### WILL GIVE RIGHT OF WAY

COLUMBIA SLOUGH FARMERS UNIT-ED FOR ELECTRIC ROAD.

Propose to Donate Strip and Widen County Road-Committee Named to Negotiate With Companies,

At an enthusiastic meeting of repre-sentative farmers of Columbia Slough and residents of Fairview and Troutdale, held yesterday afternoon in Artisan's Hall at Fairview, it was decided to put forth every possible effort to secure electric railway connection with Portland, and to this end a committee was appointed to interview the management of the Portland electric railway companies-City & Buburban and Portland Railway Company and ascertain if they will entertain a proposition to build an electric railway to Troutdale, and if so, on what terms and conditions. The consensus of opinion of farmers living along the Columbia Slough road was that they were willing to give ten-foot strips off their land to widen the road 20 feet for the track of an electric railway.

A. L. Stone called the meeting to order, and Napoleon Davis was elected chairman and H. H. Riddell secretary. On taking the chair, Mr. Davis said: "We have met here to take action toward securing an electric railway to Portland. We need this railway, but it will devolve upon us to show to the railway companies that it will be to their interest to build out here, and that our resources will justify the and that our resources will justify the investment. Thus far we have not heard directly from the companies operating electric lines in Portland, and do not know whether they will entertain a proposition to build, and on what terms a line may be obtained. Neither do we know whether we can meet those terms. This meeting has been called to consider the situation and adopt a plan of procedure. It would seem that the most direct way would be to appoint a committee to interview the railway companies—the City & Suburban and Portland Railway Company—and find

out what we may expect."

An expression of opinion was first called out as to the probability of securing a right-of-way along the Columbia Slough road. J. F. O'Shea, president of the Union Meat Company, of Troutdale, spoke for an electric registery to Troutdale, and for an electric railway to Troutdale, and said that he was willing to do all in his power to secure the line. D. S. Dunbar, a pioneer, said he was willing to do all he could for the line. He had given land when the O. R. & N. Line was built, and was willing to help again. G. W. Shaw also spoke in the same strain. I. Buxton, who lives at Troutdale, said be would give a right-of-way. Napoleon Davis said that he would give a right-of-way and help otherwise. Mr. Buxton in another talk said that in case the raliway was given a franchise along the Columbia Slough road, and the farmers gave a 20-foot additional for the track, the county

should hold the strip. Harry Holtgrieve. father, who lives on Columbia Slough road, said that his father would object to the electric rallway being put in front of his house, which stands some distance back from the road. S. F. Scott said that he would give a 20-foot right-of-way through his farm so long as it did not take his house. He wanted the electric railway on Columbia Slough road. B. P. Reynolds, living on Columbia Slough road, said he would give a strip for the rallway, but no bonus. Aaron Fox, of Troutdale, sent word that he would give \$100 toward a bonus. One after another of the farmers living on one side or the other said they would give a right-ofway through the land bordering on the Columbia Slough road. It was reported also that the Portland Dairy Association, reputed purchasers of the Hanna Smith tract between Fairview and the Columbia River, will give a right-of-way through

The proposition is for the farmers to give ten-foot strips off their land for widening the Slough road, making it 29 feet wider than at present, and then the county will be asked to give a franchise on one side of the road for the railway. The farmers generally expressed their willingness to do this, but with scarcely an exception were against providing a subsidy for the company which may build the railway. There was no one present to speak for the Barr or Base Line routes, One County Commissioner was quoted as favoring giving a franchise for a railway on Columbia Slough road, provided the farmers give a ten-foot strip on each side. Among those present there seemed no objection to this, but the difficulty will be in locating the railway should it be built. Some of the farmers said that they did not want the railway in front of their houses. The railway will have to sigzag from one side to the other if their wishes are compiled with, but the matter will have to be adjusted when the movement gets that far along. It was reported that the City & Suburban Rail-way Company had received a proposition to extend the Montavilla branch on the Barr road on a 10 per cent bonus from adjacent property-owners. That is, they were to give 10 per cent of the land on both sides of the route to get the railway, but, as no one was present to represent that route, the matter was not con-

On motion of H. H. Riddell, the following committee was appointed to confer with the railway companies: Napoleon Davis, exofficio chairman; J. F. O'Shea, A. L. Stone, I. Buxton, H. H. Riddell, S. F. Scott and Byron P. Reynolds. This committee will report at a meeting of the farmers to be called by Chairman Da-vis as soon as it has interviewed the managers of the railway companies.

By those who are pushing the move-ment the great resources of the district are pointed out. At Troutdale is the great plant of the Union Meat Company. The Portland Dairy Association has secured the Hanna Smith tract of over 1000 acres of land at Fairview, which will be There are also fair prospects of extending the road from Fairview to the Columbia River, for which a strong petition is before the County Court. This will mean a ferry across the Columbia River to the Washington side and the di-version of a large travel to Fairview.

