

# GOOD ROADS MEN GET TOGETHER

## Convention Is Opened at Exposition With Addresses.

## ANNUAL REPORT IS READ

### President Goode Delivers Address of Welcome, and Driver of "Old Scout" Tells Condition of Roads Across Continent.

**ORDER OF THE DAY, JUNE 22.**  
 10 A. M.—National Goods Roads Association Convention, Auditorium.  
 10:30 A. M.—Concert by Administration Band, bandstand, Gray Boulevard.  
 2:30 to 4:30 P. M.—Grand concert, Inner Band, bandstand, Gray Boulevard.  
 2:30 to 4:30 P. M.—Grand concert, Administration Band, in front of Machinery Hall.  
 2:30 P. M.—Marvellous Bauma, in their sensational high-wire act, foot of Lakewest Terrace, free.  
 2:30 P. M.—United States Life-Saving Service exhibition on lake.  
 8 P. M.—Marvellous Bauma in their sensational high-wire act, foot of Lakewest Terrace, free.  
 7:30 to 9:30 P. M.—Grand concert, Inner Band, bandstand, Gray Boulevard.  
 8 P. M.—Grand electrical illumination.

Further information may be obtained from the official programme.

"Oregon has better roads than any other state west of Chicago, and I am confident that, with a little work, they could be made equal to the fine thoroughfares of New York and Ohio." Such was the sweeping statement made before the good roads convention at the Exposition yesterday by Dwight B. Hux, one of the drivers of "Old Scout," the automobile that completed its 10,000-mile run at the fair grounds shortly after noon. Mr. Hux and his companion, Milford Wigle, were enthusiastic over Oregon and the West, and delivered short addresses to the convention on their experiences during the trip.

The fifth annual convention, which was very largely attended, took place in the Auditorium, Fremont street, at 10 o'clock of the National Goods Roads Association, presiding, and the Administration Band furnishing the music. Delegates were present from all parts of the Northwest, and Eastern States as well, and made the opening session of the roadmakers particularly enthusiastic.

After the call to order, President Moore introduced Stephen B. Whorwille, of Portland, who delivered the invocation. President Goode then delivered a short address of welcome to the assembled delegates and visitors.

**President Goode Speaks.**  
 "It is particularly appropriate at the present time," said Mr. Goode, during the course of his remarks, "that we should have with us today the winners of the 4-day automobile race from New York. The direct bearing that such an event has on the condition of public thoroughfares makes the presence of these gentlemen an interesting feature of this convention. They have brought with them a letter from General Manager McMillan of the Interstate Commerce Commission, calling attention to the rapidly with which the automobilists made the trip that took Lewis and Clark so many months to complete."

**Other Addresses Made.**  
 Attorney-General Crawford, representative of Governor Chamberlain, made the second address of welcome, his remarks being in part as follows:  
 "We do not expect that you will be able to show us how to build good roads without money or labor especially over our lofty mountains, some of which I once heard an orator say 'are so high that the recording angel can stand on their snow-capped peaks and trace the history of the world on every face of the sky,' but with your kind assistance we can add greatly to our knowledge of the art."

Hoping that your stay with us will be as full of pleasure and profit to you as I know it will be to the citizens of Oregon, in their behalf I once more bid you and all a most cordial adieu, and wish you a most successful trip.

The next speaker to be introduced to the convention was Hon. William D. Wheelwright, president of the Portland Chamber of Commerce, who, in his address, won the applause of the convention by his bright address, in which he characterized a good road as "a broad, smooth highway, with frequent curves, a steady firmness and a suspension of the law in prohibition states." Mr. Wheelwright joined in welcoming the delegates, and speaking in them the doors of the City of Portland.

**Address by G. W. Allen.**  
 G. W. Allen, of the Portland Board of Trade, addressed the convention in behalf of his organization. He told of the great roads of ancient times, and how states had done their best to provide proper means of communication between centers of population. "Roman roads were celebrated," said Mr. Allen. "The Appian Way was constructed in 543 B. C., and I think I am correct in saying that some parts of it are in use to this day."  
 "The first great public work in the country was the road built from Washington to Wheeling, on the Ohio river, in 1800, at a cost of over \$1,000,000. Since its construction, some \$20,000,000 has been spent in keeping it in order."  
 "The country road rights, but adopted the unwieldy policy of allowing local authorities to take charge of the roads, with the present unfortunate results."

