

THIRD NUMBERS

Only Two Days Exceeded Yesterday in Attendance.

PEACE JUBILEE CARNIVAL

Japanese Hold Water Festival on Guild's Lake and Conclude the Exhibition With Display of Fireworks.

ADMISSIONS, 34,397. The admissions to the Exposition yesterday totaled 34,397. On two days only, opening day and July 4, were these figures exceeded, when the admissions, respectively, were 39,656 and 33,728.

Yesterday was the third largest day at the Lewis and Clark Exposition, the tremendous attendance being due to Japan day and the peace jubilee water carnival given on Guild's Lake at night. While there were large crowds during the day time, the people did not flock to the Exposition until after 6 o'clock to attend the water carnival. The street-cars leading to the Exposition were crowded with people, but the visitors were admitted to the grounds without delay or needless delay. At one time there were several thousand people massed before the main gates, but no one was obliged to wait outside the Exposition more than ten minutes at the most.

The Bridge of All Nations and the Lakewalk Terrace were packed and jammed with humanity at the opening of the peace jubilee water carnival. A pleasing feature of the night was the enthusiasm of the hundreds of Japanese who were present. They paraded the grounds in groups, carrying lighted lanterns and singing their national anthems in the native language. Although scheduled for 9 o'clock, the water carnival did not begin until 9:30 o'clock. There were about half a dozen boats, representative of Japan, and about 500 craft of two different classes which were prettily decorated with lanterns. One of the floats showed the Japanese and the Russians with hands grasped, signifying the ending of the war. Another float showed an immense dragon. Admiral Togo's flagship was a conspicuous figure in the water carnival. Large quantities of red fire were burned on the floats. The boats followed the bridge, passing along the Bridge of All Nations. Nearly all of the Exposition officials rode in the launches. The water carnival ended with a display of fireworks.

Sham Naval Battle. Preparations are already under way for the great sham naval battle, which will be presented on Guild's Lake at the Lewis and Clark Exposition, next Monday night. It will be known as "The First Battle Between Ironclads," having been changed from "The Last" to "The First" by the "Mermaid and the Monitor," so as to prevent any sectional feeling that might arise. The battle will be historically correct in nearly every detail.

The Mermaid and the Monitor. Congress and Cumberland will be by far the largest warships constructed at the Exposition since the officials have acquired the war fever. The Congress and the Cumberland will be in Portland attending the educational congress. The reception was held from 8 to 9:30 o'clock, and was attended by hundreds. The building was decorated with flowers and evergreens. Those in the receiving line were: Dr. Harris, president; J. H. Ackerman, Senator and Mrs. Fairbank of Massachusetts, President and Mrs. Jefferson Myers, of the Oregon Commission, and Superintendent R. F. Robinson, of the Multnomah County schools. Music was furnished by Kay's orchestra of six pieces. The guests adjourned to the Massachusetts building where an informal reception was held.

Reception to Dr. Harris.

The Educational Exhibitors' Association at the Lewis and Clark Exposition, last night gave a reception in the Oregon building to Dr. William T. Harris, United States Commissioner of Education, who is in Portland attending the educational congress. The reception was held from 8 to 9:30 o'clock, and was attended by hundreds. The building was decorated with flowers and evergreens. Those in the receiving line were: Dr. Harris, president; J. H. Ackerman, Senator and Mrs. Fairbank of Massachusetts, President and Mrs. Jefferson Myers, of the Oregon Commission, and Superintendent R. F. Robinson, of the Multnomah County schools. Music was furnished by Kay's orchestra of six pieces. The guests adjourned to the Massachusetts building where an informal reception was held.

Bilposters' Convention.

The Pacific Coast Bilposters' and Distributors' Association begins its sessions at the Lewis and Clark Exposition, this morning, when a strictly business meeting will be held. In the afternoon another meeting will be held in the Exposition Auditorium, at 2 o'clock. At night the members will attend an elaborate banquet at the American Inn.

A business meeting will be held at the Exposition Saturday morning, and in the afternoon the bilposters will adjourn.

It is expected that about 50 delegates will attend the convention from the Pacific Coast States, all of which are represented in the association. No election of officers will be held at this convention.

FOR FEDERAL GRAND JURY

One Hundred Men Selected to Serve as Panel.