A member of the committee said he was confident that they will be able to show that an electric railway will pay from the start, and in this direction imittee will make a good showing. All larger interests on Columbia Slough and in Troutdale will assist in the move ment. "We will surely get an electric railway out here," said A. L. Stone, who has given much time to the agitation

#### O. A. C. STUDENTS ORGANIZE.

Graduates, Present and Future, of Corvallis Form Association.

Portland graduates and students of the Oregon Agricultural College effected a preliminary organization Friday evening at the home of Horace Brodie, son of Mr. and Mrs. G. A. Brodie, on the Mount Scott Railway, where they were cordially welcomed. Thomas Belieu was elected temporary chairman. John Van Gross, Joseph Paulsen and Herman Tartar were appointed a committee on constitution and by-laws and will report at the next meeting, which will be held at the home of Albert S. Wells, 607 East Ninth street south, senior for 1904. Friday evening, September 18. At that time a permanent organization will be effected.

One object is to promote a social spirit among Portland students of the Agricul-tural College and thus perpetuate the associations formed at that institution. There are about 40 graduates and stu-dents in Portland who will become members of the organization.

United Artisans' Pienic, The following is the programme of the United Artisans' piculc, to be held tomorrow by Portland lodges in Canemah Park, Oregon City: SUPREME MASTER ARTISAN RESIGNS



FRANCIS L M'KENNA.

Francis I. McKenna, supreme master artisan of the United Artisans, has resigned his office. He placed his resignation in the hands of the directors at the regular monthly meeting yesterday. It was wholly unexpected by board as Mr. McKenna had been only recently elected for a third term of four years. It was generally conceded by the members of the society that he was entitled to hold the office during the remainder of his active life, if he desired to do so. Mr. McKenna makes no explanation beyond the language used

Secretary.—Greeting: It is now almost nine years since you honored me with the office of supreme master Artisan. I accepted the position with the distinct understanding that no part of the burden of the management should rest on me. When the first managers failed, the officers and directors naturally turned to the man who held the highest position in name, to know what he was going to do about it. There was nothing left for me to do but to shoulder the responsibility, or let the society pass out of existence, which would have allowed the stigma of failure to have attached to the names of its officers and directors. The history of the society from its beginning is in-delibly impressed on the minds of all who were members of your honorable body at that time. It is sufficient for me to say now that I feel that I have done my whole duty to the society to which care and anxiety has bound us with a common tie. In per capita wealth and cleanliness of membership it stands the peer of all societies. It has an excellent surplus in every fund and commands the admiration of the business public. It is now able to compen-nate every person who devotes his energies to its advancement. As you all well know, I did not take up this work with the intention of following it a livelihood or of making any money out of its success. I have received back all of the money I put directly into the society in promoting it and the salary paid to me has scantily covered my expenses.

"The United Artisans need no more sacrifice of time or energy from any person, and as my private business demands my undivided attention, L therefore, place in your hands my resignation of the office of supreme master ar-tisan and at the same time I piedge you my best wishes and loyal support."

Mr. McKenna's connection with the United Artisans reads like the story of Damon and Pythias. On one of his trips East in behalf of the land department of the Portland University Mr. McKenna met in the State of Iowa, Sherman W. Hall and William D. Madigan, who were desirous of locating somewhere in the great West. He advised them to come to Portland, which they did in the following year, 1894. On their arrival in Portland they represented to Mr. McKenna that they desired to engage in the business of pro-moting a fraternal benefit society, that they had a plan that was new and original with Mr. Hall. They laid the whole plan before Mr. McKenna and pictured the advantages to Portland of having such an institution with its head office located here and that all they needed to assure success, was the assistance of a few reputable men to act as incorporators and directors. Mr. McKenna confessed his ignorance of the insurance business generally but concluded, as their plan seemed feasible, to help the young men by getting some of Portland's best citizens to file the articles and also to act as directors. Mr. F. S. Akin, then of the wholesale boot and shoe firm of Akin & Selling, Mr. Lee Hoffman, contractor, Hon. John H. Mitchell, United States Senator, and Hon. P. L. Willis, State Senator, along with Messrs. McKenna, Hall and Madigan, filed the articles November I, 1894.

