

# ELKS' BIG CARNIVAL

## Dazzling Array of Attractions for Street Fair.

### SHOWS REPRESENTATIONAL

From Opening Day to Mardi Gras Festival at Close, Ingenious Variety of Amusements Will Entertain the Public.

The modern street carnival, such as is to be seen in Portland September 1 to 13, with its glittering pageants of Oriental tawdry, its menagerie, midway shows, trained animal shows, slinger and target wondrous in mechanical and mystifying illusions, is a happy compromise between the old-fashioned county fair, which is cherished as the great event of childhood life, and exhibitions of the present period, while it has its serious purpose, ingenious amusements, of course, have the lead. From 10 to 20 blocks will be taken up with the Portland Carnival. The first day will be a brilliantly illuminated variety of Honor, where the Queen and her gorgeous court of attendants will regularly hold forth, receiving the plaudits and the homage of her thousands of willing subjects. There will be a season of free open-air shows and enough will be going on every minute to claim the attention of all. There will be concerts in the Temple of Lights and Music by bands nearly every hour of the afternoon and evening.

#### Shows on the Midway.

The animal shows, the streets of all nations, the celebration of special days, the village of Mexico, a Moorish village, where native acrobats do all sorts of sensational feats; high diving, performances of wild animals from African jungles, rides in a captive balloon, a dog and pony circus, and as many more new features will all be within the grasp of the big crowd for the carnival. Low railroad rates have been made for the carnival for two weeks and everybody should avail himself of a chance to visit the metropolis, for the Oriental circus which has been secured for the carnival will not be seen outside of the carnival walls. A Mardi Gras festival for maskers, when showers of confetti will be thrown, will close the fair, and to say that it will be gay is putting it mildly.

Beginning with the first day, September 1, which will be Labor day, and celebrated as such by the organized labor organizations of the city, there will be feature days every day of the two weeks the carnival is to run. This year the Portland Elks have offered a number of cash prizes that are well worth striving for in the contests that have been gotten up. No gaudily decorated medals or badges will be given in contests, but good yellow gold. Cash, it is realized, is the best incentive for people to get up showy displays for any event. Remembering this, on Wednesday, September 4, cash prizes will be hung up for the lodge that shall make the best showing in the grand parade.

#### Days of Special Interest.

There will be a wedding day, a baby day, a day for children, when a baby pram with cart and harness, all worth \$100, is to be given away to some lucky ticket-holder. There will be a harvest festival day when gardeners and agriculturists are expected to compete for valuable prizes. There will be a fraternal societies day, which will draw attendance from all parts of the state, owing to the contests that will be gotten up.

The manufacturers' section of the fair will be a notable thing this season. A great variety of exhibits will be shown. A splendid display of merchants and manufacturers' wares will be displayed by the establishment of the Pacific Northwest. Manufacturing plants of all kinds will be in full operation, and will be better than ever at any previous industrial exposition, and practical exhibits of many articles never before seen manufactured in public will interest and instruct visitors. Many artistic booths will contain exhibits and novelties of all kinds will be distributed over the grounds. The illuminations of the city streets will be on a scale never before attempted.

What, with the daily pageants that will pass through the walls of the exposition, the music, the immense variety of amusements that will be offered the 1920 carnival looks, at this time, as if it will be one of the largest affairs of the kind and one of the best things in the exposition line that has been planned for the Pacific Northwest. The fact that it is managed by "home" people, the B. P. O. E., is a guarantee that no fakes will be imposed upon the public.

#### Low Transportation Rate.

Attractively low rail and steamer rates have been made for the carnival from every part of the state, and for the greater distance. The following preliminary schedule of special rates for the carnival from September 1 to 13, issued by the railroad companies, show how cheaply traveling can be done to Portland for two weeks, next month:

O. R. & N. Co.—From points east of Tekoa and Riparian, \$10 round trip; Spokane, Moscow and Harney, \$15 round trip; Walla Walla and intermediate points, one fare, round trip.  
Southern Pacific—From Ashland and Medford, \$2 round trip; intermediate points, one fare, round trip.  
Northern Pacific—From Lewiston and Couer d'Alene, \$10 round trip; Spokane, Pasco, Moscow, \$2 round trip; Seattle, \$4 round trip; Tacoma, \$6 round trip.

