HELD IN SESSION BY STRONG HAND

New York Legislators Fight to Avoid Consideration of Racing Bills.

ALL DEPENDS ON FOELKER

Sick Senator's Sore Appendicitis Is Key to Situation—Issue Cannot Be Forced Until He Takes His Seat Again.

BY LLOYD F. LONERGAN.

NEW YORK, June 2.—(Special.)—The Governor is holding the Legislature in session by main strength, and numerous emergency messages, but the final act in the drama will be played on June 11, when it is promised that the Legislature "will positively adjourn."

Senator Foelker is believed to hold the key to the situation. His doctors say that the Senator, who is recovering from appendicitis, will be able to take his seat on June 8. If he does, the racetrack bills will pass—perhaps, and then again, perhaps they will not.

The organization leaders want to prevent, if possible, another vote on the gambling bill. Secretly the majority of the leaders, Republican and Democratic, do not want present conditions changed; but the Republicans do not care to vote with the racetrack crowd if they can prevent it. They believe, and with good reason, that it would hurt the party with many classes of voters in various sections of the state.

Under present conditions, all the blame can be laid on the shoulders of the eight party "traitors," together with Senator Foelker's appendicitis.

So a pretty political game has been in progress at Albany for several weeks, with honors divided up to date.

Under the law of the state, a special session of the Legislature can only consider matters which are specially recommended by the Governor for their consideration. When the lawmakers convened, one of Hughes' supporters was sick, and the special election had not been held. So the Governor recommended other topics for consideration, carefully holding back the gambling bills.

Gives Senators a Hint.

This gave several Senators an idea, which they proceeded to carry into effect. They promptly killed the measures which Hughes had recommended. Then they sent a committee to call on the Governor.

"Everything is cleared up," they said, in substance; "now, please cannot we go home?"

The Governor was wise, however. He told them he had a few new thoughts on necessary legislation, which he would proceed to communicate to them. And he did.

These bills shared the fate of their predecessors, and another visit was paid to the Governor. Thereupon he shot in nine more measures of "immediate importance."

Included in the list are such thrilling items "giving the local authorities power to improve the sewer system of Mount Kisco," "readjusting the finances of New Rochelle," "extending the work of abolishing grade crossings," "Enlarging the jurisdiction of the Court of Claims" and "Establishing a State Farm for Women in Washington County."

This array satisfied the leaders that the Governor intended to keep the game going. So Speaker Wadsworth and President pro tem Raines formally visited the executive; and requested a heart to heart talk.

The result was that the Legislature will reconvene on June 8, and act upon the racetrack gambling bills, finally adjourning June 11, in time for the Republicans to scurry out to Chicago. In the meantime the only legislators who remain in Albany are the local representatives, who formally meet and adjourn from day to day.

Relations Are Strained.

There is no denying the fact that relations between the Governor and members of his party in both houses are strained. That is a very mild way of putting it. Not more than two or three Senators and Assemblymen can be found to defend his course in calling the extra session, and demanding that the "dead heat" over the racetrack bills be run off.

For some inexplicable reason the Senators and Assemblymen who want the racetrack bills killed are extremely confident that their hopes will be fulfilled. On "form" the Governor would seem to have the 26 votes necessary to pass the measures. But the sports of the Legislature, who know all about, and appreciate the inconsistencies of form, say the favorite will be left at the polls, whatever that may mean.

Governor Hughes would not be surprised if the gamblers have a Senator under cover. But he is determined to force the issue, and will do so as soon as Senator Foelker can take his seat.

There is no doubt but that the Governor has lost a good deal of strength by his veto of the Coney Island 5-cent fare, and the sad part of the matter is that his action was correct.

The measure passed both houses by practically a unanimous vote, but any lawyer in the Legislature will tell you, privately of course, that the bill is unconstitutional, and thoroughly unjust.

It is about 11 miles from the Manhattan entrance of the Brooklyn bridge to Coney Island. Advocates of the 5-cent rate point out that a passenger can take a longer ride than that for a nickel in Manhattan and the Bronx. This is true but misleading. A very small percentage of the Manhattan riders go from the Battery to Bronx Zoo or Central bridge. Most of them go only a short distance, and the average car is filled and emptied several times before it reaches the end of the route.

