

WATER'S TOLL IS LIVES OF THREE

Two Young Men Seized by Cramps; Third, Unable to Swim, Ventures Too Far.

SEASON'S DROWNINGS 27

Jesse C. Bates, Samuel McAllister and Mike Ragonelli, All in Separate Parties, Go Down to Death.

- SEASON'S DROWNINGS TOTAL 27.**
- Jesse C. Bates, September 5.
 - Samuel McAllister, September 5.
 - Mike Ragonelli, September 5.
 - Miss Mattie E. Schuyler, August 28.
 - Joseph Ward, August 28.
 - Ralph Kasper, August 17.
 - John Reed, August 17.
 - Arthur Dork, August 15.
 - Merrill S. Johnson, July 27.
 - Peter Lundvall, July 20.
 - Gilbert C. Price, July 15.
 - Clarence E. Vaughn, July 15.
 - Linnell Ralston, July 12.
 - Shirley E. Barker, June 3.
 - Henry Jensen, June 3.
 - Edmond Trembley, June 2.
 - Frank Fallaw, May 15.
 - Jennie Mayo, May 12.
 - Alfred Swanson, May 8.
 - D. M. Lindsay, May 2.
 - Glades C. Jacobson, May 2.
 - Christina Engraf, April 28.

In addition to the above, the bodies of two unidentified men were recovered. Four of the victims were girls. The unknown are believed to have been suicides.

Three young men—the oldest only 25, the youngest scarcely 19 years of age—were added yesterday to the long list of 19 others who have perished by drowning while swimming or bathing in the Willamette River this summer.

Cramps, it is supposed, attacked two of the victims and drew them under the water to their deaths before their companions could give them aid. In the case of the third it was the old, old story of the bather who could not swim venturing out just a step too far and sinking into a "chuck-hole" from which his frantic but misdirected efforts to save himself were futile.

These are Sunday's victims: Jesse C. Bates, aged 19, of 1346 Scott street, Woodstock, attacked by cramps while swimming off the steamboat F. H. Jones.

Samuel McAllister, aged 24, of 515 River street, Albina, supposed to have been seized with cramps while bathing in Columbia Slough.

Mike Ragonelli, aged 26, an Italian section hand employed by the Southern Pacific, stepped into a "chuck-hole" while bathing near the Oaks.

Perhaps the most pathetic of all the drownings was that of Jesse Bates. Bates, a fine, husky young chap of 19 years, was the son of Mrs. R. E. Bates, of Woodstock, and one of her principal supports. Only ten days ago he took a job as a deckhand on the steamboat F. H. Jones, of the Willamette & Columbia River Towing Company, which brings logs to the Portland mills from points on the Lower Columbia.

It was fearfully hot on the river yesterday. The F. H. Jones was like a furnace as she moved slowly up the river with a long raft in tow. As she passed through the draw of the Willamette bridge of the North Bank Railroad, just south of St. John, about 10 o'clock, the steelwork of the big structure seemed to intensify the heat, and several of the deckhands, Bates among them, pulled off their clothes and plunged into the river. Back by the heavy logs, the boat moved so slowly that they could easily keep up with her, and the water was so warm and refreshing that there seemed little danger in the feat.

Sinks Without Warning.

After they had swum around a few minutes, Bates suddenly called out that he was going to swim to the raft. With long, sweeping strokes and perfect confidence in his ability as a strong swimmer, he went through the water at a racing speed. Two or three of the deckhands swam more slowly after him.

"One moment they saw him thus, swimming fast and strong, and the next he was gone. He sank without a word, and with no cry. At first they thought he had merely dived or was swimming under the water, but as the minutes passed and he did not rise, they realized that he had been seized by sudden cramps, which bore him under.

The big towboat stopped and waited with its raft for two hours while the crew manned a boat and fowed mourning up and down the channel searching for the corpse. But they could find no sign of the young man's body, and finally they abandoned the fruitless task and came on to Portland, where his mother and other relatives were notified. Young Bates had been in Portland between three and one-half and five years, having worked toward the support of the family during that time. He was a great favorite on the boat and with his friends.

None Sees Him Drown.

The next of the day's drownings was that of Samuel McAllister. McAllister, 24 years old, left his mother and sisters in Ireland three years ago and came to this country to seek his fortune, each year putting by a small sum to enable him in the course of time to leave his friends and go to the States. He worked as a fireman for the Barber Asphalt Company. Saturday night, with a party of friends, he went in a small launch for an over-Sunday outing and picnic down the river.

