry through. Among them is establishing a steamship line to Alaska, another establishing a coastwise line to Coos Bay points, another aiding the extension of the Columbia Southern. As to the Alaska line, it seems impossible to enlist enough Portland support to induce outside capital to make the venture.

As to the Coos Bay line, it can only be maintained by the steamers having cargoes northbound as well as south-bound; coal seems the only product that could furnish sufficient tonnage; the coal mines are owned in San Francisco, and naturally the product goes there; still, the increased use of coal oil seems to have caused the owners of the mines to look northwards, and it may be that within a short time arrangements will be made so that a regular tonnage can be offered. In that event, a line of small steamers will certainly be put on. This committee has still the matter in hand, and hopes to accomplish this object.

As to the Columbia Southern, your committee has no actual knowledge of the situation, hence can only refer to the editorial in The Oregonian, which seems to be based on direct knowledge, namely, that the outstanding bonds on the road are held by the Harriman people; that they refuse to advance money to extend the road, because they wish to extend a branch into the same territory from Winnemucca, Nev., thus diverting the traffic to San Francisco; that they threaten that if money is obtained elsewhere for the extension of the road they will parallel it; that under these circumstances no one else would dare to advance the money, and that consequently the road will not be built.

Taking The Oregonian's premises as correct, Portland has but one thing to do to protect itself in that country, and that is for its moneyed men to raise the necessary funds and build the road themselves into this territory, which is in crying need of a railroad, and which would increase the area and business of Portland in a very large degree. It seems criminal almost that a road is not pushed forward.

In conclusion, I beg to report that the committee, composed as it is of representatives of 20 of our heaviest concerns, is thoroughly alive to the situation, and will at all times keep a careful watch on the interests of this community as far as it applies to transportation matters, and trusts that this year will see further gains made by our efforts towards placing this city at least on an equality with other cities of like size and situation.

Respectfully submitted,

W. A. MEARS, Secretary.

Report of the Secretary.

The report of Mr. Lewis Russell, secretary of the Chamber of Commerce, as submitted at the annual meeting, shows that the chamber is in a most flourishing condition at present, both financially and as regards membership. At the time of making up the report, there was a balance on hand of $1416 45, and a total membership of 308. The detailed report was as follows:

To the Officers and Members of the Chamber of Commerce of Portland: Herewith please find my report of the finances of the Portland Chamber of Commerce for the year ended December 31, 1902:

RECEIPTS.

Balance on hand January 1, 1902	$ 273 28
From membership dues	6352 62
From sale of grain standards	33 95
Special—	
From Credit Men's Association, account John Barrett entertainment	$10 00
Account Harriman banquet	94 50
From Manufacturers' Association, account Portland day at State Fair	6 85—111 35
Collection of Harriman booklet fund	2725 00
Total	$9496 25

DISBURSEMENTS.

Salary of assistant secretary	$1800 00
Salary of secretary transportation committee	300 00
Rent	300 00
Telegraphing	204 94
Office expenses	122 40
Clerical work	67 60
Printing	276 00
Entertainment	292 05
Stationery	31 13
Advertising	1455 73
Postage	143 05
Herriman booklet fund	2275 00
Miscellaneous expenses	811 58
Balance on hand December 31, 1902	1416 45
Total	$9496 23

The balance on hand December 31, 1902, is chargeable with a debit of $900, which the Chamber of Commerce has contributed toward the cost of an exhibit of the resources of Oregon at the Osaka, Japan, Exhibition, on condition that $2000 shall be contributed by the Lewis and Clark Centennial, $800 by the Board of Trade, and $300 by the Manufacturers' Association.

The number of members on January 1, 1902, was 275. During the year there were 92 admissions and 59 resignations, making the membership on December 31, 1902, 308, a net gain for the year 33.

Account of the Harriman booklet fund:

RECEIPTS.

Subscriptions	$2725 00

DISBURSEMENTS.