Traffic Is Overwhelming.

The Coney Island cars are crowded to the doors when they leave the bridge entrance. Nobody gets off until the end of the line is reached, and naturally nobody else gets on, for there is no room. An average carload to Coney Island is 75, which at 10 cents means $7.50. A car running to High Bridge frequently registers 160 passengers at 5 cents or $8.

Another effective plea for the downtrodden railroad corporation is that the tide of travel to and from the island does not ebb and flow equally. In the late afternoon and evening crowded cars in long streams bounce along to the seashore. But up to 10 o'clock at night they come back practically empty. Late at night they go to the island with mighty few passengers, but must be kept in service because of the home-coming crowds.

If the railroad corporation could control the stream of travel so the people would travel when it would be most convenient they could probably make money on a 5-cent fare. But as it is they cannot.

Naturally this view of the case does not appeal to the average New York householder, who wants to pay as little as possible for his amusements. So they bitterly resent the Governor's veto. He has put the matter up to the Public Service Commission, but there is little prospect that that body will take action, at least for a long time. For it has already made a record for long distance deliberation.

Not in Receptive Mood.

Eighty-four of the 86 legislators from the metropolitan district voted for the bill. Several of the Senators and Assemblymen have appealed to the Governor to direct the preparation of a bill which will compel the B. R. T. to carry passengers from the city to Coney Island for one fare, and to back it up with a special message to the legislature, urging its immediate passage. The advocates of this proposition, however, have not found Hughes in a receptive mood, and have practically given up hope that he will comply with their request.

That the Tammany Senators and Assemblymen are alive to the political advantage of indorsing the five cent fare scheme is manifested from their declaration that they will urge Charles F. Murphy to suggest its indorsement by the Tammany organization in the 35 assembly districts in Manhattan. Murphy, it is said, views this proposition with favor.

It is pretty certain that the next Democratic state convention will include in its platform a pledge to support the five cent fare scheme at the next session of the legislature. It is not improbable that the Republicans will also find a place in their party platform for a similar plank, as the measure vetoed by the Governor was supported by every Republican from the metropolitan district, except Senator Agnew.

Traction officials say that any legislative or public service board action could be easily upset by the courts. One thing is clear, however, and that is that there will not be any cheap fare to Coney Island this year anyway.

STORY ABOUT PORTLAND FOR WHICH THE COMMERCIAL CLUB HAS PAID $500.00

Miss Matee' Howe's Charming Description of the City Being Published in Pamphlet Form, and Twenty-five Thousand Copies Will Be Distributed During Rose Festival.

THE Portland Commercial Club is having 25,000 copies of its prize article on Portland, written by Miss Mateel Howe, a Portland girl, printed for general distribution. The story is being printed in pamphlet form with a picture of the author on the first page. Copies will be given a wide circulation during the Rose Festival and their distribution will result in very wide publicity for Portland. The story is a charming description of this city, and is as follows:

I have visited most of the principal cities of the world, both in this continent and Europe and Asia. And I can say honestly and enthusiastically that the city most ideally situated, most beautifully located of all the cities I have seen, is Portland, Oregon.

Years and years ago the old pioneer traders and woodmen built a little village in the heart of the great forest, in a tiny cleared space on the banks of the Willamette River, and called it Portland. Little by little the forests were cleared and the trees pushed back, and little by little other traders and pioneers, and teachers, and men of means and business, came, and slowly but surely the cleared space grew, and the trees that had been sole monarchs of this Western land so many centuries, began to surrender their birthright; the right to live and grow and breathe the great pure air of God's outdoors, untainted. But they have never quite surrendered, these trees, though it has been more than a hundred years since the white men came. Pine and spruce and fir and hemlock, the noblest of all woodland things, they still crowd the city's back doors; and therein lies the charm of Portland.