**Driver of "Old Scout."**  
 President Moore then introduced to the audience Dwight B. Hux, one of the drivers of "Old Scout." Mr. Hux was clad in leather jacket, and gave every evidence of having passed through a very trying ordeal in making his record-breaking trip across the continent.  
 "You have heard of good roads in many other states west of Chicago," began the automobilist, and the local delegates to the convention dropped out further remarks in a roar of applause. When the noise had subsided, the speaker continued: "I am satisfied that with a little work, Oregon could have as good roads as New York and Ohio."  
 "My remarks about some of the roads over which we passed would be unfit to print. However, when we hit the Willamette valley our spirits rose like a thermometer in hot water."  
 Mr. Hux's partner, Milford Wigle, was also introduced, and thanked the convention for its attention, and expressed his appreciation of the greeting they had received from the people of Portland.



MILFORD WIGLE AND DWIGHT B. HUX, WHO BROUGHT "OLD SCOUT" TO PORTLAND.

## WINNERS OF AUTOMOBILE RACE

rious speakers. "We are glad to be with you. We owe special thanks to the various railroads, and to the people of cities in several states where we held conventions during the past few weeks." Mr. Moore expressed the belief that hard times would come again within a few years, and he thought that the country should have some employment laid out for them, such as work on the roads.

**Annual Report Read.**  
 Colonel R. W. Richardson, secretary of the National Association, then read the annual report of the secretary, in part as follows:

The first National Good Roads Convention, which met in the City of Chicago, November, 1900, appointed a special committee to draft articles for the formation of a permanent National Good Roads Association. The report of this committee created the present National Association. W. H. Moore was elected president; Edwin A. Potter, treasurer; Lewis C. Moore, secretary; and Hon. Martin Dixon, Government Director of Roads, advisory.

Under the articles adopted, the membership is composed of representatives of the various commercial, industrial and agricultural organizations, the purpose being to unite all these interests for a system of permanent public roads for the states and territories. The management and affairs of the association are placed in the hands of an executive committee composed of five officials and four representative members to be selected by the president.

The association has stood for the principle of the National aid for the building of permanent and interstate roads and National trunk line highways. There is a growing and favorable sentiment for this principle. There are now in progress in the various states of the United States measures providing for the general Government giving substantial aid to the states in the construction of a uniform system of permanent surfaced public roads, commensurate with the needs and demands of this great country.

The matter of personal and pleasant drive to have had in charge all the details in the promotion of this, the fifth annual National Good Roads Convention, I wish to especially thank the president and management of the Lewis and Clark Central Exposition, the officials and members of the Portland Chamber of Commerce, the Portland Board of Trade, the Manufacturers' Association, the County Judge, the road officials of Multnomah County, the Chamber of Commerce, the Board of Portland, the officers of the State Good Roads Association, the Oregon Development League, and the other officials of the various cities, and co-operation, and the many favors and honors extended to me by all.

**HOT FIGHT FOR PRESIDENT**  
**James W. Abbott Tells of Race for Good Roads Office.**

James W. Abbott, Pacific Coast agent for the office of public road inquiry, in speaking of the contest between President Moore and Secretary Richardson for presidency of the Goods Roads Association, which met yesterday in convention, said:

During the past five years I have represented the Good Roads Division of the Government as special agent for the Rocky Mountains and Pacific Coast. I have devoted practically all of my time to work for the good roads cause, and in that work have been in all parts of the United States, as well as in Canada and Mexico.

The first time the Goods Roads Association was organized at Chicago in November, 1900, a few months after my official appointment, I was a delegate to that convention and there met for the first time Colonel R. W. Richardson. I had already met Colonel Moore and Director Dodge at a convention in Denver, Colorado, in 1901, and since that time I have attended, as a delegate, each of the National annual conventions, one having been held at Buffalo, at the Pan-American Exposition, and two at St. Louis, at the Louisiana Purchase Exposition, one in 1903 and one in 1904. I have attended a vast number of other good roads conventions, including brigades and trans-Mississippi congresses, and have visited a great many commercial bodies in the interests of this movement. I have by this experience probably become better able than any one else in the United States to determine the sentiment among good roads men with reference to the policy of the Interstate Commerce Commission.