The extensive preparations being made for the carnival have drawn so much attention to the Order of Elks that a brief history of the organization will be of interest. The following facts regarding the order were furnished by John F. Conroy, one of the organizers of Portland Lodge, No. 142. In reply to a question Mr. Conroy said yesterday:

#### Founding of the Order.

"The great activity, phenomenal growth and influence of the Order of Elks make very interesting at this time, a brief history of the order. The founder of the order may be said to be Charles Algeron Sidney Vivian, son of an English dergman, who came to this country in 1847. He was a well-to-do man, a politician, and soon gathered around him a number of men prominent in theatrical and musical lines. At one of the social meetings of this congenial crowd, Vivian proposed that they form a permanent club, and the idea met with instant favor. The 13 charter members of this organization, which afterwards became the Beneficent and Protective Order of Elks, were Charles A. S. Vivian, Richard S. Steffy, William Carleton, Henry Vandemark, William Sheppard, Edgar M. Platt, William L. Brown, Harry Boscworth, M. G. Ache, John T. Kent, G. Wilton, Frank Langhorn and John H. Blume. Thirteen is usually considered an unlucky number, but this has not proven to be so in the case of the Elks.

"It was in 1867 that Vivian and his associates formed the order which afterwards became known as the Lodge of Elks. They selected the rather euphonious name of the Jolly Corkers, and by this name the organization was known until the following year. In the meantime the order grew rapidly in numbers, and it was decided that a more appropriate name might be selected. Vivian suggested the name 'Buffalo,' as that was the title of a social organization in England, to which he had belonged before coming to this country. Another member suggested

the name 'Carnel,' but the three American members of the organization insisted that a name which was thoroughly American should be chosen. Some of the members who happened to meet at Vivian's old museum were struck with the appearance of a fine elk's head, and at once the idea was suggested that the name 'Elks' would be a very appropriate one for the order.

"Afterwards in looking up the history of the elk, it was found that the description given the noble animal was that it was 'fleet of foot and timorous of danger, wary, and cunning, and that it was never fighting for the female or in defense of the young, the helpless and the weak.' It was then decided that the name 'Elks' should be the name of the order. The first constitution of the grand lodge of the B. P. O. E., organized February 10, 1868, shows Charles Vivian as the presiding officer. The membership at this time was derived chiefly from the theatrical ranks and the preamble to the constitution of the lodge read as follows: 'The undersigned members of the theatrical, minstrel, vaudeville, and literary professions, and those who sympathize and approve of the object in view, do hereby organize an order to promote, protect and enhance the happiness and welfare of each other.'

"Meantime to Vivian, the founder of the order, became estranged to some extent from some of his fellow-members on account of a slight in connection with an entertainment given by the lodge, in which Vivian was to appear, but his name was left off the programme. There was talk of expelling Vivian from the lodge, but the lodge members, who also included at Leadville, Colo., March 30, 1880. In 1889 it became known that the grave of the founder of the Order of Elks had been neglected, and the Elks then caused the remains to be exhumed and laid at rest in the Elks' plot of the Boston lodge, where a suitable monument has been erected to his memory. Up to 1874 there were but two lodges of Elks, with a membership of 20. In 1882 there were 14 lodges, with a membership of 1806. The order now has over 700 lodges, with representatives almost every city of the United States, and the total membership will exceed 60,000. On the roll of membership of the B. P. O. E., will be found the names of prominent officials, United States Senators and Congressmen, merchants, bankers, journalists, lawyers, doctors, and many of the brightest lights in the world of art, literature, music and drama.

"Charles E. Pickett, of Waterloo, Ia., is the present grand exalted ruler of the order, and George A. Reynolds, of Saginaw, Mich., is the grand secretary. The next meeting of the grand lodge will be held at Salt Lake in August."

#### RAILROAD NEWS.

##### Protest Against Higher Assessment.

HELENA, Aug. 2.—The State Board of Equalization received protests today from representatives of railroads operating in Montana against the increase of 18 per cent in the railroad assessment of the state. They will be given a hearing next week. A raise in the assessment means that railroads will pay between \$400,000 and \$500,000 more in taxes in Montana for this year than last.

Governor Toole favored an increase of 300 per cent, but the State Auditor and State Treasurer who, with himself constituted the majority of the board, induced him to accept the assessment as made. The Governor, in explaining his action, said:

"The Northern Pacific and Great Northern were assessed at only 25 per cent of valuation placed on property by the North-

western Securities Company. We may have been in error in taking \$2,500 a mile as cash value, but when such successful financiers as Mr. Morgan and his associates have within a year paid that sum, it certainly makes a prima-facie case for the board."