The Valley has been cleared on both sides of the river, and the trees and ferns and little growing things have given way to paved streets and homes, and blocks of skyscrapers, and churches, and libraries, and a hundred other structures of brick and wood and mortar. The quiet of the forest has changed to the clang of the streetcar gongs, the hoot of automobiles and all the million other noises of a busy city. Even back of the Heights that surround the Valley on the south side of the river, the cleared space is growing, and the trees are giving away. But it is slowly and with dignity—they have never quite surrendered. In a decade or two they will be gone, perhaps, but today the remnant of a once most mighty army is still patiently and heroically fighting the losing fight, and holding their positions as best they may on the hilltops and the hillsides.

What Must the Trees Think.

It seems to me they must wonder and suffer all day long as the noise and smoke of the city comes up to them, but I think sometimes at night when the noises are hushed and the great city lies still, and a fresh breeze winds its way up the river from the Pacific, and they taste again the salt in the air, fresh and sweet, as it was a hundred years ago, they can forget for a while that nearly 200,000 people are sleeping so near them, and dream once more of the forests and life there as it used to be. I live on the Heights, within easy walking distance of downtown, and only half a block from the carline, but a climb of ten minutes will take me straight to the midst of the trees and ferns and quiet places, and I can dream in the stillness as I like to think the trees do, and imagine that there is no city and only the woods and things as they used to be; and it is good.

Three years ago, when I first came to Portland, it took me but five minutes to find the woods. Now the places where I used to dream are being cleared for the most wonderful building sites; for they are on the Heights, and the view is superb, and Portland is growing so fast that I fear I must go still farther in another year. But the beautiful trees! I wonder if they will ever quite give up?

Portland "City of Trees."

I think that even the builders are sorry, though, to have them go. I think everyone loves the trees. Almost every street in Portland is bordered and shaded by trees of one kind or another. Every yard large enough has one or two of the old monarchs of trees. Every yard is a mass of bloom. Perhaps the trees themselves have influenced the people. Perhaps it is because the soil is so rich that anything grows riotously that is given half a chance. I know, though, whatever the cause, that the Portlanders seem to love the growing things better than people of other cities, and have earned for their home the title of "Rose City." But it might also be called the City of Trees. It is certainly a city that loves outdoor things, and plant life, and flowers and beautiful lawns.

They love the mountains, too, for we have mountains as well as trees. I am constantly hearing people passing on the streets talking about how the mountains looked last evening or the evening before, or of the sunset glow on Mount Hood or Mount St. Helens.

First Glimpse of the Mountains.

I shall never forget my first sight of the mountains. It had been raining steadily since I came, and I didn't know Portland had any mountains. Riding on a car on the first clear day, at one of the cross streets, I suddenly saw a large, graceful, snow-covered mountain, seemingly not more than a mile away—but instead of being white, it was one great glow of pink. It was so unexpected I gasped, and, as the car moved on, I thought I must be dreaming. But at the next corner I saw it again, so I got off and stood there fully ten minutes, and looked and looked, till the glow had faded. It seemed quite like a glimpse at some fairy mountain. Up in our neighborhood it used to seem a strange thing to have our neighbors call us up over the phone to tell us to look out at the mountain quickly. Now we, too, telephone to them. I think this love of scenery and of things beautiful and God-made is a good thing and helps us.

Nice Words for the Willamette.

Portland has four superb snow-capped mountains always in view, even from down town, in good weather, and a fifth can be seen from certain points. The city is built on both sides of the river, which winds about as rivers do, running north for a while, and then turning and going west through the rest of the city. It is not a muddy, sandy river, like the Missouri, but clear and deep—so deep that the largest sea-going vessels anchor at Portland's docks. It has no swift or shifting current that makes boating or canoeing unsafe. In the Summer time the river is alive with rowboats, canoes, launches and sailboats, and a mile or two up the river you will find another stretch of a mile or more occupied by the gayest of houseboats, where most of society folks who stay in town in Summer, spend their time. Summer and Winter the river is always busy with river boats that ply up and down the Willamette and Columbia daily, and one can always find a dozen or two dozen ocean steamers or schooners tied up at the various docks unloading or loading—for we have the largest lumber mills and the largest flour mills of the world here on the river banks. The river is always a busy place.