The boat went first to a point in Columbia Slough about 14 miles from Portland. There McAllister, with George A. Hammond, also of 515 River street, and D. E. Phillips, of the Palmer Boat-house, preferred to remain in the launch and have the crew search for him while the rest of the party went five miles farther down the stream.

"I'm going in bathing," said McAllister when his friends asked him to walk around a bit with them. Half an hour later, when they returned, his clothes were lying in a heap on the bank, but of him there was no sign.

Companions Search in Vain.

The two called many times, and searched the banks, thinking at first that he might be playing a joke on them. They could not find him. When the boat returned, with poles and the other meager equipment they had for dragging, they searched the river bed in an unsuccessful effort to recover his body. Coroner Norden went down to the scene last night, but the body had not been recovered at that time. Today Hugh Brady will make an attempt to find it. Like Bates, McAllister is supposed to have

been seized with cramps; he was a good swimmer.

The third tragedy occurred just north of The Oaks, when Mike Ragonelli, an Italian section hand, waded too far into the water, while Frank Chiarulli and George La Piarro, his companions, stood on the bank screaming and wringing their hands, but powerless to help him. The two finally got the branch of a tree and with it tried to reach their struggling friend.

William Frink, of 605 South avenue, and Herbert Taggsell, of 602 Henry avenue, who were bathing about 100 yards further south on the river, heard the cries and ran to give aid. They were too late, for Ragonelli had sunk for the third time and though they were expert divers they were unable to recover the body. Deputy Coroner Dunning notified Hugh Brady, who recovered the corpse late last night. Ragonelli and his companions had dived more than three miles to take their swim. They had not been in the

FUNERAL OF EAST SIDE CHURCH WORKER WILL BE HELD TODAY.

The funeral of Mrs. Elizabeth Gilbaugh, wife of J. W. Gilbaugh, a building contractor of this city, who died Friday night September 3, will be held this afternoon at 2 o'clock from the family residence, 1089 Belmont street. The services will be conducted by Rev. E. M. Shary of the Mount Tabor Presbyterian Church, of which Mrs. Gilbaugh was a member and active worker. Mrs. Gilbaugh was born in Scotland in 1851 and came to America in 1870, settling in Iowa. She had resided in this state since 1883. She is survived by her husband and four children—James A. Gilbaugh, of Astoria; J. Herbert, Ruby G. and Isabel A. Gilbaugh, of this city.

When "Joker" in Ordinance Is Killed City Can Buy at \$2 a Yard Material Now Costing From \$3.50 to \$6.

A comparison of the rates charged by the sand trust, which for years has controlled the local market and set its prices as it pleased through a cleverly-worded "joker" in a city ordinance, with those for which sand can be obtained from independent dealers on the Peninsula, shows a difference ranging from 75 per cent at the lowest, to as high as 200 per cent. Figures showing the exact price the trust charges for every wagonload of sand and gravel it delivers have been collected by City Engineer Morris, who has been quietly investigating the matter and collecting data since he took office July 1.

These data show that the smallest price for which the trust will consider an order is \$2.50 a load of 21-2 yards of sand. This rate, moreover, is only good within a radius of a very few blocks—in no case more than half a mile, from the two distributing docks of the Star Sand Company at the foot of Ankeny street and just south of the Morrison bridge.

Heavy Charge for Hauling.

From this minimum charge, the trust's prices advance at about the rate of 50 cents for each additional half mile. At a distance of about a mile from the docks the price for one wagonload is thus \$4, for two miles about \$5, and so on up to \$6, which is the maximum rate.

This \$6 per load rate is what the Star Sand Company charges for its longest hauls, those in the extreme "outside circle" of the suburbs to which it delivers sand and gravel. It does not supply for very much more than three miles, or its equivalent, 60 blocks, from the distributing docks. At such a rate it can readily be seen that sand is charged for practically at the rate of 10 cents a block.

On the other hand, at the two sandpits on the Peninsula, which Mayor Simon and City Engineer Morris visited Saturday afternoon, only one rate is charged. This is a flat rate of \$2 a wagonload of 21-2 yards of sand or gravel, and it is for any haul up to two miles or a little bit over.