L. N. Guy, collecting subscriptions from subscribers	$ 15 00
Standard box factory, 60 shipping boxes at 35 cents	21 00
Union Printing Company, printing 150,000 booklets, per contract	2120 00
Hicks-Chatten engraving for book and cover	103 75
Howe, Davis & Kilham, packing booklets	5 00
Holman Transfer Company, cartage to depot	2 50
Lovejoy & Lincoln, packing booklets	5 00
Post Special Delivery Company, cartage to O. R. & N. Co.	25
Applied to advertising the resources of Oregon in the Minneapolis Evening Journal	450 00
Total	$2725 00

The total cost of the advertising in the Minneapolis Journal was $1000, of which amount the Chamber of Commerce paid out of its own funds the sum of $550.

Respectfully submitted,

LEWIS RUSSELL, Secretary.

I hereby certify that the above report has been examined and found correct. The balance to the credit of the Chamber of Commerce at the bank of Ladd & Tilton, on December 31, 1902, was $1907 48; less seven outstanding checks, $491 03; showing the balance reported above, $1416 45. Respectfully,

W. R. MACKENZIE, Accountant.

Portland, Or., Jan. 10, 1903.

Lewis and Clark Resolution.

At the annual meeting of the Chamber of Commerce, held on Wednesday evening, W. Y. Masters moved the passage of the following resolution, which was carried unanimously:

Whereas, The people of Portland have organized a corporation for the purpose of holding an Exposition in 1905 to celebrate in fitting manner the 100th anniversary of the expedition of Lewis and Clark to the Oregon Country; and,

Whereas, It is important that all our citizens should co-operate in this laudable enterprise; therefore, be it

Resolved, That we recommend to our members of the Legislature to appropriate the sum of $500,000 for properly celebrating this memorable occasion, and to demonstrate the great advantages that have accrued by reason of this exploration that we as citizens now enjoy, and to the end that this may be carried forward to a successful consummation and conclusion; be it further

Resolved, That our members of the Legislature use their utmost influence to secure the appropriation for the purposes above named.

ONE OF CITY'S NEW HOMES

RESIDENCE OF MR. AND MRS. EDGAR E. COURSEN.

Built and Furnished on Artistic Lines, It Contains Most Complete Musical Library on Pacific Coast.

One of the most charming houses in Portland is the new home of Mr. and Mrs. Edgar E. Coursen, the well-known leaders in musical circles, on Lovejoy street near Twenty-first.

Outside the house is in style a modified type of colonial and inside its large and sunny rooms are ideally arranged for beauty and comfort.

The music-room is a particularly delightful place, showing in every detail evidences of musical refinement and good taste, and contains, among other interesting things, the most complete musical library on the Pacific Coast.

This room and the dining-room across the hall were each finished according to Mrs. Coursen's own plans in dark weathered oak. The music-room is furnished quite simply, in the manner dear to musical people, with no superfluous hangings or furniture to blur sound. Even the electric lights do not hang from the ceiling, but are inserted in shining reflectors in the ceiling to prevent jarring. In one corner stands the piano and in the south wall is a big fireplace of Roman brick.

There is a cozy seat in the east window, which overlooks a wide veranda end on the edge of a bookshelf are perched a quartet of dimpled plaster Cupids, one playing a lute, one beating time and the other two singing. In this room hangs a picture of the original Boston Mendelssohn quintet, Ryan, Schmitzler, Schada, Geise and Thiele, who gave their concerts in Portland, choosing Mrs. Coursen for the solo work at each concert, an honor which she recalls with much pride and pleasure.

The dining-room is the quaintest place imaginable, with heavy oak furniture, a Dutch cupboard with many-paned glass doors, adn a soft blue fleur de lis patterned wainscot, seven feet deep and bordered by an oak plate molding. The carpet is blue to match the lower wall and the ceiling and upper walls are finished in rough gray plaster.

Mr. and Mrs. Coursen are both fond of Portland, and the fact that people of such pronounced artistic ability should decide to make a permanent home here is something of which the city may be proud. Neither of them has ever consented to play or sing anything below the highest standard of musical art, and both have done a great deal to elevate public taste.