As Compared With That of Seattle.

On the north and east sides of the river is what is called the "East Side." The business and wholesale district, and most of the handsome homes of Portland are on the other side. The East Side is made up chiefly of homes—comfortable homes, with wide lawns—and has been built up in very recent years. Unlike Seattle, Portland has any amount of land to grow on, as the East Side stretches out in a rolling upward slope for miles and miles. Seattle is restricted by her hills to a comparatively small space. Already Seattle's mills and factories are being pushed out by high prices of land to Tacoma. One reason Seattle always looks so busy is that the business district is restricted to a few blocks. Here it spreads over three times as much ground. To put it elegantly, Portland has land to burn.

Artist's Chance on the Heights.

On the west and south sides of the river is the older part of the city—and the most beautiful part. True, all Portland is beautiful, East and West, and the East Side has many handsome homes and several very lovely sections. But the older part of the city is nearly always more finished. Besides, this side has the Heights. Beginning at the south end of the city are a succession of wooded foothills about 1000 feet high, that come almost down to the river bank, and then back away from the river for a mile or two, forming a little valley where Portland first started to grow. They close in again at the north of the city. It is on these hills that my trees grow, and it is these little hills that form the Heights. If I were a word artist like F. Hopkins Smith, I would paint you a series of pictures of the gorgeous views that may be seen from the Heights. Mrs. A. F. Martin, of Atchison, who visited us one Winter, wrote from Los Angeles, after she had left, and had been all through California, that while California was beautiful, she had not yet found anything half so fine as the view from our north and east windows.

For a time the Heights were impracticable for building purposes, on account of their inaccessibility. But some years ago a cable line was built up on Portland Heights, and that has been replaced within a few years by an electric line that is unquestionably the finest scenic line in the world—either cable, electric or steam. It begins at Washington street and goes up, up, up, and winds around, still going up, through the finest streets and handsomest homes in the city. All the time Portland and the river, sparkling in the sun, and the East Side lie below you, and off to the north are Mount St. Helens, Mount Rainier and Mount Adams. Due east is Mount Hood. By and by the car leaves houses behind, and winds upward through the woods, and you get the cool breath of the pines on your face. It is almost a relief after straining your eyes to see so much to find just the green woods all about you.

How Council Crest Affects.

But in a minute, or two, or three, you are out of the timber, and the car stops, and you get out and walk a few steps, and find yourself on Council Crest. You have arrived. Council Crest means so much here I can hardly believe it means nothing to outsiders. There on top of the highest hill, one can see not only Portland and the Willamette, but even the Columbia, and old historic Fort Vancouver. All the snow-capped mountains lie before you in their fullest glory. And, turning, one can see the valley that lies on the other side of the hills—the richest, greenest valley in the world, I believe; even greener than England. It is so beautiful—all of it. And one is apt to forget that the soil is 40 feet deep, and raises the finest fruits of the Northwest (and that means of the world), and remember only its beauty. The ride back is much like coming up, only one finds new vistas to admire. I have taken the ride—price 5 cents—a hundred times, and have never yet grown tired. The ride is probably the prettiest when the roses are in greatest profusion—in May and June—but it is glorious at any time.

Speaking of Portland Roses.

Samuel Blythe, in his article on Portland in the Saturday Evening Post, says roses were invented in Portland. And he was just about right. You haven't seen roses until you have seen Portland roses. Everyone here grows them, and you can see finer specimens in a walk about the city than you can see in any hothouses in Kansas—or elsewhere. The soil and the climate are peculiarly adapted to rose cultivation. The people love the roses, and plant them everywhere. Nearly every walk in the residence district is a walk between two masses of blossoms. They plant roses on both sides of the street walks, in the yards, in the parks, everywhere, and nearly every porch in town is one great cluster of pink or white or pale gold or deep red climbing roses. One has to see to appreciate. It is not entirely the soil and the climate that make them grow, but the love and care that help Nature.

Rain Libel by Blythe.

