CARS FROM COAST TO COAST LIKELY

Visiting Railroad Official of Opinion They Will Make Run Before Long.

CONDITIONS GOOD IN EAST

Samuel Moody, of Pennsylvania Lines, Believes Heavy Travel to Pacific Northwest Will Continue Indefinitely.

That the establishment of through cars from Portland and other Pacific Coast cities to New York is not far distant is the prediction of Samuel Moody, general passenger agent of the Pennsylvania Lines, who is in Portland from Pittsburg.

"Several of the railroads are now running through cars to Chicago," said Mr. Moody yesterday, "and the day is not far distant when traffic demands will result in a through service to the Atlantic. It has been my observation that the American people want to see progress in every branch of business, and before a great length of time such a step by the railroads will be necessary.

"The Pacific Northwest is showing a wonderfully rapid development. This is my first visit to Portland in seven years and I find that the population has almost tripled in that time."

Mr. Moody is accompanied by C. L. Kimball, of Chicago, general passenger agent of the Pennsylvania, and the two have stopped at all the principal cities in the Northwest, devoting a day to the Alaska-Yukon-Pacific Exposition.

The visit of the officials of the road is entirely independent of that of President McCrea, of the Pennsylvania, who arrived last night.

"I am not familiar with the purposes of President McCrea's visit to the Coast," said Mr. Moody yesterday, "but am inclined to think that it is principally for pleasure and to gain a knowledge of the country and to meet his daughter, who has just returned from a tour of Japan and China. We are not here to meet him as we expect to leave tonight for the East."

Speaking of travel to the Coast from the East, Mr. Moody said that the outlook is for a big traffic this Summer.

"There is a great deal of interest shown in the Seattle exposition," he said, "and the railroads have made a very low rate. Those who are coming West intend to see all the attractions of the Northwest. Portland is not so far from Seattle but that nearly all of them wish to see this city. The passenger traffic generally is good in the East and the tide of prosperity has undoubtedly turned. The uneasiness over tariff revision is gradually dying out with the approaching adjournment of Congress and President Taft's attitude toward the business interests has restored confidence. Times generally are improving and the outlook is good."

A. & C. STATES ITS RATE CASE

R. H. Jenkins Presents Figures to Prove Exorbitant Tariffs.

The contention of the Astoria & Columbia River Railway was presented to the Oregon Railroad Commission yesterday in the Seaside rate case, R. H. Jenkins assistant general freight and passenger agent, being the principal witness for the company.

The company presented statistics and records in an effort to show that certain classes of freight had been carried between Portland and Seaside and Astoria and Seaside at unprofitable rates, and that the tariffs thereon had been increased to a reasonably profitable figure. It was maintained that the recognized principle of railway rate-making provided for a rate on each class of freight that would be reasonably profitable to the railway.

The Seaside shippers have already appeared before the Commission. They are protesting against the commodity and class rates and against the tariff on building materials in particular. It is asserted by them that in the absence of competition Seaside has been discriminated against by the railway, which they accuse of levying exorbitant freight rates.

COOS BAY LINE BEGUN

FRED A. HAINES COMMENCES SURVEY OF FIELD.

Promises Track Will Be Laid to Roseburg or Vicinity by May, 1912.

Fred A. Haines, for a long time the locating engineer of the Chicago & Northwestern Railroad Company in Nebraska, South Dakota and Wyoming, has made a proposition to the Coos Bay, Oregon & Idaho Railway company, which was recently organized by the people of Coos Bay, to survey and build a steam railroad between Coos Bay and some point at or near Roseburg, Or., to have the road completed and in operation in two years from May 1, 1910. The condition exacted by Mr. Haines is that the local company furnish the money to make the survey and acquire the right of way, but he agrees that this is to be repaid to the persons advancing it when those whom he represents take the road over and commence its construction. The people of Coos Bay have accepted the proposition and the banks of Marshfield and North Bend, as well as many of the business men and property-owners, have furnished the means to comply with the conditions as to the survey and right of way.

Mr. Haines and a crew of men, most of whom have worked under him on the Northwestern system in the Black Hills and in Wyoming for many years, are already in the field and the work of making the survey is being pushed rapidly. Mr. Haines' backers are unknown, but from his previous connections, it is believed a powerful combination is interested in opening up Central Oregon.