By direction of Circuit Judge Gilbert of the federal court, 100 men were selected by Charles J. Francis, U. S. marshal from which to choose the third jury in the Williamson case, which is to come to trial on Tuesday next. The men will come from all parts of the state, most having been sent to the majority yesterday. The list follows:

- T. H. Adams, Cornelius; Charles Agee, Sheridan; John A. Ahlstedt, Charles R. Archer, Portland; John E. Bailey, Forest Grove; John Bell, Central Addition; James A. Ham, Portland; Joseph Becker, Sublimity; Frank Bell, John A. Bell, O. H. Bellinger, Harvey Bennett, Henry J. Bergen, Robert H. Blomson, Portland; Charles Burns, Dallas; Samuel B. Carter, Portland; J. L. Calvert, Hubbard; Oscar Cavender, Silverton; Nathaniel C. Chastain, H. Donnerberg, Portland; J. H. Edwards, Belton; John Evenden, Gopher; James F. Felling, A. J. Fanno, A. J. Farrow, Thomas G. Farrell, J. Andrew Freeman, J. Marcus Freeman, Ed ward C. Frost, George C. Flanagan, Portland; Henry Fletcher, Dayton; Andrew E. Gant, Eugene; Edmund C. Goddard, Lewis J. Goldsmith, Edward J. Hart, L. H. Hawkins, Portland; Eugene Hyster, Dallas; J. L. Hennessy, LaGrange; Dudley Hester, Beusick; Val-

ley, Worth Houston, Albany; James Imby, Beedsville; Charles J. Johnson, John Johnson, North Tumball; William Johnson, Clarkmas; Albin Juhita, John D. Kennedy, James R. Kirk, Portland; Theobald Kirsh, Mount Angel; J. E. Korb, Scott Mills; Albert Lacey, Springfield; H. H. Warren, R. B. Lantz, Portland; Charles L. Miner, St. Johns; J. D. Montrose, Riverdale; Shelby E. Morgan, William Noland, Beasly; C. O'Reilly, Martin O'Connell, M. O'Neil, Harrisburg; D. N. Pester, Rowland; W. D. Pize, Rainier; Seth L. Pope, Portland; Taylor Porter, Corvallis; J. F. Prout, Portland; S. P. Prout, Salem; Ira P. Purdie, Forest Grove; James Randall, Portland; D. E. Reamer, Hillsboro; W. H. Rees, Springbrook; James Revere, Cornelius; C. H. Remond, Farmington; James W. Sawyer, Portland; Alfred L. Sequest, Fred H. Wagner, Samuel Wagner, Duane; W. Wakefield, M. B. Wakeman, Morland; William Walker, Salem; Charles A. Walker, James Walter, Joseph W. Walker, W. J. Wehrung, Hillsboro; Charles Walter, Salem; George W. Welch, Marshfield; Isaac Wheelwright, Hillsboro; William White, Portland; H. V. Whitner, Buxton; Walter F. White, E. R. Wright, Portland; W. W. Williams, Lockman; Peter Wilson, Logan; Benjamin Wilson, Lakeland; John H. Wise, Portland; J. T. Wood, Hopedale; Donald D. Woodward, Frank W. Woolley, Portland; Eza Wright, Minerville; Don T. Zan, Peter C. Zimmerman, Portland; Fritz N. Yoon, South Mount Taber.

CALIFORNIA LEADS BATTLE

Says the Method Has Proved Unsatisfactory at Other Expositions, and Prefers Direct Inspection of Exhibits.

ELECTRIC LINE TO SOUND

PORTLAND MAY SOON HAVE TROLLEY TO SEATTLE.

F. R. Brown, Representative of the Portland Consolidated, Making Preparatory Investigations.

F. R. Brown, of Philadelphia, representative of the capitalists who control the Portland Consolidated Railway Company, will return from San Francisco within a few days, and it is understood has been making investigations preparatory to beginning active work in construction of the electric railway projected to connect Portland with Puget Sound cities. Mr. Brown, it is understood, has had entire charge of the preliminary work that has already been done, and in outlining the financial arrangements for the projected passenger and freight road, to traverse districts that are now remote from the city. It is understood that some already maintaining a large population, and all capable of sustaining a population as dense as in any agricultural or fruit-growing section of the United States.