Mr. Blythe said it rained every day in Portland. I would like to call Mr. Blythe a name, but he is one—or else very ignorant. True, it does rain in Portland in the Winter time. For about six weeks it rains almost every day. But it does not snow or get very cold, and there are no cold, piercing, marrow-freezing winds to numb one. The grass stays green the year 'round, and roses bloom till Christmas time. After the six weeks' rainy spell, it does not rain any more than it does on the Eastern Coast—not nearly as much as it does in Washington City, where I spent four Winters. And the Summers and Autumns cannot be surpassed. For five months it hardly rains at all and the days are warm and pleasant (not hot), and the nights invariably cool. I think Portland got its reputation for rain because of its nearness to Idaho and California, where there are great stretches of country where it never rains at all, and every blade of grass or wheat and every tree or flower has to be coaxed to grow by artificial means—by irrigation.

Look! Look! Portland Women.

Life is so short! Why not spend it in the pleasant spots of the world? And Portland is one of the pleasantest spots I have ever seen. It is green, so green all the year round, that one thinks of Paradise. Its climate is never disagreeable, and nearly always agreeable. There are no harsh winds to shrivel up the skin, as in Southern California and the inland, and the women here are said to have the finest complexions in the United States.

After one has lived in a seaport city I do not think that they are ever content again to dwell inland. There is a freedom, a charm about it that I cannot explain. From my window, as I write, I can see the masts of the sea-going vessels at anchor. They are loading for Japan or Calcutta or Australia or England, perhaps, and it brings those countries a thousand times nearer, somehow, to have the ships in sight. It makes a city more interesting to have a Japanese and a Chinese quarter, and queer little Oriental shops to visit. It broadens one in a way to meet a Hindu or a South American or a Hawaiian on the streets every day or two.

Dreamer's Paradise.

To a dreamer like myself, it is more than good to sit at my window and watch the masts of the vessels that lie at anchor scarce a mile away. It is good to get the fresh sea breeze each night and morning, and it is good to know that our mightiest ocean is only a few hours away. It is big, and it is pretty, and it is pleasant. I cannot explain the feeling, but one feels hampered inland. All feel the charm, I think. It is part the charm of the West and part the charm of the sea. It makes life more interesting, and broader, and more worth while. In spirit I stretch out my arms to the white-winged ships sometimes, and want to go, too, but even though I must stay behind, I can follow them in thought and imagination. One meets so many interesting and strange characters, too; those who have traveled and seen the ends of the world.

Aspects of Home Life.

Portland, though a seaport town, and a Western town, is still a city of homes. It is unlike Seattle and San Francisco in this, and more like an Eastern or Southern city. The people do not dine out here evening after evening, but at home. You do not find the grand, mad, breathless rush after pleasure one finds in Seattle or Frisco. They lead saner lives here. Men spend more time with their families, or tending their roses, than in most of the Western Coast cities. People here still find time to be neighborly. Up on the hill in our part of town we send samples of preserves and jellies and chile sauce over to our neighbors and receive the same in return, and run in and out just as they do in the good, sane, glad places everywhere.

The growth in Portland has been slower than in Seattle, but more substantial and sure. It has not boomed, it has just grown. I have been here but three years, but it has changed so much in that time. The people are better dressed on the streets than when I came. There are twice as many automobiles, carriages and horses as when I came. When I go downtown any day, I keep thinking it must be Saturday afternoon, the streets are so crowded.

As a Girl Sees the Future.

I am just a girl, and know little or nothing of the business side of Portland. I write of it only as I see it. I fear I cannot tell of the side men would be most interested in. I loathe statistics, and so cannot give them. I only know how the city has grown and improved in a substantial, solid way, because I could not help but see it. I know that Portland has the most wonderful future of any city of the Northwest because of its location, and because of the country around it. I took a map and studied it out because I was interested. Anybody can see it who cares to. In the first place, Portland is the farthest inland of any city on the Coast that is a seaport. It is the only fresh-water port on the Coast. Down the Willamette eight miles and down the Columbia 112 miles makes Portland 120 miles inland, and any thinking person can see the advantage that gives Portland in saving of freight. Moreover, and this is the biggest thing of all, Portland has the only down-grade for railroads on the Pacific Coast. Just travel any of the lines into Seattle or California and see the mountains one has to cross. Think, then, of the advantage Portland has in saving freight, you business men! The grade follows the Columbia for several hundred miles, and then the Snake River clear across Idaho, and then out across the prairies to the East. And we are 120 miles inland and the largest sea-going vessels visit us. Is it any wonder Portland is the wealthiest city in the Northwest? Or that it leads the world as a lumber port, and stands first on the Coast in the exportation of grain? Is it any wonder two new railroads are building into Portland, and a third planned?