RUFUS I. ECKERSON DEAD

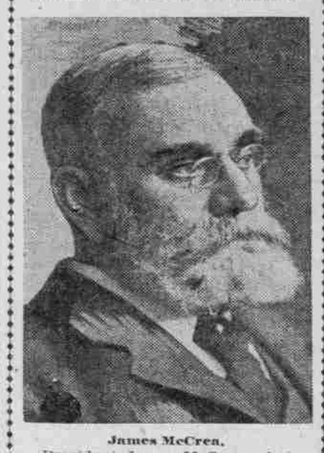
Well-Known Citizen Passes Away of Pneumonia After Brief Illness.

Rufus I. Eckerson, a well-known real estate and loan agent, son of the late General Theodore J. Eckerson, died yesterday morning at 4:30 at his home, 709 Minnesota avenue, after an illness of four days of pneumonia. His wife and son are absent from the city in the East, but they will leave St. Louis, Mo., for Portland today and will probably arrive Monday.

Mr. Eckerson had been in his usual health until this attack came. He was born 52 years ago at Fort Vancouver, Wash., where his father, General Eckerson, was then stationed. For the past 22 years he had made his home in Portland and engaged in the real estate business. He was postal inspector for a number of years, with headquarters at Washington, D. C., and in that capacity traveled extensively about the country. He was a member of the Sons of the American Revolution and Loyal Legion, and was secretary of Mt. Hood Council No. 285, National Union.

Mr. Eckerson was highly respected by all who came into contact with him personally or in a business way. A brother, Captain Theodore Eckerson, retired, of Sacramento, Cal., and a sister, Mrs. C. M. O'Connor, wife of Major O'Connor, of Robinson, Neb., survive him, and he is also survived by his wife, a son and a daughter, of Portland. Arrangements for the funeral will be made on the arrival of Mrs. Eckerson, and will probably be held next Wednesday.

PRESIDENT OF PENNSYLVANIA RAILROAD VISITS PORTLAND.



James McCrea.

President James McCrea, of the Pennsylvania Railway system, accompanied by Mrs. McCrea, Miss McCrea and Mr. and Mrs. Childs, of New York, arrived in Portland in his private car last evening and registered at the Portland. Mr. McCrea received a few callers at the hotel last night and retired early. It was said by him that his visit to Portland and the Northwest had no particular significance, but was brought about by a desire to acquaint himself with the present condition of the country and to gain needed recreation. Prior to coming to Portland the party made a side trip to Klamath Falls, traveling over the new railroad to that point.

WILL CUT PRICE MONDAY

SEATTLE CREAMERY MEN AGREE TO A DECLINE.

Berries in Light Supply and Firmer. Potatoes Held for an Advance.

SEATTLE, Wash., June 4.—An unsuccessful effort was made on the dairy produce exchange this morning to reduce the price of butter. The matter was finally compromised by all hands agreeing to cut the price tomorrow, the change to become effective Monday. Cream receipts held heavy today.

Not many strawberries reached the street and the few that did arrive brought better prices than last week by 25 cents per crate. Only a moderate supply is in sight for tomorrow.

Potatoes were scarce on the street, but a big supply is held here in warehouses. The supply, however, is in narrow hands and stocks are being sold out in small lots. A report from North Yakima today stated that there are not five cars of potatoes left in the Yakima Valley, all stocks being in dealers' hands.

Wheat buying on the basis of 95 cents to the grower was reported here today. This was for the earliest delivery for milling purposes. Millers declare there is a shortage of old wheat to mix with the new when the mills resume.

QUOTATIONS AT SAN FRANCISCO.

Prices Paid for Produce in the Bay City Markets.

SAN FRANCISCO, June 4.—The following prices were quoted in the produce market today:

Chlorez—Red, $5c@$1.

Millstuffs—Bran, $28.50@30; middlings, $33@35.

Potatoes—Oregon Burbanks, $3.25@2.50; Salinas Burbanks, nominal; sweets, nominal.

Vegetables—Hothouse cucumbers, $1@1.50; garlic, 4@5c; green peas, $1.25@2; string beans, 3@5c; tomatoes, $1.50@1.75; egg-plant, 12½@15c; asparagus, $1@2.

Butter—Fancy creamery, 25½c; creamery seconds, 25c; fancy dairy, 24½c.