This \$2 rate is 75 per cent cheaper than the minimum of \$2.50 for ten blocks charged by the trust. As it is good up to two miles, it is moreover 150 per cent cheaper than the \$5 charge of the trust for that distance and is 200 per cent lower than the Star Sand Company's \$6 charge.

"Joker" Results in Monopoly.

The reason the independent concerns have as yet made no rate for a distance greater than the two miles is that their product has been practically barred out by a "joker" cleverly inserted in one of the building ordinances, which provides that a certain quantity of sand "commonly called Columbia River sand" shall be used in all cases. As the Star Sand Company gets its sand from the Columbia River by direct haul, while the independent concerns get theirs from the Peninsula, over which no river has run for hundreds of years, a strict technical interpretation of the ordinance makes the trust's product the only legal sand to use.

In their investigation Saturday afternoon, which was of the most rigid and searching character, the Columbia River and City Engineer found that the Peninsula sand was in every respect the equal of that furnished by the trust, and in many respects probably purer and better. The Mayor announced his intention of having the ordinance immediately amended to leave out the "joker" giving the trust its monopoly.

City Engineer Morris has figured out that the probable saving that would result from using the Peninsula sand would amount to \$100,000 a year at the present rate of building in the city. This vast sum would be saved to the property owners having private work done on their property and to the taxpayers who have to pay for the city's work.

"The whole matter is simply a business proposition," said Engineer Morris, yesterday. "I am not going after any trust, or any person, but my position is simply that if I can get sand and gravel for the city and for the taxpayers for one-half what is being paid now the monopoly should be broken and the reduction made possible. I shall work on the matter during the coming week. While I personally believe that the ordinance as it now stands, specifying 'Columbia River sand' would be taken to mean sand deposited by the Columbia River at any time—and the Columbia undoubtedly deposited the Peninsula sand at some previous time—yet to be on the safe side we will try to have the ordinance amended."

Harris Trunk Co. for trunks and bags.

FAST SETS ARE PLAYED

IRVINGTON TOURNEY BRINGS OUT NEW STAR.

Munger, of Vancouver, Beats Snow, and With Dubois Is Winner in Men's Doubles.

Eighteen set matches were played off yesterday in the Fall handicap and club championship matches of the Irvington Tennis Club. The matches played were all among the men, principally in the men's handicap singles, in which there were matches between:

One of the best matches of the day was furnished in the contest between Munger, of Vancouver, and Snow, in which Munger won, 6-2, 6-3. This was a handicap event, but both played from scratch. Judging from the style of Munger's strokes and his ability to start quick, it is thought by local tennis enthusiasts that he has the makings of one of the best players on the coast.

One of the surprises of the day occurred when Munger and Dubois, of Vancouver, beat McAlpin and McAlpin in a handicap event, by the score of 6-1, 4-6, 7-5. Some of the other feature matches were those between Freeman and W. Rosenfeld, and A. Rosenfeld and Rohr in the men's handicap singles. These matches were won respectively by Freeman, 4-6, 8-6, 6-3, and A. Rosenfeld, 6-3, 6-3.

A schedule of good matches has been arranged for today. It is expected one of the best will be that in the men's handicap doubles, played by Freeman and Arthur against Wickersham and Gorrell. Wickersham and Gorrell are considered the best team in the tournament and are expected to win the men's doubles championship.

The results of yesterday's matches were as follows:

Men's singles, club championship—McMillan beat Humphrey, 6-2, 6-0; C. D. Warren beat Wickersham, 6-3, 6-2; A. Rosenfeld beat J. W. Ladd (by default); Gorrell beat W. Rosenfeld, 6-3, 6-2; McAlpin (by default) beat McAlpin and McAlpin (owe 6-5, 7-5).

Men's handicap doubles—Cookingham and Winch (rec. 3-6) beat Fleming and Frohman (scratch), 6-1, 6-0; Gilbert and Katz (scratch) beat Cookingham and Winch (rec. 3-6), 7-5, 6-4; A. Rosenfeld (rec. 15) beat Rohr (owe 15), 6-3, 6-2; Winch (rec. 15) beat Wickersham (owe 40) (by default); W. Rosenfeld (rec. 15) beat Fleming (rec. 3-5), 6-3, 1-6, 7-5; Shivers (owe 2-6) beat Freeman (scratch) beat W. Rosenfeld (rec. 15), 4-6, 8-6, 6-3; Munger (scratch) beat W. Rosenfeld (rec. 15), 6-3, 6-4, 6-2; Harris (owe 1-2) beat D. Starr (rec. 3-6), 6-1, 6-4.