It becomes clear to me years ago that Richardson was the real champion of the good roads people who were returned to the front of the two men for president. Some of them treated the subject at the convention of 1904. The matter was referred to Mr. Richardson and he declined positively to allow his name to be considered. He said: "I have been associated with Mr. Moore in the

work, and it might look disloyal for me now to accept the presidency." The same thing came up again last year, and Mr. Richardson took the same position, going against the wishes and the judgment of many of his best friends.

Since the election in 1904 Mr. Richardson and Mr. Moore have done very little work together. Mr. Richardson has disapproved of Mr. Moore's methods. Almost immediately after the last election some of those who believed that Mr. Richardson would be the appropriate candidate for president of this association, began to urge the matter upon him, but it was not until very recently that he finally and with great reluctance consented to be a candidate. Both Colonel Richardson and I would vastly prefer to see Colonel Moore president of the association and its work.

**FAIR ATTENDANCE, 14,117.**  
 The returns received last night by the admissions department at the Exposition, showed a decided increase, the attendance yesterday at the fair being 14,117.

outing its affairs as we believe they ought to be conducted, than that Colonel Richardson should assume the weighty responsibility. But we have both been so closely identified with the work and feel such an earnest desire for its success that we will not lightly allow it to be wrecked, as we believe it must be, if the present method are pursued. The issue at this election is going to be purely one of method. We feel that the wise, reckless and impossible things which Colonel Moore promises to do for communities, should be done in a more practical and safe manner. He has already promised that the construction train of the National Good Roads Association will do an amount of work gratuitously for communities, which, allowing for unavoidable delays, climatic and otherwise, would take more than ten years. This construction train has never yet been assembled, and while we believe that negotiations have been made for it, we do not believe that Colonel Moore can ever successfully operate such a train.

The three good roads trains which have heretofore done object-lesson road work have been under the direct operation and executive management of Colonel Richardson. They were wonderfully well equipped trains, but they demonstrated that the building of suitable object-lesson roads effectively and economically was not and could not be made a circus proposition.

The Great Northern good roads train carried a minutely elaborated equipment of machinery and road experts, better than could be gathered together again, but the officials of that railroad, recognizing the inherent faults and limitations, have decided to discontinue it. "That train set back the cause of good roads in Minnesota five years."

We do not believe in the method of levying an enforced collection upon communities where one-day conventions are held, and especially when these conventions are conducted upon promises of object-lesson work to be done in the future.

We do not believe that the presidency of the National Good Roads Association belongs to any man by inalienable right, but we do believe that the delegates to an annual National good roads convention have the right to cast their votes for the man of their choice, whether that man be Colonel Richardson or Colonel Moore.

**Foreign Exhibits Arrive Late.**  
 Behind the arrival yesterday morning at the Exposition of big portions of the delayed Russian and French exhibits there is a story of delay which traces its origin to lack of geographical information on the part of the shippers. While two almost empty foreign booths have stood under the glaring signs of Russia and France, Exposition officials have been wondering why all the exhibits did not arrive. They were sent weeks ago to reach their destination. There was considerable cabling before the secret of the delay came out. Then it developed that the commissionaire, having a small knowledge of geography, had sent their goods to New Orleans to be conveyed thence to Portland. When the shipments reached that city they were promptly forwarded by water to New York, and there some more delay was caused by shipping them to Portland via St. Paul. Had they gone on around the Horn in the first place, they would have been here sooner. Work of installation will be rushed, and the next week will see Russia and France at home in their respective booths.

**The Denver & Rio Grande scenery is even more beautiful in winter than summer. Travel East via that line and spend a day in Salt Lake City.**

## "OLD SCOUT" WINS RACE

### LONG-DISTANCE AUTOMOBILE CONTEST IS OVER.

**Hux and Wigle, the Winners, Cross Continent in Forty-Four Days' Drive.**

Hux and Wigle, winners of the transcontinental automobile race from New York to Portland, reached the end of their long journey yesterday afternoon. They arrived at the outskirts of the city shortly after noon, where they were met by a number of local automobilists, and, after a slow procession through the streets, drew up in front of the Administration building at 2 o'clock.