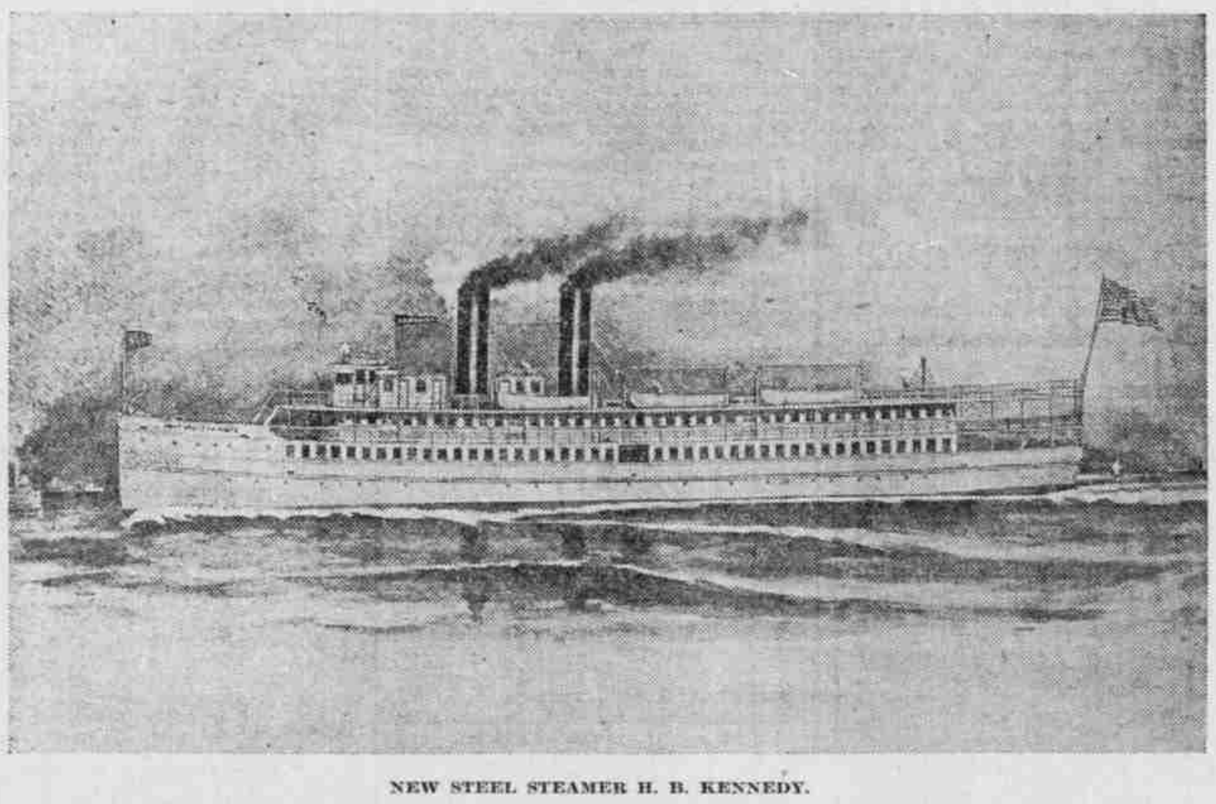
True, Portland was slow to wake up. It was settled by New Englanders, and it has always been a conservative city. It hasn't the spirit or boomers Seattle has, but it is waking up, slowly and surely, and once awake it can never go to sleep again.

During the first six months of 1907 Portland made a larger percentage of increase than any other city of the United States. Doesn't that look as if she were almost awake?