##### Railroad Line Located.

WHATCOMB, Wash., Aug. 2.—Advice received today at the office of the Bellingham Bay & British Columbia Railway Company state that the line has been located on the eastern slope. The mountain will be tunneled at the pass and this will give the route an easier grade than either the Great Northern or Northern Pacific.

##### Vanderbilts and Hill in Fight.

BUFFALO, N. Y., Aug. 1.—The Great Northern elevator, capacity 3,000,000 bushels, has withdrawn from the Western Elevating Association, says the Commercial. The Great Northern elevator is owned by the interests controlled by James Hill. The withdrawal of the Great Northern from the Western Elevating Association was followed immediately by discrimination on the part of the railroads controlled by the Vanderbilt interests against the Great Northern. In

##### Embowered in Nature's Loveliness and With Prospects, Too.

MOSIER, Or., Aug. 1.—"Faith comes by hearing" we are told, and if you have never yet visited this beautiful upper country it is fully time the word was spoken which will encourage you to make the delinquency. Do not allow the fine scenery of the Columbia River longer to remain "untaken" by your mental camera. From the placid heights of experimental knowledge I would say that life is passing, and though Lyle may have more settled convictions a year from now, it is to be doubted if it will ever be more amusing or better worth a visit. The Lyle & Goldendale Railroad is fighting its way through the dangers and difficulties attendant upon laying a track, and when finished will bring the rich wheat lands of the Horse Shoe Bend country to the market door, which, being interpreted, means Lyle.

##### A VIEW OF LYLE.

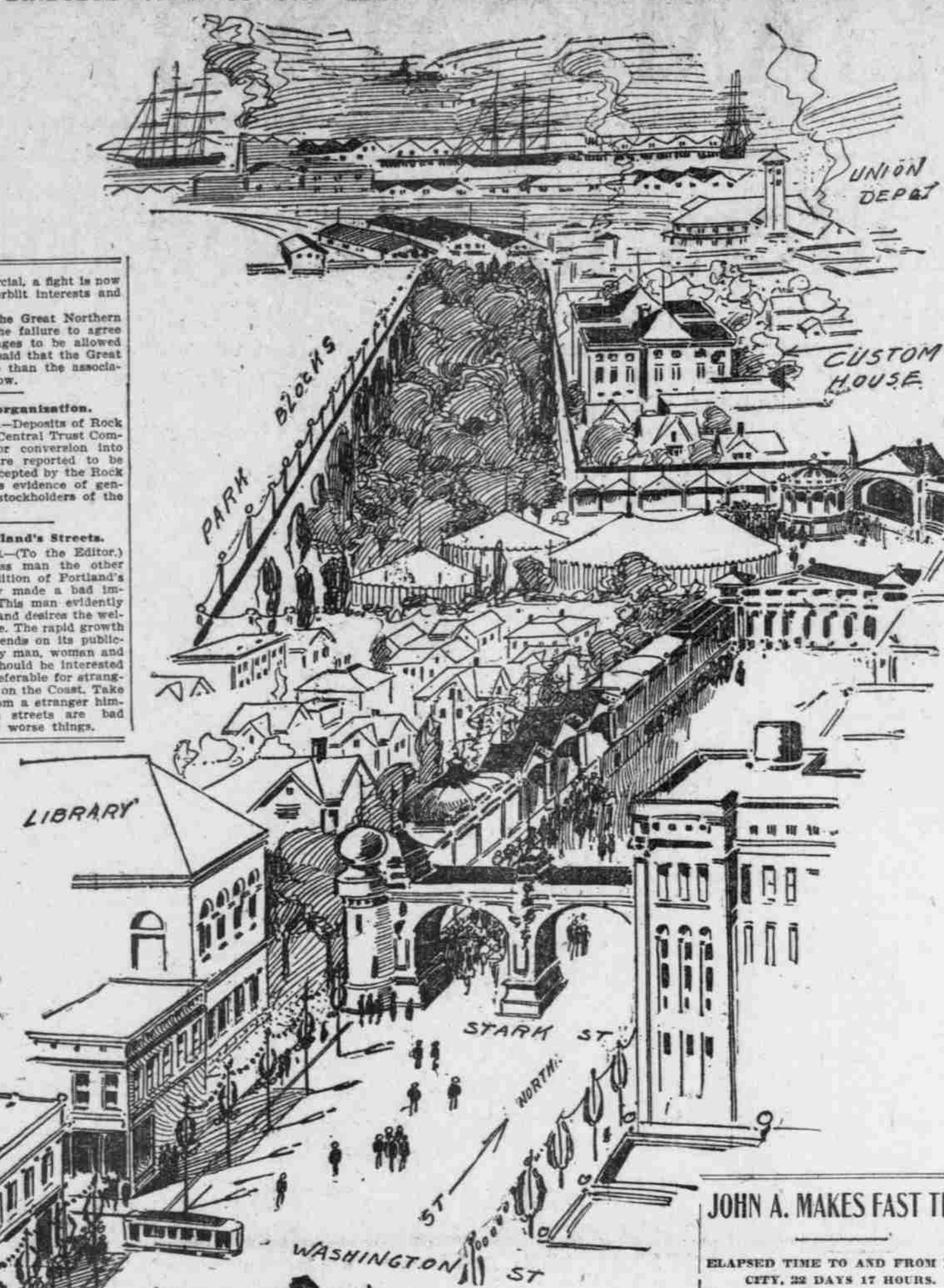
Whoever should have visited Lyle one year ago would hardly have mentioned it as dead because a certain consistency is desirable in all manner of communication. That which never had life would not be spoken of as one speaks of the departed, neither would one lay obituary wreaths upon a sandhill. Lyle's hands were not crossed, neither were garlands of remem-