They have each a fine record of work in the Portland churches. Mr. Coursen having been organist at Trinity and Mrs. Coursen solo soprano for eight years. Afterward they were engaged in the choir of the First Presbyterian Church, of which Mr. Coursen is still organist.

Mrs. Coursen is devoting her time to teaching and educating her children in music in her own home. In fact she is such a home-lover that she has never had the least desire for concert or the stage.

"I suppose if I ever had any operatic ambition," said Mrs. Coursen, "it would have been awakened when the old Handel and Hayden Society gave the 'Chimes of Normandy' at the old New Market Theater and I sang 'Geraldine.' It was a great success but it didn't affect me in the least.

"That was a gala week in the history of Portland. Everybody took hold with a will and it seemed as if the whole city attended. I really can't speak for the first nights, as I was so frightened that I couldn't see over the footlights, but after that thoroughly enjoyed it."

The performance of "The Chimes of Normandy" is a well-remembered event in Portland, although it took place quite a long time ago, before Mr. and Mrs. Coursen were married. The theater was crowded every night for a week and the audiences were so delighted that people are talking about the opera still.

"Probably my most interesting dramatic experience," she added, "was with the Rive-King Concert Company at the time of the great pianist's first visit to the Coast.

"After her concerts here she made a tour of the Sound cities, going as far as Victoria. I went with her as solo soprano, together with Mrs. Story, the well-known contralto of San Francisco, Ben Clark, tenor; Mr. Kinross, baritone, and of course Mr. Coursen, as accompanist.

"We had many varied and interesting experiences during our week of travel. Rive-King, with her green parrot, furnished the greatest part of our entertainment on the road. She always took her own piano wherever she went and it was always funny to watch her—she was very short and stout—getting out on the depot platform to superintend its transfer."

INTERIOR OF THE NEW HOME OF MR. AND MRS. EDGAR E. COURSEN.

SMITH'S POLICY NEEDED.

Strong Evidence of Native Treachery and Cruelty in Glenn Trial.

MANILA, Jan. 15.—Six officers who served in the Island of Samar testified today before the court-martial which is trying Major Glenn on the charge of unlawfully killing seven prisoners of war in Samar. The witnesses mostly detailed the enemy's acts of barbarity, such as burying persons alive, mutilating living and dead persons and torturing and murdering prisoners and natives in sympathy with the Americans.

The defense produced an order of General Lukban directing the use of poison against Americans. The court admitted as evidence the captured report revealing additional features of the plot which led to the Balangiga massacre. The witnesses agreed that the policy of Brigadier-General Jacob H. Smith was necessary and that it ended the insurrection in Samar.

Captain Smith testified that the friendly natives who were refugees in the mountains in his district petitioned to be allowed to return to the town, and promised to support the Americans. Captain Swayne, said the witness, told General Smith they would die of starvation if left in the mountains, and General Smith, the witness added, said:

"Let them die. The sooner they are dead the sooner we shall have peace."

DISAGREED WITH DOLE.

Attorney-General Dole, of Hawaii, Reported to Have Resigned.

HONOLULU, Jan. 15.—(By Pacific cable.)—It is currently reported that Attorney-General E. P. Dole has resigned his office. Several reasons are assigned for the action of the Attorney-General. One is that pressure was brought to bear upon him by certain leaders of the Republican party, and another is that he frequently held views in opposition to those of the Governor on certain questions, which created unpleasantness between the two officials.

The Attorney-General is a cousin of Governor Dole and has held office ever since the inauguration of the territorial government.

Prudential Appeals From Injunction.

TRENTON, N. J., Jan. 15.—The Prudential Insurance Company, United States Senator Dryden, president, and others, who are directors of the company, today filed in the Court of Chancery a notice of appeal from the preliminary injunction granted in that court restraining them from purchasing any of the proposed new issue of stock of the Fidelity Trust Company, of Newark.

A Remarkable Record.