Last, Not Least—Bull Run.

There are hundreds of other things that ought to be mentioned in a letter from Portland. It is the most beautiful city in the United States and has the finest water—pure mountain water. The few figures I have given here are official, and I can prove them. I haven't spoken of the many opportunities here for men with capital or without capital, for everyone knows that this whole Western land, being new, is bristling with opportunities. And as Portland was a little slower to wake up, perhaps there are more opportunities here than elsewhere. It is a land for young men and young women. It is a land for men and women of middle and old age. It is a land of opportunities. All it asks is for you to come and see. Will you come? And I'll show you the trees—my trees.

VESSEL WHICH WILL BE BUILT BY THE WILLAMETTE IRON & STEEL WORKS FOR THE PORT ORCHARD ROUTE, OUT OF SEATTLE



NEW STEEL STEAMER H. B. KENNEDY.

In competition with shipbuilding plants on Puget Sound and in San Francisco, the Willamette Iron & Steel Works, of Portland, won the contract for the construction of a steel screw passenger steamer for the Port Orchard route out of Seattle. The vessel will be constructed with the special view of obtaining speed, and the contract calls for not less than 20 miles an hour. No Portland firm has been engaged in the building of steel hull vessels since the unfortunate destruction of the Wolff & Zwicker Iron Works by fire a number of years ago, and the entering of the field by the Willamette Iron & Steel Works is hailed with delight by shipping firms. The company also has under contract the construction of two artillery tenders for the United States Government. These tenders will be constructed of steel, and each will be 20 feet in length. They will have a speed requirement of 11 miles an hour.

BALLOON TEAS IN VOGUE

SPICE OF DANGER CHARMS JADED SOCIETY PEOPLE.

Paris Takes Up New Fad With Huge Delight—Invitations Grimly Suggestive.

PARIS, June 6.—(Special.)—Harry Lehr, or whoever was the American society man who invented monkey dinners, must surely turn green with envy when he thinks of the Parisian swell who originated the "balloon 5 o'clock tea," which is far more original and which is all the rage here now. Some morning you find among your mail, that is, if you belong to the smart set, a card inviting you to take part in a 5 o'clock balloon tea from "4 to X o'clock," and the "X" does not stand for 10, but the unknown hour of your descent. Your host has cushioned his aerial car as comfortably as possible, has set up a small table in the center of it, and as the balloon rises gracefully from the aero park at St. Cloud the tea is poured out, not always into the cup, but quite as often upon the hat or gown of some unfortunate below.

The chief charm about balloon tea-ing is its uncertainty. You know when you go up, but you never know how, when or where you get down. There is even a chance that you may never come down alive. No wonder the fagged-out nerves of our society people are delighted with the sport.

The other day more than 20 parties went up in their tea baskets, and I happened to overhear this conversation between two ladies who had just returned from an aerial voyage:

"Gaston shall certainly never marry my Irene."

"Why not, ma chere?"

"Because he has the most terrible temper. I tell you, his remarks while we were becalmed over a factory chimney at St. Denis were something shocking. I can imagine him swearing at the poor child."

Old Woman Strangely Murdered.

RENO, Nev., June 6.—A dispatch from Virginia City says Mrs. J. Dunn, an aged pioneer woman of the Comstock, was found dead in her home with her head bent back over her shoulder and her body wedged between the bed and wall. Her head was smothered in pillows and bedclothes. Mrs. Dunn lived alone, and was very poor. The motive for the murder is unknown.

Canadian River Rising.

NORMAN, Okla., June 6.—Flood conditions along the Canadian River, the largest and most dangerous stream in Oklahoma, are rapidly becoming worse. In four hours this evening the river rose nine feet. Residents in the lowlands were forced to move to the hills. Great damage has been done to crops and farms.

Sir Rennell Rodd, who is likely to succeed Sir E. H. Egerton as British Ambassador at Rome next Autumn, is a poet as well as a diplomatist. He has had some unusual experiences, has been present at warlike operations and been decorated with medals and clasps in consequence.