Poultry—Roosters, old, $4@5; young, $9@12; broilers, small, $2.50@3; broilers, large, $3.50@4.50; fryers, $6@7; hens, $5@10; ducks, old, $5@5.50; young, $6@8.

Eggs—Store, 25½c; fancy ranch, 27½c.

Cheese—New, 13½@14½c; Young America, 15½@16½c.

Wool—South Plains and San Joaquin, 12@17c; Mountain, 6@12c; Nevada, 13@26c.

Hay—Wheat, $17@22.50; wheat and oats, $16@20; alfalfa, $8@10; stock, $8@9; barley, $11@14; straw, per bale, 50@80c.

Fruits—Apples, choice, $1.50; common, 40c; bananas, 75c@$3.00; limes, $4@5; lemons, choice, $3; commons, $1; oranges, $1.50@3.25; pineapples, $2@4.

Receipts—Flour, 6114 sacks; barley, 6620 centals; beans, 810 sacks; corn, 105 centals; potatoes, 3820 sacks; bran, 180 sacks; middlings, 40 sacks; hay, 300 tons; wool, 205 bales; hides, 1480.

Eastern Mining Stocks.

BOSTON, June 4.—Closing quotations on mining stocks were:

Adventure	8	Mont C & C	23
Allouez	40	Nevada	32¾
Ariz Com	42¼	Old Dom	54
Amalgamated	86⅝	Osceola	136
Atlantic	9	Parrot	35¾
Butte Coali	26⅝	Quincy	92
Cal & Ariz	103⅛	Shannon	15
Cal & Hecla	660	Tamarack	72
Centennial	30	Trinity	13
Copper Range	81¼	United Cop	9⅛
Daly West	7½	U S Mining	50
Franklin	16⅝	U S Oil	33¼
Granby	100	Utah	42¾
Green Can	10⅝	Victoria	3
Isle Royale	27¾	Winona	6
Mass Mining	9¼	Wolverine	148
Michigan	104	No Butte	56½

NEW YORK, June 4.—Closing quotations:

Altee	200	Leadville Con	45
Bruns Con pfd	6	Little Chief	8
Com Tun stock	27	Mexican	76
do bonds	18	Ontario	375
Con Cal & Va	62	Ophir	125
Horn Silver	65	Standard	175
Iron Silver	115	Yellow Jacket	40

Wool at St. Louis.

ST. LOUIS, June 4.—Wool—Unchanged. Territory and Western mediums, 20@23c; fine mediums, 22@27c; fine, 21@23c.

Open Up Paving Combine.

Vote X 160 official ballot.

DUQUESNE IS FIXED

French Ship Chartered for September Loading.

STEAM TONNAGE AVAILABLE

Government Has Secured 14 Steamships to Transport Coal From Atlantic Side to San Francisco and Puget Sound Ports.

Union rates, 27s and 6d, were paid yesterday by a local exporting firm for the French ship Duquesne, 1926 tons, to load outward grain from Portland for the United Kingdom for orders. The vessel is due to arrive at Portland soon for September loading. She is now at Port Pirie where she arrived April 24 from Hiogo.

Chartering of sail tonnage has been slow during the past two weeks. Prior to that time there was a general movement toward securing sail tonnage for outward cargoes. The first fixture of steam tonnage was announced Thursday when the steamship Walkure was placed on the list for Portland loading. During the coming season there will be a large amount of steam tonnage in Pacific waters which will be available for outward loading of grain from Northwestern ports.

Announcement was made yesterday that 14 steam vessels were chartered by the Government to bring coal from Norfolk to Mare Island and Bremerton. Of this lot the following ten are known: Steamships Strathfillan, Strathgyle, Strathyre, Belle of Scotland, Headley, Guernsey, Huttonwood, Riverdale, Baron Napier and Torsdale. The port of discharge will be optional between San Francisco or Puget Sound, at the direction of the Government.

In addition to the 14 steamships which will bring coal from the Atlantic side, five steamships are under charter to bring railroad iron to Prince Rupert and another five are loading coal at Newport News for Manila. The total number of steamships now in sight as available for Pacific Coast loading is 24. This condition will place the situation on a basis similar to that which prevailed last year when sail tonnage went down as low as 17s and 6d. Craft bringing coal to the coast are able to handle cargoes for less money than under ordinary circumstances.