##### Try to make it agreeable for visitors and to their advantage to locate. Don't act as if you meant "How much have you got?" Too many such rebuffs will drive a man back East. He is apt to feel he has been bounced out here, and to think your boasted business chances a myth; and the more he thinks about it the madder he gets, realizing at last that he left a good home, where the fruit and climate were equally as great and business just as booming. This is not a slap at the city itself, but to those few who ought to know and do better. It is marvelous what heavy shipments of household goods have been received at the Northern Pacific freighthouse this summer, and equally surprising the amount never opened, but sent back. This cold fact speaks louder than any newspaper criticism, and perhaps it would be well for Portland to know this for its own good.

##### You have a bewildering system of street numbering that might direct a stranger more easily if reckoned a hundred to the block. This could apply to named streets as well as First, Second, etc. Would it not be quite a blessing to sprinkle the suburban streets? Everybody who is a dealer in goods of dust are a nuisance. That which never had life would not be spoken of as one speaks of the departed, neither would one lay obituary wreaths upon a sandhill. Lyle's hands were not crossed, neither were garlands of remem-

##### SOJOURNER.

## BIRDSEYE VIEW OF THE ELKS' CARNIVAL AND STREET FAIR.



### JOHN A. MAKES FAST TRIP

ELAPSED TIME TO AND FROM BAY CITY, 22 DAYS 17 HOURS.

Edils an Even Race With the Weather on the Up Trip—About the Bailey Gatzert Accident.

The schooner John A. and J. M. Weatherax arrived yesterday, after sailing a very even race up San Francisco, making the run up in nine days. The John A. has completed one of the fastest round trips made by a sailor for a long time. She sailed from the Columbia River at 6 P. M., July 19, and reached San Francisco at 3:45 P. M. on the 16th. She remained in port discharging a week, and got away for Portland again at 3:15 P. M. on July 23. Her actual time on the round trip, including the time spent in San Francisco, was accordingly 22 days and 17 hours. In the old days, when freights were higher and vessels less plentiful, some of the owners of San Francisco had a standing offer to place on the Columbia a schooner trip made in less than 30 days, and if a man was so fortunate as to make 12 round trips a year between the Columbia, Puget Sound or Gray's Harbor, he received an additional bonus of \$100. The practice has generally been discontinued for a number of years, and the decline in freights will probably retard its revival.