It was understood by all cor to run the business and that the others were to see that the funds were properly guarded. In less than six months the two young men acknowledged their inability to handle the business and that debts had been contracted far beyond their ability to pay. Mr. Madigan preferred charges against Mr. Hall and caused his expulsion from the society. Mr. Madigan left Oregon and the Artisans for climes where no creditors of the society would harrass his movements. When the society was organized, Mr. McKenns, over his own protest, was elected to the honorary position of supreme master artisan, with nothing to do but to preside at meetings—it being understood and arranged that the secretary and manager were to do the business. Being, in name, at the head of the society the creditors, naturally enough, placed their bills before him and the directors. A crisis was at hand. Should the directors pay the bills and close up the business and go down into history with their names connected with a failure? Mr. McRenna had steered them up against the young Easterners. He was supreme master artisan. No blame was attached to him in any way for the conditions, yet all eyes were turned in his direction. The good names of his friends were in the balance.

From the day he was elected to the high office he had studied, diligently,

insurance problems. He knew the difficulty of the task before him. It was then in the pit of hard times. His private business needed his attention. The hour, the minute had arrived for action. Something had to be done. Mr. McKenna proposed to the board of directors that he would pay all obligations of the society out of his private funds and attempt to put the society on a sound footing, provided, that the board would consent to a change in the plan of insurance, as the plan adopted by the Eastern men was stolen bodily from another society and was wholly inadequate; that the board would agree to repay him out of the general fund when the surplus in that fund was sufficient for that purpose, but no charge should be made against the society for money advanced unless he succeeded in building up the general fund with a surplus sufficient to cover the money so advanced. If he failed to make a success of the society he was to be the only loser.

To all of this the board cheerfully consented. Mr. McKenna was now not only supreme master artisan in name but also in fact. The directors gave him a free rein. He plunged into the work with a spirit of determination. The good names of his friends and his own money were up on the result. A big dust was soon kicked up in the fraternal field. Three distinct ized efforts with plenty of capital were made to destroy the United Artisans and to build on the ruins, but each failed. The United Artisans Society does net now owe a penny to any person and has accumulated funds to the amount of \$200,000, and has no longer any opposition from any source. Mr. McKenna says now that the good names of his friends have been rescued from the peril of being connected with a failure; that opposition is no longer en-countered by the society and that the United Artisans needs no self sacrifice from any person, he has concluded to retire from the position and devote his rgies toward retrieving his private business, which for nearly nine years has been sacrificed on the altar of friendship.

solo, I. E. Staples; address, F. I. Mc- her way to luncheon when she stepped Kenna; 2:30 P. M., baseball, Oregon City vs. Vancouver; 4:30 P. M., races-Boys' race, under 16 years, prize, tollet, set; sack race, prize bicycle lamp; egg race, prize gold stick pin; three-legged race, prize box of cigars; potato race, prize box of candy; fat man's race, prize, rocking chair; married woman's race, prize pillow top; at 6:30 P. M. address of wel-come, mayor G. B. Dimick; adress, Gov-ernor George E. Chamberlain. Owing to the fact that Governor Chamberlain has an appointment at Salem tomorrow at 10:30 A. M. the time of his adress in Canemah Park has been changed to 6:30 P. M. Members of Portland lodges will go to Oregon City by electric cars and by steamers. Admission to the park will

Stricken With Paralysis,

John Went, an old resident of the East Side, living at 106 Union avenue, south, is suffering from a second stroke of paralysis, and his condition is considered rious. Nine years ago Mr. Went suffered stroke, from which he recovered, and the second stroke prostrated him and ren-dered him speechless for three days. Mr. Went is a landmark on the East Side.

Falls Through Open Roadway.

The following is the programme of the Instead Artisans' Pienie.

Miss May Ingram, employed at the Oreon the Other hand, the pawnbrokers have bridged together and to test the validity by Portland lodges in Canemah Park, Dregon City:

11:30 A. M., address, Dr. J. B. Olmsted;

The following is the programme of the Instead Artisans' Pienie.

Miss May Ingram, employed at the Oreon this command has been made to stay. On the other hand, the pawnbrokers have banded together and to test the validity by Post and Canemah Park, Dregon City:

11:30 A. M., address, Dr. J. B. Olmsted;

12:30 A. M., address, Dr. J. B. Olmsted;

East Side Notes.

Mrs. C. N. Rankin, with her son Mervin, left yesterday for Long Beach, to be absent a week. She was accomp by her mother, Mrs. H. J. Shane. Bishop J. M. Thoburn, who has been spending the Summer at the home of his daughter-in-law, Mrs. C. R. Thoburn, will preach this morning in Centenary Church. It will be his last sermon in Portland before leaving for the East. He expects to

MUST CLOSE ON SUNDAYS Orders Issued to Pawnbrokers and Second-Hand Men.

The order for the closing of stores is to enforced in the case of the pawnshops and second-hand merchants of the city, and particularly of the North End. effect that hereafter all stores of this class must be closed on Sunday. He say that

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Our new store ready soon.