Junior singles—Freeman beat Jones, 6-1, 6-1.

Ladies and gentlemen's doubles—Miss Koehler and Jones (rec. 3-6) beat Miss Moore and Hamprun (scratch), (by default).

The schedule of games for today is as follows:

10 A. M.—Alexander vs. Freeman (scratch event); McMillan vs. Shivers (scratch event); A. Rosenfeld (owe 2-6) vs. Winch (rec. 15); Warriner vs. Cookingham (scratch); 11:30 A. M.—Carraday vs. Hummel (junior); C. D. Starr vs. Wickersham (scratch event); 1 P. M.—Shivers (owe 2-6) vs. Katz (rec. 3-6); McAlpin (scratch) vs. Scott (rec. 15); Cookingham vs. Arthur (junior); 2 P. M.—Harrison vs. Andrews (scratch event); winner of winch (rec. 15) vs. Rosenfeld (owe 3-6); match vs. Freeman (scratch); Jones (rec. 15) vs. winner of McMillan (scratch); Scott (rec. 15) vs. winner of Warriner (scratch) vs. Cookingham (rec. 15) match; Shivers (owe 2-6) vs. Shivers (owe 2-6) match; Mrs. Harrison vs. Mrs. Northup club singles (scratch); 3 P. M.—L. M. Starr and Scott (scratch) vs. Warriner and Jones (4-0); Miss Koehler and Miss Koehler (rec. 4-6) vs. Mrs. Gregg and Mrs. Starr (rec. 15 1-4); Miss Frohman and Miss Widdler (scratch) vs. Miss Campbell and Mrs. Judge (owe 2-6); 4 P. M.—Miss Schaffel and Barrett (owe 3-6) vs. Miss Campbell and Scott (scratch); Miss Robertson and Gilbert (owe 15) vs. Mr. and Mrs. Harrison (owe 15); Rohr vs. L. M. Starr (scratch event); Miss Goss (rec. 3-6) vs. Miss Frohman (scratch); 5 P. M.—Freeman and Arthur (rec. 3-6) vs. Wickersham and Gorrell (owe 40); Mrs. Starr (rec. 15 2-6) vs. Miss Leadbetter (owe 4-6).

SAVING ON SAND TO BE ENORMOUS

Rates of Trust From 75 to 200 Per Cent Higher Than Those of Independents.

ENGINEER QUOTES PRICES

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STR. VULCAN BURNS

Tug Is Partially Destroyed by Second Time.

DAMAGE IS ABOUT \$3000

Origin of Blaze Is Not Known—Fire Discovered by Watchman at Early Hour—Mate and Crew Do Good Work.

Fire broke out in the cabin of the steamer Vulcan, moored at the Supple buoys, at an early hour yesterday morning and within 20 minutes the cabins and furniture had been destroyed. Of the upperworks, nothing remained but a few stanchions supporting the hurricane deck and pilot-house. The Texas suffered the same fate as did the cabins. The machinery was not damaged and the loss, which amounts to about \$3000, is covered by insurance.

Flames were discovered by the watchman at 4:00 o'clock in the morning, issuing from one of the staterooms, at that time unoccupied. An alarm was sounded and the crew immediately turned out. The prompt action of the mate and deckhands saved the vessel from total destruction. Two lines of hose were run out and with the pumps of the boat the fire was held in check until the arrival of the fireboat.

The fireboat was slow in responding to the alarm and it was fully 15 minutes after the fire was in full blast that the boat was under way. The watchman of the steamer Bally Gatzert was the first to blow a fire alarm. Several other craft took up the note of alarm and blew fire signals. The fire department was notified by telephone. Engines responded but were unable to reach the scene, as the draw was open for the fireboat, which, it is stated, was much slower in responding than was necessary.

The Vulcan is a stern-wheel tug of 232 net tons burden and was built at Portland in 1882. A year ago last August she burned to the main deck at the identical landing place where she was moored when the fire broke out yesterday morning. At that time considerable damage was done to the machinery.

No cause can be given as to the origin of the fire yesterday morning. The watchman said that he first discovered the fire issuing from one of the rooms on the port side. He immediately called the mate, chief engineer and cook, all of whom sleep on the cabin deck. All the personal effects of the officers were lost as well as all the cabin furniture.