It is an interesting fact that in October of the year 1780—just a year before Cornwallis surrendered at Yorktown, 27 years before Fulton started his first steamboat on the Hudson River, and 57 years before the electric telegraph came into use—the Baker Cocoa and Chocolate factory was established in Dorchester on the site now occupied by one of the large mills of that company.

Over 122 years of uninterrupted success. Think of it! What other manufacturing concern in this, or, indeed, in any country, can show such an extended record of business prosperity?

What is the secret of their great success? It is a very simple one. They have won and held the confidence of the great and constantly increasing body of consumers by always maintaining the highest standard in the quality of their cocoa and chocolate preparations, and selling them at the lowest prices for which unadulterated articles of good quality can be put upon the market.

They receive numerous letters from housekeepers who have used their cocoa and chocolate for many years, stating that lately, when ordering the Baker goods, other goods of greatly inferior quality have been sent to them. They find it necessary, therefore, for the protection of those who want their cocoa and chocolate, to issue an emphatic warning against these fraudulent practices, and to ask buyers to examine every package they receive, and see that it bears the well-known trademark of "La Belle Chocolatiere," and the correct name of Walter Baker & Co., Ltd. Under the decisions of the United States courts, no other cocoa or chocolate is entitled to be labeled or sold as "Baker's Cocoa" or "Baker's Chocolate."

Sunnyside Alumni Association.

Graduates of the Sunnyside School will hold a meeting this evening in the assembly hall to perfect the organization of an Alumni Association. Reports will be received from the committee on constitution and by-laws and on nomination. Forty names have already been enrolled as members, and others will come in this evening. There are about 123 graduates from the Sunnyside School, who will be eligible for membership. Professor Edward D. Curtis will be present to preside until the regular president has been elected.

Jury to Try James Wilcox.

HERTFORD, N. C., Jan. 15.—The jury in the case of James Wilcox, charged with murdering Nellie Cropsey, was completed today.

GABRILOWITSCH

COMING!

Gaorilowitsch, the new Russian pianist, who is to appear at the Marquam next Thursday, January 22, has been hailed as Paderewski's successor. He recently created a sensation with Nikisch, the great conductor, in Berlin. After touring in Scandinavia and Holland he made his London debut with Richter at the Philharmonic concerts. His performance of Tschaikowsky's B flat minor concerto—studied under the personal supervision of the composer—and Liszt's E flat concerto were critically acclaimed as just short of the miraculous. When he gave his recitals the variety of his style, the rich sonority of his tone, his endurable, youthful esprit and tender poetical feeling won from the English critics columns of praise.

Gabrilowitsch is only 25, possesses a magnetic personality, and is both handsome and modest. His intense Slavic nature, backed by a prodigious technic, enables him to accomplish musical feats that are winning admiration from the sternest of critics; yet it is as a musical artist, and not as a mere virtuoso, that he makes his strongest appeal. Bach, Beethoven, Schumann and Chopin he reads to perfection, while his untamed, fiery manner caused Oscar Bie, the well-known German critic, to write of him: "He drives the horses of Rubenstein."

Gabrilowitsch uses the Everett piano. The Allen & Gilbert-Ramaker Co., Portland and Seattle, are the sole representatives for the Northwest Coast.

A Timely Hint

Your teeth are an index to your character. If you are careless about this most important feature, it is most probable that you are equally negligent in other matters. Since we guarantee painless dentistry, fear of pain is no longer a valid excuse for neglecting your teeth. Call and see us.

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WILL WIDEN SECTION ROAD

FARMERS AGREE TO MAKE ROOM FOR RAILROAD.

Change Will Allow Street-Car Track To Be Laid, But No Line Is in Sight.

Albert Niblin, a well-known farmer living on the Section Line road, has succeeded in his efforts to secure the consent of farmers along that road for its widening from 60 to 80 feet from the Multnomah Hall to Gresham. Mr. Niblin undertook this work for the purpose primarily of securing an electric railway through that district—Southeast Mount Tabor—direct into Portland, and also to provide a fine boulevard.