Third street, has been selected by the com-bine as the man to keep open his store today, and, if necessary, allow himself to be arrested. The dealers in league with Gre-nich will furnish the money to fight the

Some of the pawnbrokers close their es tablishments on the Jewish Sabbath, but keep open on Sunday. They say that they have a right to do business on the first day of the week if they have closed two days previously for the same length of

Cnief Hunt gives no reason for the order. He says that he is simply enforcing the Sunday-closing law, and that he made the order, not to be disregarded, but to be

#### WARSHIPS SAIL NORTH. Necessities of the Service Forbid Their Remaining for Carnival,

Portland harbor no longer holds the two warships, Concord and Marbiehead. The boats lifted their anchors at the break of day yesterday and proceeded down the Willamette to join Admiral Glass and his squadron at the Bremerton Navy Yard. While officers and men alike expressed egret that they were forced to leave, their departure was inevitable, as Admiral Glass decided that the presence of the two

boats at the Navy Yard is urgent. Efforts were made to have the boats kept here until the opening of the street carmival. Senator Mitchell communicated with the Admiral on the subject and re-

ceived the following reply: United States Flagship New York, Bre-merton, Wash., Sept. 2, 1903.—My Dear Senator: I have just received your letter of August 29, stating the desire of the people of Portland to have the U. S. S. Concord and U. S. S. Marblehead remain off that city during the carnival to be held September 14-26.

I regret very much that I cannot see my way to allowing those vessels to re-main in the Columbia River beyond September 5, the date on which I have directed them to sail and rejoin the flagship at this station. I am sure you will fully appreciate the necessities when I explain

Both of these vessels will need some work that must be done at this navy yard to fit them for further cruising contemplated by the Navy Department; they are in need of certain stores and supplies which will be furnished here, and it is my intention to hold the semi-annual inspections required by navy regulations as soon as practicable after they rejoin.

Besides all the above, as you are aware, a new system of gunning exercises has lately been established in our service, on the constant practice of which depends the efficiency of our navy; and this system, when properly inaugurated, is to be followed by target practice to test battle conditions. As upon the record made at this target practice will depend greatly the advancement in rating and pay of many men, I feel that it would be unjust to the men and officers of those ships to keep them longer on detached duty. I appreciate very much the kindnes

#### "WE'LL TRY IT" That What the Grocer Sald.

A grocer had heard his customers praising a certain food and one day he said:

"Two years ago," said the grocer's wife, "my little daughter was very low with typhoid fever, and we had four different physicians attending her. The last doc-tor we called said her stomach was as raw as a piece of beef and that all de-pended on her diet. We failed to find food that she could diest and we were food that she could digest, and we were so discouraged. We thought she could

so discouraged. We thought she could not live.

"My husband has a grocery store and said: 'I have a food very highly recommended, called Grape-Nuts. We'll try that.' So he brought some Grape-Nuts home and I fed the child a teaspoonful three times a day in cream, and as she began to improve almost immediately." I began to improve almost immediately I increased the amount to two tenspoonfuls. In six weeks she looked like another girl, bright-eyed, rosy-cheeked and

healthy.
"She was a mere skeleton when w commenced to use Grape-Nuts food, but it was not long before so many said: 'My, how fine she looks to have been so sick. chief Hunt has issued an order to the effect that hereafter all stores of this class must be closed on Sunday. He say that enjoys Grape-Nuts, and said to me today, this command has been so all.

What causes it? and I tell them all grape-Nuts surely saved her life. She is now perfectly well and strong and still enjoys Grape-Nuts, and said to me today. by Postum Co., Battle Creek, Mich. Look in each package for a copy of the famous little book, "The Road to Well-

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BOYS' SWEATERS 5 75c and \$1.00.

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BOYS' ALL-WOO KNEE PANTS-The kind, 39c.

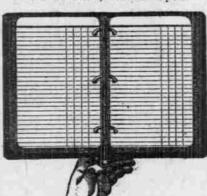
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at this time, to accede to their wishes. Very sincerely yours, HENRY GLASS,

Rear-Admiral U. S. Navy. Commander-in-Chief Pacific Squadron. Water Causes Fever Epidemic.

KANSAS CITY, Mo., Sept. 5.—Since August 1, 30 deaths from typhoid fever have been recorded in Kansas City. The various hospitals are treating nearly 75 cases. Nearly every physician is treating one or two patients, and it is imposdble to estimate the number of patients

fects with our accurately fitted glasses, it will insure perfect sight. than others. Consultation and examination free.

and hospitality shown our men and of- suffering with typhoid fever who are being ficers by the citizens of Portland, and, I treated at their homes. The prevalence assure you, regret very much that the requirements of duty will not allow me, use of spring and cistern water after the flood, while the city water was impure.

> Refreshment klosks are to be opened at small stations on the French state railways, where there are no buffets.

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