Joseph Kulper Loses Child.

VANCOUVER, Wash., Sept. 5.—(Special.)—The 2-year-old baby of Mr. and Mrs. Joseph Kulper, who live east of the garrison, died last night at 11 o'clock of infantile trouble. The funeral will be held tomorrow morning at 10 o'clock.

TOWBOAT WHICH WAS PARTIALLY BURNED AT HER DOCK, SHOWING DAMAGED CABINS



Have Breakfast in Our New Restaurant Tomorrow—Seventh Floor of Annex

"Nemo" Corsets, Butterick Patterns, "Ostermoor" Mattresses, "Perrins" Gloves



New Restaurant
7th Floor
Annex

General Offices
6th Floor
Annex

The Greater Meier & Frank Store Closed All Day Today--Labor Day

See this evening's Telegram and Journal and tomorrow's Oregonian for full details of Great Special September Offerings in all departments—Remarkable values in reasonable and staple merchandise of every description—Money-saving opportunities no economical buyer can afford to pass by—Fall catalogue is ready, write for copy



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DAY HOTTEST YET

Mercury Jumps One Point Over Saturday's Record.

93 DEGREES REACHED

Only Twice Before in History of Local Weather Bureau Did Thermometer Climb to Same Height—Cooler Promised.

Old Sol went one better yesterday in his hot weather record for the season of 1909 by boosting the official thermometer to 93 degrees. This September record has been tied only twice before in the history of the weather bureau here. Cooler weather is promised for today.

Shade, babbling brooks, sequestered nooks and any place that had the appearance of being a cool spot, drew crowds bigger than a circus yesterday. The man with a castor for beer was in a bad way as Old Sol had picked Sunday on which to break the heat record.

The soda man was in his element and dished out Sundaes and lemonade with the air of a man who had only one day in which to make a fortune. Every available car, wagon, steamboat and launch was pressed into service yesterday to meet the demands of people bent on seeking the shade of the country.

The highest point reached by the thermometer was at 4 o'clock when the official reading was 93 degrees. Hourly temperatures yesterday at Portland followed:

| | | | |
|----------|----|---------|----|
| 6 A. M. | 82 | 12 noon | 85 |
| 7 A. M. | 82 | 1 P. M. | 85 |
| 8 A. M. | 86 | 2 P. M. | 90 |
| 9 A. M. | 88 | 3 P. M. | 92 |
| 10 A. M. | 90 | 4 P. M. | 93 |
| 11 A. M. | 91 | 5 P. M. | 91 |

CHICAGO AND RETURN.

On September 9 only we will sell round trip tickets to Chicago for \$7.50, good going and returning via any direct route. Through tourist and standard cars, Portland to Chicago, without change. Call or write, R. V. Holder, Chicago Northwestern Railway, 162 Third street.

St. Paul Players Win Game.

The St. John Apostles, of the Tri-City League, journeyed to St. Paul yesterday for a game with the club representing that town. The St. Paul team won 5 to 7, but according to the Portland players, they were favored at every turn by the umpire. The St. Paul team was not satisfied with the first umpire and before the game ended two more officials had been tried. The second umpire did all right for a time but was protested by the St. John team.

The third umpire was real "lame" and his decisions gave every satisfaction to the St. Paul players and he was retained. The batteries were Obsey and Pembroke for St. John while Picard and Raymond officiated for St. Paul.

TAFT'S HONOR IS BOOST

First Universalist Already Derives Benefit From President's Action.

Announcement that President Taft would lay the cornerstone of the new First Universalist Church of Good Tidings, now being erected on the corner of East Twenty-fourth street and Broadway, had a marked effect on the attendance at the regular services of the church, which are being held in the G. A. R. hall on Grand avenue and East Pine street. At the meeting yesterday morning the hall was well filled. Many strangers from out of the city and others who had never attended were present and listened to the sermon by the pastor, Rev. James D. Corby. That the local church will receive great benefit from the honor to be conferred by the President is beyond question. Dr. Corby said yesterday that he had been unable to find an instance where a President had ever laid the cornerstones of a church, and that this Portland ceremony may be the first of the kind in the United States. "I am glad that President Taft consented to lay the cornerstones of our new



251 WASHINGTON ST. PORTLAND OREGON. MAKER OF MENS CLOTHES