The plucky drivers left New York 45 days ago, and were 44 days and six hours in making the arduous journey. Many ordeals have they passed through in the way of difficult mountain trails, sandy desert roads and swollen streams. The trip was finished, however, without serious mishaps and the two men were in excellent health. They have the distinction of winning the first transcontinental automobile race, although the trip has been made by auto many times before. It is believed their time breaks the record, at least for a run about which is the time of a machine in which they finished. They started with the intention of reaching Portland in time for the Good Roads convention. They reached the Exposition grounds just ten minutes before the first session convened. After delivering to Exposition President H. W. Goode a message sent to him by Mayville E. Stone, general superintendent of the Associated Press, the two men were escorted before the convention, where they gave a brief recital of the condition in which they have found roads on their long trip. They report no part of the way more impassable than the Cascade Range road. After passing the summit after a tedious climb, they found it necessary, coming down the steep incline, to set the reverse brake and station one man behind with a rope attached to the axle. They feared they might go over a precipitous bank, but got off the mountains without mishap.

They will spend some time in Portland viewing the Exposition, and will return by train. By winning the race they won \$100, which was put up as a prize by a Detroit manufacturing establishment, which instituted the race.

**UTAH EDITORS AT FAIR.**  
 Come to See the Sights and Gather Some Local Color.

To gain a more comprehensive idea of the Lewis and Clark Expedition, so that they can in turn supply the general public with better descriptions of the attractions of the Western World's Fair, they arrived in Portland yesterday morning on private cars, 21 members of the Lewis and Clark Expedition party will remain in Portland for a week or two days and their itinerary includes a trip to Astoria by water and to several other points of interest in the vicinity of Portland.

**Work on Maine Building.**  
 Work began yesterday on the erection of the State of Maine building, a replica of the home of Henry Wadsworth Longfellow, at the Exposition grounds. The structure will be situated midway between the Idaho and Illinois State buildings. It will contain three stories.

**Business Items.**  
 If Baby Is Cutting Teeth, be sure and use that one and well-tried remedy, which is sure to cure the child, soothe the gums, relieve all pain, cure wind colic and diarrhoea.

**The Great Cascade.**  
 From the St. Louis Fair is located on the Trail. Admission now only 15 cents.

Utah Press Association would have delayed their visit to Portland until later in the summer.

Among the most prominent of the party of Utahans in C. W. Penrose, editor of the Salt Lake Desert News. Mr. Penrose is an apostle of the Latter Day Saints' Church and is considered one of the strongest of the Mormon leaders. Andrew Jensen, editor of the Hukuba, a Danish paper published at Salt Lake, is another prominent member of the party. While several of the Utah daily publications are represented, the majority of the visiting host are editors and proprietors of weekly and semi-weekly papers. I. B. Felt is the president of the Utah Press Association.

**GAY TRAIN OF THE BOOSTERS**  
 Engine and Coaches to Be Trimmed With Bunting and Flags.

TACOMA, Wash., June 21.—(Special.)—The special train which will carry the "boosters" to the Portland Fair Tacoma days will consist of 11 coaches, and will leave here at 7 o'clock Saturday morning, July 1.

J. McMillan and the other members of the committee which has charge of the decorations have made plans for elaborate displays. On the front of the engine and on the rear end of the last car will be huge shields bearing the inscription "Tacoma Boosters' Train, Bound for Lewis and Clark Fair, Portland." A dozen shields will also be hung on either side of each car, each shield bearing a catchy phrase.

In each window will be fastened a cane with a pennant inscribed with the words "Tacoma Boosters' Train, Bound for Lewis and Clark Fair, Portland." The entire train draped with bunting.

When the train reaches Portland all of the decorations will be stripped off and carried in the parade. It is estimated that at least 100 "boosters" will go on this special, and another 100 will leave on the Washington building, and especially in the decorations committee has been working hard to secure novel ideas for advertising, and has made arrangements for appropriate neckties to be worn in the parade.

The "boosters" band will furnish music on the train, at the fair grounds, in front of the Washington building, and especially on the streets of Portland, where every effort will be made to attract attention to Tacoma. All of the "boosters" are enthusiastic, and promise that Tacoma day will be one of the best at the big fair.

**County Booth Dedicated.**  
 The Lewis County booth was formally dedicated at the Washington building yesterday afternoon in the presence of a large assemblage. Judge H. S. Elliott, of Chehalis, presided. Colonel Henry D. Doach delivered an address of welcome on behalf of the Lewis and Clark county.