The time made by the John A. is now especially fast, if voyages one way were considered, but as it is an unusual combination of good luck which enables a vessel to catch favoring winds, both up and down the coast, at the season of the year, the performance is an exceptionally good one. In single trips the ancient Tam O'Shanter, which arrived in a few days ago, probably had a better record than any other vessel in the trade, as she has several three-day runs to her credit, and on more than one occasion has beat the time of the steam schooners in the trade. She was built up at Bellingham by Johnny Holland, the unluckiest man who ever lived. Holland was so tickled over her speed, stately proportions and general air of elegance that he had some brass plates made bearing his name, date of launching of the boat, etc. She was unluckily from the day she was launched, until Scott, Reedy & Co. bought her. About the first thing Captain Ubiquitous Scott did after he took charge was to get a crowbar and pry those brass signs loose, and send them to the junk pile on the dock. He accompanied his efforts with some of that choice Anglo-Saxon profanity that has made him famous, but his work was very effective. The hoodoo had been banished, and the boat was lucky ever afterwards, and has proved a big money-maker for the White Collar Line.

#### WORK OF A HOODOO!

Bill Barnacle Throws Some Light on the Bailey Gatzert Accident.

"Do I believe in hoodoos?" said Bill Barnacle, a 10, who from now, was spent on square-rigged craft of deep water, but who for a number of years has chased a truck that class of vessels known as paddle-ships or stern-wheelers. "I certainly do, and I can prove that there are worse things than cockroaches, bedbugs or fresh sunkeys on some of these fresh-water packets. Take the Bailey Gatzert, for instance. She was built up at Bellingham by Johnny Holland, the unluckiest man who ever lived. Holland was so tickled over her speed, stately proportions and general air of elegance that he had some brass plates made bearing his name, date of launching of the boat, etc. She was unluckily from the day she was launched, until Scott, Reedy & Co. bought her. About the first thing Captain Ubiquitous Scott did after he took charge was to get a crowbar and pry those brass signs loose, and send them to the junk pile on the dock. He accompanied his efforts with some of that choice Anglo-Saxon profanity that has made him famous, but his work was very effective. The hoodoo had been banished, and the boat was lucky ever afterwards, and has proved a big money-maker for the White Collar Line.

#### TREED BY A WILDCAT.

Thrilling Experience of Samuel Griffith on White Salmon River.

A party composed of Frank Meldrum, Captain A. M. Cox, Sam Griffith, S. Ray, Nick Becker, Frank Soore, William Neidermark and J. McGinnis returned from White Salmon River yesterday, where they spent a week hunting and cruising for timber. Samuel Griffith had an experience during the week which he will not soon forget. He remained in camp with his dog one day, and the dog treed a wildcat near by. Griffith climbed the tree, thinking that he could scare the cat out, and give the dog a chance at him, but the tables were turned. He climbed well up, when the wildcat suddenly started down and passed Griffith. The dog at the foot of the tree prevented the animal from reaching the ground. When Griffith started down, the cat assumed a belligerent attitude, and he had to stop. This was repeated several times, but each time the wildcat threatened to spring on Griffith. The animal's eyes flashed fire, his tail became as thick as a man's leg, and his claws extended over an inch out of the tree. The dog going up against a buzz-saw to get past the cat, and although he grew hungry and half-famished for water, there was no way to get down out of the tree. The faithful dog at the foot of the tree never relaxed his watch, and there they were until the rest of the party returned. Griffith was up in the tree for about half a day before he was released.

### TRoublesome Refugee.

NEW YORK, Aug. 2.—A Spanish sailor named Renive, who is prisoner aboard the Dutch steamship Prinz Wilhelm II. in this port, has been the subject of international questions involving the United States, Cuba, Hayti, Holland and Spain. Renive is both a fugitive from Haytian justice and a refugee under the Dutch flag. The sailor, charged by his shipmates of the Cuban steamship Paloma with causing, by a blow over the heart, the death of Gus Orlin, a shipmate. At Akalea, Hayti, he left the Paloma and took refuge on the Dutch steamer, where he still is.

### Snaught to Begin Work.

The Government snaught Mathlona is now being outfitted for service, at the Government mooring in the north part of town, and will go up the Willamette River this week and resume snagging operations. For lack of money to operate with the boat has done up for three years, and there is now plenty for her to do. The season's work on the Upper Willamette is expected to improve navigation, materialize later. She may build wing dams at points that will benefit navigation.