From the corner of the Section Line and the Milwaukie road, where the Grange Hall stands, there is a straight course to Gresham, and by widening the roadway to 80 feet room would be made for an electric car line on either side of the road, without interfering with the regular travel from the country. There is yet no car line in this district. Mr. Niblin hopes to secure an extension of the Mount Tabor Branch of the City & Suburban Railway down the east side of Mount Tabor and out to Gresham along the Section road as widened. He has been at work in this effort to get railway connection with Portland for over a year, and intends to stay with the proposition until he gets what he is after. He is sure that the railway which gets into this territory will have a paying field. Along the Section road to Gresham there are constant settlements. The new trolley line of the Oregon Water Power & Railway Company is several miles southward and does not tap the Section Line territory. However, this company has secured a right-of-way to the Lower Mount Tabor reservoir, and it may conclude to enter this field. Mr. Niblin says he is not particular which company builds out the Section road, but he wants the railway. At present both companies are too busy with city improvements to take up new suburban lines, but there is hardly a doubt but this field will not ong remain unoccupied.

Select Schoolhouse Plan.

The taxpayers of the Russellville School District will hold a meeting next Monday to select plans for a new schoolhouse. Plans and specifications will be submitted by Chairman Emery, of the board of directors, prepared by an architect, for a four-room building, to be built in front of the present structure. This will provide a six-room building if the plans are accepted. The two rooms of the present building are to be used, no matter what plans are adopted.

East Side Notes.

The meetings being held in Westminster Presbyterian Church this week are proving very successful. At the last one, on Friday evening, Rev. W. S. Gilbert will preach on "Growth." The choir of the church will furnish the music.

C. H. Welch, a well-known fruitgrower of Mount Tabor, has been confined to his home for nearly two weeks with several carbuncles. Mr. Welch was on the programme for a talk on small fruit at the meeting of the Horticultural Society, but he could not be present.

The motive water-tube boiler has been received for the Government vessel which is being completed in Supple's shipyard. The cabin will be completed shortly and the boat will be launched. This craft is one of the stanchest built in a Portland boatyard. It is 86 feet long and has double sheathing.

Dr. A. H. Johnson, a well-known East Side physician is recovering from blood poisoning in the middle finger of his right hand. After assisting in a surgical operation he pricked his finger slightly with the point of an instrument used, but as it has been sterilized, he thought there was no danger. In a few days the member became inflamed and treatment was commenced.

The Road Supervisor has a force of men with teams filling up the large gravel pit in the Portland boulevard between Piedmont and the Willamette River. This hole, which was made by taking out the gravel, was directly in the boulevard and a menace to the public. The cycle path between Piedmont and the river, which is now almost impassable for wheels, is also being repaired.

DAILY METEOROLOGICAL REPORT

PORTLAND, Jan. 15.—8 P. M.—Maximum temperature, 42; minimum temperature, 33; river reading, 11 A. M., 5.3 feet; change in 24 hours, 0.1 foot; total precipitation, 5 P. M. to 5 P. M., 0.00; total precipitation since Sept. 1, 1902, 24.51 inches; normal precipitation since Sept. 1, 1902, 22.81 inches; excess, 1.70 inches; total sunshine Jan. 14, 9:06; possible sunshine Jan. 14, 9:06; barometer (reduced to sea level) at 5 P. M., 30.06.

PACIFIC COAST WEATHER.

STATIONS.	Max. temp.	Precipitation past 12 hrs.	Wind Velocity	Wind Direction	State of weather
Astoria	46	0.00	*8	S	Clear
Baker City	24	0.00	*	SE	Clear
Bismarck	40	0.00	8	W	Clear
Boise	30	0.00	*	W	Cloudy
Eureka	52	0.00	*	N	Clear
Helena	30	0.00	*	SW	Clear
Kamloops, B. C.	30	0.00	00	Clm	Cloudy
Pocatello	34	0.00	10	SE	Clear
Portland	42	0.00	6	SE	Clear
Red Bluff	48	0.00	*	S	Clear
Roseburg	34	0.00	*	NW	Cloudy
Sacramento	38	0.00	*	N	Cloudy
Salt Lake	36	0.00	*	W	Clear
San Francisco	48	0.00	6	N	Clear
Spokane	22	0.00	*	NW	Cloudy
Seattle	42	0.00	6	SE	Cloudy
Walla Walla	32	0.00	*	W	Cloudy

*Light.