The exercises were followed by a musical and a reception to the Texas bankers, tendered by Mrs. Mead and Mrs. Urquhart, hostesses for Centrals and Chehalis. There were several hundred visitors entertained at the reception. Today will be "Club Women's" day at the Washington building and the hostesses of the week will be at home to the Portland ladies. There will be a musicale, participated in by Mrs. Rose Bloch-Danner and Mrs. Max Schillock, of Portland, and Miss Godley, of Chehalis.

**Grand Jury and District Attorney Severely Criticized.**  
 When Mayor Williams called for special reports at yesterday's meeting of the City Council, Mr. Zimmerman arose and presented a resolution of censure against the grand jury and the district attorney, pointing to inquire into the charges of misconduct brought against Councilman Sharkey by the late county grand jury. The report of the grand jury was severely criticized and at the same time criticized severely the attitude of District Attorney Manning in the matter, as well as representing the inquisitorial body for bringing the charges upon such a flimsy basis, intimating that the desire to make political capital out of the situation was at the bottom of the allegations.

**Improvements Acted On.**  
 After a lot of discussion yesterday afternoon, the City Council tabled an ordinance introduced by Flegel by request to amend sections 23 and 24 of ordinance No. 14,109, providing that the sand used for mortar in all buildings shall be clean, sharp grit, free from loam or dirt, and known as Columbia river washed sand; that concrete in foundations shall be made of at least four cubic feet of cement, 12 cubic feet of sand, and 20 cubic feet of clean broken stone of such size as to pass in any way through a "T" ring; or good clean washed river gravel, such as will pass through a "T" ring, and the concrete must be rammed in individual layers, not more than six inches each in thickness. All concrete, when in place, shall be properly rammed until the water oozes out of the top of the mass of concrete, and allowed to set without being disturbed. Broken stone for concrete used in making foundations must be clean and free from dirt or dust.

**From Health Committee.**  
 The proposed ordinance came from the health and police committee, with a recommendation for passage, but it had no sooner been read the second time than the claim was set up that it was in another prominent member of the party, who said that it was not his intention to have the ordinance passed, but that it was his duty to bring it before the Council so that it could be properly considered.

**Resolutions Adopted.**  
 The following resolutions were adopted: Authorizing the cancellation of certain assessments for improvements of First street between Madison and Columbia; indefinitely postponing the improvement of Fourteenth street from Washington to Jefferson; calling the attention of the executive board to the condition in which the street railway company has left Ninth street between Madison and Washington; changing the grade of Elfrabeth street; requesting the city auditor to communicate with the executive board of the street railway company in view of the fact that the company has failed to flood Front street, from Alder to Pine as often as necessary to keep said street in a sanitary condition, it being alleged that certain houses were in the habit of throwing garbage and refuse fruit and vegetables thereon.

**Street Improvements Ordered.**  
 The following street improvement ordinances were passed: Delay from the north line of Goldsmith to the south line of Washington street from Madison to East Second from the north line of Holiday Avenue to the south line of Welder, at an estimated cost of \$24,674. Delay from the north line of Goldsmith to the south line of Washington street from Madison to East Second from the north line of Holiday Avenue to the south line of Welder, at an estimated cost of \$24,674.

**Advances Sale Today.**  
 Kolb and Hill in the Musical Burlesque, "I. O. U."

**Next Week at the Empire.**  
 Sunday afternoon the Empire Stock Company will resume their regular plays at the same prices of admission they have been charging all season. The company has been charging a low price for some time, and it is believed that the most important parts, and will be found to be better than ever. The play all next week is a laughable Irish farce comedy, "Finnigan's Alley." This is not a low, staple, stocky caricature, but a clean-cut character play, with a strong, well-defined plot and story. It is brimful of wit and funny scenes, and is bound to please the large audiences for which the popular up-town stock house is famous.

**"The Carnival of Venice"**  
 Greatest Spectacle of Modern Times Now on the Trail.

**California Press Association.**  
 The California Press Association, one of the largest and most representative organizations of its kind in the United States, will arrive in Portland this morning at 7:30 o'clock. The members of the association will be met at the Union Depot by J. A. Flicher, Frank Wiggins and George Dennison, of the California State Commission, the Exposition Press Bureau and J. D. Lee, secretary of the Board of Trade and other prominent Portland citizens. The Administration Board will be in attendance.