Last season there was considerable complaint of the short weights delivered by steamship at European ports. The heat of the boilers caused a shrinkage but the low rates secured had a tendency to offset this.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Rose City	San Francisco	In port
Alliance	Coos Bay	In port
Sue H. Elmore	Tillamook	June 5
Breakwater	Coos Bay	June 6
Arabia	Hongkong	June 7
State of Cal	San Francisco	June 7
Argo	Tillamook	June 7
Geo. W. Elder	San Pedro	June 8
Eureka	Eureka	June 10
Riverside	San Francisco	June 10

Scheduled to Depart.

Name.	For.	Date.
Rose City	San Francisco	June 5
Alliance	Coos Bay	June 5
Sue H. Elmore	Tillamook	June 7
Argo	Tillamook	June 9
Breakwater	Coos Bay	June 9
Geo W. Elder	San Pedro	June 10
Riverside	San Francisco	June 12
Eureka	Eureka	June 12
State of Cal	San Francisco	June 12
Arabia	Hongkong	June 14

Entered Friday.

Shoshone, Am. steamship (Asplund), with general cargo, from San Francisco.

Alliance, Am. steamship (Parsons), with general cargo, from Coos Bay.

Cleared Friday.

Shoshone, Am. steamship (Asplund, with ballast, for Astoria.

Alliance, Am. steamship (Parsons), with general cargo, for Coos Bay.

Nome City, Am. steamship (Hanson), with general cargo, for San Francisco.

Rose City, Am. steamship (Mason), with general cargo, for San Francisco.

STEAMSHIP RYGJA IN PORT

Norwegian Craft Turned Over to Agent of Portland & Asiatic Co.

Under a time charter to the Portland & Asiatic Steamship Company for service between Portland and the Orient, the Norwegian steamship Rygja is due to arrive up this morning. The craft will moor at the St. Johns mills and will take lumber for Manila. J. W. Ransom, local agent of the Harriman steamship lines, will accept the steamship as soon as she is fast at the St. John dock.

A full cargo of lumber, consisting of 2,900,000 feet, for Manila, has been secured for the Rygja for her first outward voyage in the service of the Portland & Asiatic Steamship Company. She will proceed from Manila to Hongkong in ballast.

The steamship Arabia is due at Portland next Tuesday on her last trip to this port in the service of the steamship line. The Arabia is a Hamburg-American boat and has been in service for several years in Pacific waters. Friends of the officers of the Arabia are preparing for a farewell reception during the last visit of the vessel to Portland.

For outward cargo the Arabia will probably take a full load of lumber for Shanghai. It has been difficult for the local officials of the company to secure a sufficient amount of flour for the craft. Her charter calls for delivery at Hongkong in July.

Captain Jessen Finds Deep Water.

Captain G. W. Jessen, master of the steamship Geo. W. Elder, has supplied the local branch of the hydrographic office with some data on depth of water on the Columbia River bar. Captain Jessen's report shows a depth of 28.8 feet, mean low water, for all soundings taken during the month of May. The most interesting report is that of May 28, when soundings taken by Captain Jessen showed a depth of 25.1 feet at the mean lower low water. This would make the actual soundings, taken an hour and five minutes at low tide, show 30 feet.

Tacoma Harbor News.

TACOMA, June 4.—Steamer Santa Ana arrived this morning to load lumber at the Tacoma mill for Alaska. The Santa Ana will take the place of the steamer Dora while the latter is being repaired.

Steamer Watson was in port today loading for San Francisco. She leaves at 11:30 o'clock tonight for Bellingham, Anacortes and Everett.

The schooner Endeavor sailed from port tonight for San Pedro, with a cargo of lumber.

The British ship Marlborough Hill will leave port tomorrow for Valparaiso with a cargo of lumber.

The steamer Indianapolis broke down as she was leaving port this afternoon and was towed back to port by the tug Fearless. Her passengers were transferred to the steamer Flyer, and proceeded to Seattle.

Major McIndoe Returns Today.

Major J. F. McIndoe, United States Engineers, who has been on an inspection tour of Alaskan propositions during the last five or six weeks, is due to arrive in Portland this morning. Major McIndoe left for the North on the lighthouse engineeers' steamer Columbine early in May, and in his absence inspected the work in all the territory of Southeastern Alaska.

Marine Notes.

The steamship Nome City has shifted to Rainier to finish her cargo.

The steamship Sue H. Elmore is due to arrive from Tillamook this evening.