Under the direction of Mr. Brown, investigations have been carried forward and completed made upon the route and conditions that would be met on a line that such a road could expect to originate. Engineers have also gone into the physical features of the route and made calculations as to the possible tonnage that could be had for the entire route from Portland along the Columbia, or by a route through the country, and connecting with the ferry at Vancouver, which would be the end of the present year will land at a new terminal on the Oregon side, located on Shaw's Island.

Secrecy is maintained as to details of the plans, but it is stated that negotiations have been entered into with business men of Seattle, Tacoma, Olympia, Portland, and of the principal points that it is intended to serve between Puget Sound and Portland. The consolidation of the lines of Seattle, Tacoma, Olympia, Portland, and of the principal points that it is intended to serve between Puget Sound and Portland. The consolidation of the lines of Seattle, Tacoma, Olympia, Portland, and of the principal points that it is intended to serve between Puget Sound and Portland. The consolidation of the lines of Seattle, Tacoma, Olympia, Portland, and of the principal points that it is intended to serve between Puget Sound and Portland.

UNION OF OFFICES.

Consolidation of Harriman Interests Today.

Today the consolidation of the traffic offices of the Harriman Northwestern lines takes place, though there will be no change in the management of the lines. The greater part of the employees of the companies affected thereby. Authority of R. B. Miller, general freight agent, is extended to the Southern Pacific, thus consolidating the O. R. & N. and Southern Pacific Oregon lines. Incidental to the larger powers given in supervisory way, the work of the general freight agent will be divided with W. E. Coman, first assistant general freight agent, whose jurisdiction is extended over the entire Northwestern line of the system. Paul Smith, chief clerk of the Oregon lines from the Coast division at San Jose, second assistant, and W. D. Skinner, heretofore chief clerk in the office of Mr. Miller, who becomes third assistant.

At the same time the jurisdiction of A. L. Craig, general passenger agent, is extended to the Southern Pacific, thus consolidating the supervision of that department of the entire grand division, and he will have as his assistant general passenger agent William McHenry, of San Francisco, who will divide the duties of directing the affairs of the passenger department. In enlarging the jurisdiction of this department its divisions will likewise be enlarged. The advertising department, publicity pertaining to the Southern Pacific will be brought under direction of R. M. Hall, advertising agent.

There is one most unusual feature of the consolidation of the traffic offices, in that no employees will be displaced in the change.

There have been no surplus clerks in any of the offices, and under the new order of things each employee will be required to perform the duties that he has heretofore performed, or greater convenience there will be considerable shifting. W. H. Jenkins transfers to Mr. Craig's office, while Mr. Miller will take as his private office room 38, Westwater building, heretofore the office of W. E. Coman, while Mr. Coman and his associate assistant general freight agents will occupy the office on the Oak Street side of the building, adjoining the public general office of the department. It is alike gratifying to the heads of the departments and the employees that all are retained in practically the same positions they have heretofore held.

A. L. Craig returns today from a trip to Cascade Lake, accompanied by William E. Curtis, the famous correspondent of the Record-Herald, who has been the guest of Mr. Craig for the outing to behold one of the greatest natural wonders of the continent.

Rockefeller's Old Partner III.

CLEVELAND, Aug. 31.—James H. Clark, formerly an associate of John D. Rockefeller in the oil business, is critically ill at his summer home at Madison, O.

Grandson Mott's Advice to Travelers. "You should not travel about the country this winter weather without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy," says Mrs. K. Mott of Fairfield, Ia. "Grandson Mott says that he has never known one of those who used it who were ever the worse case of summer complaint. In fact, we could not keep house without it." For sale by all druggists.

SEND NO SAMPLES

State Commission Fights System of Jury of Awards.

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He Declares Emphatically That Nothing Can Stop the Progress of This City.

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California Takes First Step.

The California State Commission took the first step in the matter. A few days ago the written protest was sent to the Division of Exhibits. The California Commission has forwarded 107 entries of exhibits to the Division of Exhibits, but they have all been returned because they were not accompanied by samples. The California Commission says that the exhibitors of the proposed plan they would have to furnish 1500 samples, as they have about 100 exhibits to be passed upon. They say that some of the exhibits have to be kept in an even temperature, and that they would suffer if placed in other quarters where they could not be so carefully kept.

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Patrick Moran, Who Was Burned to Death, Left Estate Valued at Many Thousands.