WEATHER CONDITIONS.

There has been little change in the weather conditions in the North Pacific States during the last 24 hours. The area of high pressure still envelopes the plateau region, but is slowly decreasing in magnitude. The storm central off the coast has moved but little since yesterday, with the result that the fair weather of the last several days has continued.

The indications are for generally fair weather in this district Friday.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight Friday, January 16:

Portland and vicinity—Probably fair; east to south winds.

Western Oregon—Probably fair; east to south winds.

Western Washington—Cloudy, with probably showers; southerly winds.

Eastern Oregon, Eastern Washington and Idaho—Generally fair weather.

A. B. WOLLABER, Acting Forecast Official.

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Pupils prepared for any university, business college, or special examination. Particular attention given to those backward in public school work of any grade. Call or write.

AMUSEMENTS.

MARQUAM GRAND THEATER—CALVIN HEILIG, Manager. Thursday, Friday, Saturday nights, January 15, 16, 17. Matinee Saturday at 2:15 o'clock. WARFIELD —IN— "THE AUCTIONEER." Under direction of DAVID BELASCO. Prices—Entire lower floor, $1.50. Balcony, first 3 rows, $1; second 3 rows, 75c; last 6 rows, 50c. Gallery, 35c and 25c. Boxes and loges, $10. Seats are now selling.

THE BAKER THEATER—GEO. L. BAKER, Manager. Phone—Oregon North 1076, Columbia 506. "Standing room only" is the rule. Crowded houses every night this week. Tonight and every night this week, Matinee Saturday. "THE LITTLE MINISTER," Dramatized by J. M. Barrie, presented by the Neil Stock Co. An elaborate production. The Baker prices never change. Evening—15c, 25c, 35c, 50c. Matinees—10c, 15c, 25c. Next week, starting Sunday Matinee, "For Fair Virginia."

CORDRAY'S THEATER—Tonight, tomorrow night and Saturday Matinee, last three performances of Miss Fannie Curtis and a powerful company, in the romantic drama, "DOWN BY THE SEA." Management of Phil Hunt. New and up-to-date specialties. Splendid scenery. See the electrical storm at sea. Prices—Evenings, 25c and 50c. Matinee, 25c to any part of house; children, 10c. Next attraction, "A GAMBLER'S DAUGHTER."

AUCTION SALES TODAY.

By the Ford-Wilson Auction Co., at 182 1st st., at 10 A. M. Wilson & Ford, auctioneers.

At Gilman's, 411 and 413 Washington st., at 10 A. M. S. L. N. Gilman, auctioneer.

MEETING NOTICES.

A. A. O. N. M. S.—We that are living should be most thankful that we are alive this day 1903. A CEREMONIAL SESSION of Al-Kader Temple with the "Traditional Banquet" will be held at their council room, Masonic Temple, Saturday evening, 17th inst., at 7:30 o'clock SHARP. Petitions for the order must be in the hands of the Recorder not later than 4 o'clock. All petitions will be acted upon at the business session, which will be held at 6 o'clock; and those elected will RECEIVE the order the same evening. Visiting Nobles having their 1903 card will be made most welcome. Members, bring your fez. The Recorder has none to loan. By order ILLUSTRIOUS POTENTATE. B. G. WHITEHOUSE, Recorder.

A. & A. S. RITE.—Candidates for the reunion will meet at our hall, eighth floor Marquam bldg., this morning at 9 o'clock. 4th, 5th and 6th degrees at 10 A. M. 14th degree at 2 P. M. 18th degree at 8 P. M. B. H. NICOLL, Sec.