The steamship Alliance will leave this evening for Coos Bay with passengers and freight.

With a full cargo of lumber for San Francisco, the steam schooner Johan Poulsen sailed last evening.

With passengers and freight for San Francisco, the steamship Rose City is due to sail this morning at 9 o'clock.

Arrivals and Departures.

PORTLAND, June 4.—Sailed—Steamship Majestic, for San Francisco; steamship Johan Poulsen, for San Francisco.

Astoria, Or., June 4.—Condition at the mouth of the river at 5 P. M., smooth; wind, northwest, 30 miles; weather, cloudy. Arrived down at 12:30 A. M., steamer Casco. Sailed at 1 A. M., steamer Claremont, for Grays Harbor. Sailed at 9 A. M., steamer Argo, for Tillamook. Arrived at 10:10 A. M. and left up at 1:30 P. M., Norwegian steamer Rygja, from Taicahunano. Sailed at 2:40 P. M., French bark Jacobsen, for United Kingdom for orders.

San Francisco, June 4.—Arrived—Steamer City of Puebla, from Victoria. Sailed—Steamer Pleiades, for Honolulu; steamer G. C. Lindauer, for Grays Harbor; schooner Snow & Burgess, for Puget Sound; schooner Americana, for Grays Harbor; schooner Susie M. Plummer, for Grays Harbor.

Tides at Astoria Saturday.

High.	Low.
1:09 A. M.....9.2 feet	8:05 A. M.....1.1 feet
2:35 P. M.....7.8 feet	8:00 P. M.....3.6 feet

TO TAKE M'CREERY SOUTH

Sheriff of Redwood City Arrives to Transport Alleged Bigamist.

Sheriff Chatman, of Redwood City, Cal., arrived in Portland yesterday to take charge of Victor A. McCreery, alleged bigamist, who was arrested here the night of May 26 at the instance of the father of his wife, said to be No. 2, who was Miss May Ruth White, of Redlands, Cal. It is charged that McCreery has a wife and two children in Los Angeles.

He eloped with Miss White, or the girl who is now known as Mrs. McCreery No. 2, April 11 of this year. They came to Portland soon after. McCreery is a pharmacist, but was not employed here.

On the night of his arrest, McCreery stated he knew who the woman was the officers referred to. "I will go back and face the charge. It will all be explained, all right," he told his wife.

The next morning, however, when his young wife was shown the evidence which her father is said to have against McCreery and told of cocaine and other drugs of like character found in his luggage, she apparently lost confidence in him. This led to McCreery's change of mind with reference to returning without protest or the formality of requisition papers from the Governor of his state. Governor Gillett of California Wednesday signed the requisition papers, which were requested by Governor Benson. Sheriff Chatman will probably leave today with his prisoner.

NO CARNEGIE LIBRARY HERE

Portland Institution Built and Maintained by Local Capital.

That Andrew Carnegie either has a bad memory or Colliers' Weekly a careless statistician is indicated in the latest issue of that publication. In an article by the noted philanthropist entitled "The Library Gift Business," Portland is included in the list of cities that have received from him gifts of libraries. This is entirely erroneous.

The land on which the Portland library stands was bought with a fund inaugurated by the late Judge Matthew P. Deady. Among the chief subscribers were the late Henry Failing, W. S. Ladd, H. W. Corbett, C. H. Lewis and Smith Kearney. The building was erected in 1895, at a cost of $165,000. Most of this amount was derived from the bequest to the library in the will of the late Ella M. Smith. The book fund was also contributed by residents of the city.

Mr. Carnegie is in no way identified with the institution or its branches. The Portland Commercial Club yesterday addressed a letter to the managers of Collier's Weekly calling attention to the error.