### Domestic and Foreign Ports.

ASTORIA, Aug. 2.—The M. Schomers J. M. Weatherax and John A. Glesner, for San Francisco. Outside at 8:30 A. M. smooth, wind northwest; weather clear.  
Eureka, Aug. 1.—Sailed at 4 P. M.—Steamer Alliance for Portland, for Longview, Trave, New York, Aug. 2.—Arrived—Etruria, from Liverpool.  
New York, Aug. 2.—Arrived—Philadelphia, from Southampton.  
Queenstown, Aug. 2.—Arrived—Umbria, from New York.  
Cherbourg, Aug. 2.—Arrived—Patricia, from Rotterdam.  
New York, Aug. 2.—Arrived—Potadam, from Rotterdam.  
San Francisco, Aug. 2.—Arrived—Steamer Charles Nelson, from San Francisco.  
Seattle, Aug. 2.—Sailed—Steamer City of Puebla, for San Francisco; steamer Humboldt, for Skagway; steamer Ohio, for Nome; steamer Edith, for Sitka; steamer Arctic, from Queen, from San Francisco; steamer Al-Ki, from Skagway; steamer Willamette, from San Francisco.  
Hong Kong, Aug. 2.—Sailed—Steamer Duke of Fife, for Tacoma.  
New York, Aug. 2.—Sailed—Statenland, for Rotterdam; Zealand, for Antwerp; Lucania, for Liverpool; Minohaha, for London; Trave, for Genoa; Bohemian, for Liverpool; Astoria, for Glasgow.  
London, Aug. 2.—Sailed—Anglian, for Boston. Cherbourg, Aug. 2.—Sailed—St. Paul, for New York.  
Bremen, Aug. 2.—Sailed—Barbarossa, for New York.  
Havre, Aug. 2.—Sailed—La Touraine, for New York.  
Liverpool, Aug. 2.—Sailed—Campania, for New York.  
Hamburg, Aug. 2.—Arrived—Puert. Blumarck, from New York. Sailed—Vladimir, for New York.

### FIRST-STREET HYDRANTS

Have to Be Lengthened Before Attached to East First Street Main.

The 14-inch water main was laid last evening to East Washington street, and will be connected to East Oak street, the middle of the coming week, if the pipe is supplied. It was necessary to put this main down from three to five feet deeper than was expected, hence it has been necessary to make extensions to all the fire hydrants intended to be placed at intersections on East First street, between East Market and East Oak. The hydrants were finished and ready to be placed on the intersection of East Morrison and East Third streets for better protection in that neighborhood. It will be attached to a six-inch main, but there will be plenty of water to draw from the main.

### Street Cleaning Employs Disclaimed.

Information received by the Board of Public Works a few days ago that two members of the street-cleaning force were addicted to the bad habit of "soiling," in other words, that they loafed when they ought to labor and were supposed to be loafing. The board made investigation of the matter with the result that the men complained of were found to be guilty of the charge brought against them and action was taken that it be believed will prevent a repetition of the offense. As it is a hard matter to keep strict watch of all the men in the city's employ the board rather expected the men to take some interest in the matter of street cleaning and to report any delinquency that they may observe. In this way it is hoped to keep the service up to a high grade of efficiency.

### GRANNY DID IT.

Knew the Food That Furnished Power.

A grandmother, by studying the proper selection of food, cured herself of stomach trouble and severe headaches. Later on she was able to save her little granddaughter because of her knowledge of food. She says: "When baby was 5 months old she was weaned because of the severe illness of her mother. She was put on a prepared baby food, and soon lost flesh and color, became hollow-eyed and fretful. We changed her food several times but with no permanent benefit. At last her stomach rebelled entirely, and she lay up nearly a week. I then suggested to be wet with a cold preparation after feeding and would cry piteously with pain. This is a dangerous condition for a small baby, and in the extremity I remembered how beautifully Grape-Nuts had agreed with me, and suggested we try the food for baby.

"We began with the formula with it, giving two small teaspoonfuls at a feeding, softened with boiling water and fed in sterilized milk, warmed. The experiment was a perfect success.

"She has been on the food five weeks and can now eat other food, for the change in this brief time is wonderful. She has gained over three pounds in weight, her rosy cheeks, bright eyes, and she has the appearance of a satisfactorily nourished and thriving child."

The reason that Grape-Nuts will agree with adults and babies is that the starch is broken down into grape sugar in the process of manufacture, and when introduced into the stomach it is ready for immediate assimilation and is not a burden on the system. The result is always beneficial and the food has saved thousands of lives.

Recipes for many easy hot-weather dishes in each package of Grape-Nuts.