PORTLAND LODGE, NO. 55, A. F. & A. M.—Stated communication this (Friday) evening at 7:30 o'clock. Work in the M. M. degree. By order of the W. M. I. W. PRATT, Sec.

HASSALO LODGE, NO. 15, I. O. O. F.—Regular meeting this (Friday) evening at 7:30 o'clock. Work in the first degree. A full attendance is requested. Visitors welcome. HENRY BROWN, Sec.

SPECIAL NOTICE.—All members of the Bridge and Structural Iron Workers are requested to meet at their hall Saturday evening at 6:30 o'clock, as there will be business of importance before the open meeting. By order of the President.

DIED.

MAYER—At Trugenhofen, Wurttemberg, Jan. 14, 1903, Helene Mayer, in her 79th year; mother of Mrs. J. Polivka and Mr. F. J. Alex Mayer.

FUNERAL NOTICES.

NOST—Friends and acquaintances are respectfully invited to attend the funeral services of Bertha C. S. Nost, which will be held from the Danish and Norwegian Church, cor. 13th and Davis sts., at 2:30 P. M. today. Interment Greenwood cemetery.

J. P. FINLEY & SON, Progressive Funeral Directors and Embalmers, cor. 3d and Madison streets. 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.

NO. 45 ELLA STREET. 57x100, with 6-room house, all newly renovated, including new plumbing. Price $4750, easy terms. RUSSELL & BLYTH, 82½ 3d st.

NOTICE—RETAIL GROCERIES AND RESTAURANTS; Western dry granulated sugar at $4.75 100-pound sack, at Holman's warehouse.

TO LET—SECOND STORY OF 42 FRONT st. Apply on the premises.

MORTGAGE LOANS

On improved city and farm property. Building loans. Installment loans. WM. MACMASTER, 311 Worcester block.

MORTGAGE LOANS

On improved city and farm property. R. LIVINGSTONE, 224 Stark st.

TRINITY CHURCH SITE

For Sale—The remaining lots on 5th st., opposite H. Weinhard's new block. On car line. No prices so reasonable for lots. See F. V. Andrews & Co., Hamilton bldg.

New Houses for Sale

Either of those new and complete modern dwellings, now nearly finished, on the northeast corner of 21st and Irving sts. See us for terms.

PARRISH, WATKINS & CO.

250 Alder street.

DUTY OFF TEA

60c tea for	30c
Java-Mocha coffee	30c
Fresh eggs	20c
Dairy butter	45c and 50c
Creamery	60c
Best creamery	65c, 70c
Full cream cheese	15c and 18c
Swiss cheese	25c
Oregon Swiss	20c lb.
Best sugar-cured hams	14c
Picnic ham	11c
Cottage ham	12½c

Remember Saturday is chicken day. Chickens, geese and turkeys.

LA GRANDE CREAMERY

264 Yamhill.

Portland Homebuilding Co.

Builds homes only at University Park. You select a lot 50x100, and pay down $5 and pay $5 monthly till your turn comes to get a home, after which you pay $5 monthly and 5 per cent simple annual interest on what you owe. Each principal payment reduces the interest accordingly. Each home costs $1000 including $200 for the lot. Contracts are issued in series of 100. When there is paid to the company $1000 by all the members, they are called together to determine who shall get the money with which to build a home. The one who gets the money pays to the others 5 per cent interest on the amount each has paid of the $1000 loaned, therefore each member gets 5 per cent interest on his money until he becomes a borrower himself. Each member also gets the increase in the value of his lots from the day he pays down his first $5. For further particulars call on or address FRANCIS I. M'KENNA, Agent, 151 6th st., Marquam bldg., Portland, Or.

The Ford-Wilson Auction Co.

Auction Sale Today

Beautiful Decorated Crockery and Chinaware, new Graniteware, Groceries, Boots and Shoes, Clothing, etc., etc.

Sale 10 A. M. Today, at 182 First Street

WILSON & FORD, Auctioneers.