REAL ESTATE TRANSFERS

Harriet R. Davis to C. L. Tomlinson, lot 6, block 3, Elsmere	$ 700
Antoine Meyer and wife to Frances W. Pangle, lot 3, block "L," in blocks "J" to "P," Greenway	10
Elizabeth Howard and husband to Mrs. A. D. Chivill, lots 1, 2, block 3, Stewart Park	1,600
F. H. Trowbridge to John Hansen, lot 10, block 24, Vernon	525
Riverview Cemetery Association to George Rockey, lot 172, Sec. 9, said cemetery	200
L. P. Hosford and wife to R. P. Wright, lot 7, block 12, J. Irving's First Add.	5,000
Herman Metzger, trustee, et al. to R. J. Robinson, lot 20, block 2, Reservoir Park	1
R. J. Robinson to J. B. Hibard, lot 20, block 2, Reservoir Park	1
L. N. Everitt and husband to S. D. Williams, ½ acre, beginning in east boundary of Sec. 17, T. 1 S., R. 2 E., 783 feet from ¼ section post between Secs. 16, 17	1
Alexander Reid and wife to S. D. Williams, ½ acre in Marysville, Sec. 17, T. 1 S., R. 2 E.	1
E. W. Dixon to Jerry Horn, E. ½ of lots 8, 9, block 252, Hawthorne Park Add.	3,000
Irvington Investment Co. to John Russell et al., lot 8, block 44, Irvington	1,050
W. A. Miles and wife to S. A. Miles, lots 12, 13, block 2, Madeline Add.	1
James Sargent to S. F. McDonald, lots 22, 23, 26, 27, block 3, Greenoe Heights	1
Columbia Trust Co. to Emma Barker, lot 4, block 5, Wiberg H'ts	10
J. C. Ainsworth and wife to M. A. Welsh, lot 18, block 3, Oakhurst	275
Korhanen, same as above	700
A. J. Krantz and wife to E. M. Eliot, 2½ acres, beginning in center of Foster road, 728 feet east and 246 feet north of corner of Secs. 14, 15, 22, 23, T. 1 S., R. 2 E.	1,950
S. J. La France and wife to H. Lawson, lot 8, block 2, Bungalow Glade Add.	1,225
Kenwood Land Co. to H. C. Epley, lots 10, 11, block 6, Kenton	1,500
E. W. Reder to Carrie V. Moores et al., E. 33 1-3 feet of lot 2, block 3, Elsmere	2,650
Levi Winkelbleck and wife to E. W. Reder, part of lot 1, block 3, and part of lot 7, block 3, Woodlawn	800
Sophie Gregerson to M. S. Davis, lot 4, block 17, Elberta	10
B. R. Pittelkau and wife to H. J. White et al, lot 4, block 227, city	31,000
T. A. Rutherford and wife to H. L. Keats, N. 24 feet of S. 60 feet of lots 1, 2, block 4, John Irving's First Add.	1
E. L. Sechrist and wife to James Watson et al, lot 10, block 4, Kern Park	1,200
J. E. Scott and wife to Victor Land Co., lot 5, block 17, Mount Tabor Villa	1
C. Aerne, Jr., and wife to Margaret Baker, E. 5 feet of lots 15, 16 and W. 30 feet of lot 14, block 23, King's Second Add.	6,600
O. W. Taylor and wife to D. S. Tobias, lot 6, block 9, South Sunnyside	10
J. O. Elrod and wife to C. C. Crowston, 30 acres in Sec. 4, T. 1 S., R. 4 E.	10
Pearl McDaniel and husband to V. D. Smith, 1 acre in Sec. 26, T. 1 N., R. 1 E.	1,550
V. D. Smith and wife to Ashley & Rumelin, bankers, same as above	1
W. S. Turner and wife to C. E. Dant, tract 28, Abernethy Heights, containing 3.07 acres	10,000
C. E. S. Wood and wife to Alice M. Carver, part of lot 3, block 1, McMillen's Add.	1
Parlin & Orendorff Co. to Parlin & Orendorff Northwest Plow Co., lots 1, 2, 7, 8, block 17, East Portland	1
L. G. Brasen and wife to Maud A. Miller, lot 14, block 14, Mount Tabor Villa Annex	520
Effie Goodwin and husband to B. E. Cobb et al., lot 4, block 9, City View Park Add.	10
W. A. Gentry to F. M. Heath, S. 35 feet of lot 3, block 13, West Piedmont	1,550
Arleta Land Co. to Susie E. Turlay et al., lots 13, 14, block 1, Arleta Park, No. 4	340
Flora Morgan and husband to T. H. Smith, lot 8, block 40, Peninsula Add. No. 3	10
F. L. Olson and wife to J. G. Wilson, lots 8, 9, block 3, East Irvington	2,400
W. E. Robertson and wife to W. H. Russell, lots 5, 6, block 243, Holladay's Add.	7,000
H. L. Corbett and wife to G. K. Wentworth, Jr., lot 5, Riverwood	10
E. W. Bartholomew and wife to F. W. Bartholomew, lot 9, block 66, Sellwood	1
J. A. Chilton and wife to Mary Nelson, lots 18, 19, block 4, Brainard	950
N. A. Peery to L. C. Mickelson, northerly ½ of lot 49, Sec. 1, Greenwood Cemetery	110
Sycamore Real Estate Co. to Mrs. L. E. Crutchfield, lot 7, block 19, Kern Park	120
George Parrish and wife to H. E. Jocums, lot 7, block 183, Couch Add.	17,500
Edw. Benfer and wife to J. F. Burns, part of lot 13, block 1, Wynkoop Villa	400
G. F. Bell and wife to Henry Heiser, lot 15, block 16, Lincoln Park	300
S. H. Harris and wife to M. E. Jocums, E. 30 feet of lots 15, 16, block 17, King's Second Add.	1
Tualatin Academy and Pacific University to B. Gildner, W. ½ of 5 acres, near Barnes road and City Park	10
Ernstine W. Wehlam to J. S. Crumbley, lot 1, block 2, Wehlam's Add.	1,000
Investment Co. to R. E. Brown, lots 13, 15, block 38, Irvington Park	500
J. P. Sharkey and wife to J. P. Sharkey, trustee, tract "A," Council Crest Park	22,500
J. S. Crumbley and wife to A. F. Beauchamp, lot 3, block 4, Wehlam's Add.	2,500
Fred Watrin to R. L. Edmonston et al., lot 14 and W. 27 feet of lot 15, block 1, Sunnyside	10
P. R. Pearce to Theresa Retzlaff, lot 9, block 3, Moulton & Scobey's Subd. of block "B," Tibbetts Add.	550
Totals	$129,278