**What the Press Agents Say.**  
 "Nothing succeeds like success" will apply to the Marquon Grand Theatre for this week. The grand success of "The Financier" began his engagement last Monday night to a big, well-pleased audience, which has increased in size and enthusiasm each night until last evening it reached the proportions of an ovation. Mr. Bernard is, without a doubt, destined to rival if he does not now the greatest Hebrew impersonator on the American stage. The company is more than capable, the play full of pathos and fun, the kind that you will never strike again to come. Do not miss including it in your amusement tour this week.

**"Leah Kleschna"**  
 Another large audience greeted Mrs. Fiske and the Manhattan Company at the Empire last evening when "Leah Kleschna" had its second performance. The play has justified all that has been said about it, and is undoubtedly a drama of remarkable power and constructive execution. Mrs. Fiske gives a remarkable portrayal of the role of Leah, and the company in its entirety offers the finest exhibition of acting that Portland has seen. John Mason and George H. Cartwright and William B. Mack form with Mrs. Fiske a group of players for which there is no parallel in local dramatic history.

**"The Carnation of Venice"**  
 The talk of all Fair visitors is "The Carnival of Venice," the Trull's chief attraction. Beautiful scenery and costumes. Performers number 500. Two performances daily.

# COOLING AGENTS

## Flegel's Sand and Cement Ordinance Is Tabled.

## IMPROVEMENTS ACTED ON

### Great Deal of Routine Business Occupies Quiet Session of City Fathers—Fire Department Salaries Are Discussed.

After a lot of discussion yesterday afternoon, the City Council tabled an ordinance introduced by Flegel by request to amend sections 23 and 24 of ordinance No. 14,109, providing that the sand used for mortar in all buildings shall be clean, sharp grit, free from loam or dirt, and known as Columbia river washed sand; that concrete in foundations shall be made of at least four cubic feet of cement, 12 cubic feet of sand, and 20 cubic feet of clean broken stone of such size as to pass in any way through a "T" ring; or good clean washed river gravel, such as will pass through a "T" ring, and the concrete must be rammed in individual layers, not more than six inches each in thickness. All concrete, when in place, shall be properly rammed until the water oozes out of the top of the mass of concrete, and allowed to set without being disturbed. Broken stone for concrete used in making foundations must be clean and free from dirt or dust.

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 Greatest Spectacle of Modern Times Now on the Trail.

**California Press Association.**  
 The California Press Association, one of the largest and most representative organizations of its kind in the United States, will arrive in Portland this morning at 7:30 o'clock. The members of the association will be met at the Union Depot by J. A. Flicher, Frank Wiggins and George Dennison, of the California State Commission, the Exposition Press Bureau and J. D. Lee, secretary of the Board of Trade and other prominent Portland citizens. The Administration Board will be in attendance.

**What the Press Agents Say.**  
 "Nothing succeeds like success" will apply to the Marquon Grand Theatre for this week. The grand success of "The Financier" began his engagement last Monday night to a big, well-pleased audience, which has increased in size and enthusiasm each night until last evening it reached the proportions of an ovation. Mr. Bernard is, without a doubt, destined to rival if he does not now the greatest Hebrew impersonator on the American stage. The company is more than capable, the play full of pathos and fun, the kind that you will never strike again to come. Do not miss including it in your amusement tour this week.

**"Leah Kleschna"**  
 Another large audience greeted Mrs. Fiske and the Manhattan Company at the Empire last evening when "Leah Kleschna" had its second performance. The play has justified all that has been said about it, and is undoubtedly a drama of remarkable power and constructive execution. Mrs. Fiske gives a remarkable portrayal of the role of Leah, and the company in its entirety offers the finest exhibition of acting that Portland has seen. John Mason and George H. Cartwright and William B. Mack form with Mrs. Fiske a group of players for which there is no parallel in local dramatic history.

**Next Week at the Empire.**  
 Sunday afternoon the Empire Stock Company will resume their regular plays at the same prices of admission they have been charging all season. The company has been charging a low price for some time, and it is believed that the most important parts, and will be found to be better than ever. The play all next week is a laughable Irish farce comedy, "Finnigan's Alley." This is not a low, staple, stocky caricature, but a clean-cut character play, with a strong, well-defined plot and story. It is brimful of wit and funny scenes, and is bound to please the large audiences for which the popular up-town stock house is famous.