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lowing account of this property, which is now in possession of Thomas Moran: "Of late years his mind was entirely engrossed over a lawsuit at Helena, one of those affairs for which the courts are famous. On the 17th day, according to his story, he owned some placer ground, five or six acres, on which part of the City of Helena's gold stands. He used the property-owners and obtained several judgments, but never ended the litigation. Compromise after compromise was suggested, but somehow all these lawyers evaded it, and the case is still on the docket. The amount involved is said to be all the way from \$70,000 to \$500,000. Yet Pat died a poor man. He had been in and out of the camp for 20 years, coming here to do his assessment work on his placer interests. Thomas Moran, the surviving brother, has been for many years a resident of Portland and is well known. He will push the claim for the property in the courts, bringing the matter there to a termination. He does not yet know exactly what the status of the Helena property is, but from the information gathered it is valued at \$100,000.

There is no doubt the dead man is the brother of the Portland man, although they had not met since they were young. They were both in the same business. Thomas Moran went to sea and Patrick became a miner. They knew nothing of each other's whereabouts. The fate of Patrick Moran's brother is a mystery. The dispatches of the Oregonian led to investigation and discovery of the identity of the dead man. As far as known these are no other relatives.

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AN UNUSUAL CHANCE FOR PIANO BUYERS

Lot of Brand-New, Specially Made "Meyer" Pianos for \$142, \$148 and \$157 at Elfers Piano House.

Two carloads of brand-new pianos, odd-quantity, "Meyer" were received at Elfers Piano House yesterday, and are going to be sold while they last for \$142 for the plain styles, \$148 for the more elaborate ones, and \$157 for the very fancy mahogany, walnut, oak and mahogany veneered cases. Terms of sale will be all cash or \$10 down and \$5 or \$6 a month, with simple interest.

These "Meyer" pianos were built according to specifications of a middle-Western dealer, as is frequently done now in the making of the high-grade piano factories. They came to us as a result of the following letter, received during the early summer, when orders for pianos and cash were both scarce around New York piano factories:

"We have a large number of carefully made pianos, as fine as have ever been turned out by any of the piano makers, and we are willing to let the cash out of it at once. If you are interested, please write to me or a large part of them before the 1st prox. for we are constrained to confess that we can use the money to great deal better advantage just now than to have so large a lot of special pianos awaiting shipment to some other dealer for whom they were specially made."

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Convulsion, Fits, then Epilepsy.

Dr. Miles' Restorative Nervine has been so successful in curing these brain-wrecking diseases that there is every reason to believe that even the most hopeless cases can be benefited, if not fully restored.

We will be pleased to refer any one thus afflicted to many who now enjoy the blessing of health, after years of hopeless suffering.

I have a son that had brain fever when two years old, followed by fits of the worst type, and he was pronounced incurable. After spending hundreds of dollars for him, without relief. After about fifteen years he became so bad that we sent him to Longview hospital for the insane, at Longport, Ind. He was there nearly three years, but he continued to grow worse, so we brought him home July 30, 1902. In an awful condition. He had lost his mind almost entirely. He hardly recognized any of the family, could not even find his bed; was a total wreck. He had from 10 to 15 grand children, and before the first of the year he was able to walk. Dr. Miles' Nervine, and before the first of the year he was able to walk. Dr. Miles' Nervine, and before the first of the year he was able to walk.

Dr. Miles' Nervine is sold by your druggist, who will guarantee that the bottle is genuine. If it fails, he will refund your money.

Miles Medical Co., Elkhart, Ind.

TRAVELERS' GUIDE.

Time Card of Trains East via South. Includes routes for Northern Pacific, Great Northern, and Union Pacific.

TRAVELERS' GUIDE.

TIME CARD OF TRAINS EAST VIA SOUTH.

PORTLAND DEPARTS.

Table with columns: Leave, Union Depot, Arrive. Lists various train routes and destinations.

CASCADE LOCKS on the Columbia

You cannot go home without taking the trip, Portland to the locks and return, or the splendid Steamer Bailey Gatzert.

Steamer Bailey Gatzert

Leave week days 8:30 A. M., Sundays 9 A. M. Returning, arrive 5:30 P. M. Regular service Portland to The Dalles, daily except Sunday, leaving at 7 A. M. Connecting at Lewy