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SUMMER CAMP FOR BOYS

Y. M. C. A. to Provide Camp Near City for Lads Without Vacation.

An innovation that is likely to appeal strongly to a large number of youths, is the camp to be maintained for them for ten days during July, by the Y. M. C. A. The plan is to establish a camp somewhere along the river at a distance of five or ten miles, to provide an outing for boys who are employed during the Summer and would otherwise not have any outing.

About 75 boys can be taken care of and anybody can join the company whether he belongs to the Association or not. Breakfast and supper will be served at small cost. Members will furnish their own blankets. The Association launch will take the boys to and from the camp free of charge. The launch will make two trips night and morning, the first trip being made at 5:30 o'clock for boys beginning work at 7, and at 6:30 o'clock for those who must be at their work at 8 o'clock.

The outing is in charge of J. C. Clark, director of the boys' department, who will furnish all the information relative to the same.

Washington—Representative Hawley will leave for Detroit Monday on business. He will be away from Washington three or four days.

A WRONG DOER

Is often a man that has left something undone—not always he that has done something. Neglect is as much a crime as over-action. Good health and good sense are two of life's greatest blessings, and the man who makes an effort to possess health certainly displays sound reason. Quite often, however, men call at our offices who are so skeptical of physicians that fear of failure has cost them many months of unnecessary and frequently

Disastrous Delay

If they had been as careful in their selection of physicians in the past as their experience now prompts them to be, they would have health and confidence in their fellowmen where the results were loss of time and money.

When a singer starts a song too high he is sure to strike notes in the scale that he will be unable to reach—the same as a doctor who makes dogmatic and extravagant claims. Such a doctor, whether on a goods box under the glare of a gasoline torch or in some commodious office building emblazoned from top to bottom with fictitious names and fictitious claims, is bound to sooner or later capitulate to the sober senses of a public sentiment.

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Selection of a Physician

there are some points a patient ought to know that many do not know, and in my years of conversation with patients, many of whom have had some sad experiences, I will be able to impart some information to you, if you will give me the chance, that you will thank me for as long as you live. A talk with me will cost you nothing, and I am sure it will be helpful to you, whether you want treatment from me or not. In my line of practice no general ailments, such as consumption or fevers, are taken up. I have given my entire time for years to the four diseases that wreck men: VARICOSE VEINS, BLOOD POISON, VITAL WEAKNESS AND INFECTIOUS DISORDERS AND THEIR RESULTS. I can cure them to stay cured forever. My fees for cures are lower than the general family physician or surgeon. Medicines furnished from my own laboratory for the convenience and privacy of my patients; from $1.50 to $6.50 a course.

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