REAL ESTATE TRANSFERS

Ralph W. Hoyt and wife to Mary A. Link, lot 9, block 10, Tremont Park	$ 1
Ralph W. Hoyt and wife to O. J. Link, lot 10, block 10, Tremont Park	1
Richard T. Dabney and wife to E. W. Rader, beginning at N. W. corner of lot 1, block 17, Hanson's Second Addition, thence N. 30 feet, thence E. 100 feet, thence S. 50 feet, thence W. 100 feet to beginning	1
C. O. Tongley to Erma L. Adams, lots 1, 2, block 6, Havelock Addition	930
Michael O'Brien and wife to Mary E. Harvey, lots 8, 9, block 2, Leh's Addition	1,300
Charles Phillips to Mary E. Harvey, lot 16, block 31, Vernon	500
P. E. Brigham and wife to Isaac M. Matney and wife, lots 8, 9, block 11, Riverside Addition to Albina	600
Michael Gross, et al., to William R. Beckett, lot 2, block 42, Vernon	700
Margaret G. Wygant to Bessie L. Michael, lot 3 block 19, Clifford Addition to Albina	500
Daniel W. Cook to Carl O. Westland, lot 6, block 5, Creston	500
Zelda Ploeger and husband to Benjamin R. and Phylancy E. Evert, lots 1, 2, 3, 4, 5, 6, 7, 8, block 11, Hawthorne Avenue Addition	2,500
G. F. Berger to W. A. Gentry, lot 3 and south ½ of lot 4, block 13, West Piedmont	525
Fred B. Hughes and wife to Andrew W. Walch, 30x100 feet, commencing at point 400 feet east on south side of East Yamhill street, from southeast corner of East Yamhill and East Twenty-third streets	700
Mae and J. Lawrence Joell to C. D. Fowle and F. L. Lash, north ½ of lot 4, block 5, Ainsworth Tract	1,500
Thomas V. Sluman and wife to Rufus V. Sluman, 100x100 feet, commencing at intersection of east line of Clark street and north line of Olive	1
Anton Kosovach and wife to Ernest L. Sweinhart, lots 6, 7, block 18, Elberta	10
Frances M. Hudson to J. S. Crumbley, lots 11, 12, block 6, Edendale	2,100
Real Estate Investment Association to Odessa Hilliard, lot 2, block 65, Sellwood	125
Municipal Railway and Improvement Company to Frank S. Hallock, lots 2, 3, block 4, Terrace Park	10
W. L. Lightner and wife to Janie H. Newcastle, north ½ of lot "J," Washington Addition	20
Margaret W. Gibbs et al. to Enos Bettencourt, Lots 3, 4, Block 122, city, and strip adjoining Block 4 on the south	1
Laila Morris to T. K. Sattler, Lot 2, Block 7, West Piedmont	400
W. R. Riley and wife to O. W. Taylor, 10 acres beginning at point on west line of E ½ of N E ¼ of Sec. 19, T 1 S, R 2 E, 653 feet N of S W cor of the said E ½ of N E ¼	7000
Rose City Park Association to Benage S. Josselyn, Lot 1, Block 76, Rose City Park	3200
Frank J. Streibig and wife to Nina Killingsworth, Lots 6, 7, Block "A," Walnut Park	2000
Thos. Spillman and wife to Delbert Deverell and wife, Lot 14, Block 2, Center Addition	300
Eliza Dalton to R. L. Mead, W ½ of Lot 1, Block 2, Central Park	1800
Portland Realty & Trust Co. to Cyrus Peabody, Lot 28, Block 7, Laurelwood Park	125
Investment Co. to Oliver Anderson, Lots 37, 39, Block 46, Irvington Park	300
Multnomah Cemetery Co. to L. F. Banzer, N E ¼ of Lot 4, Block "E," said cemetery	35
Silas M. Leonard to E. C. Hurlbert, Lot 6, Block 5, Grimes Addition to St. John	400
Moore Investment Co. to F. M. Colwell, Lot 8, Block 63, Vernon	200
Gustaf Nordstrom to Louis Remlinger, Lot 7, Block 10, Central Albina	230
Jas. B. F. Dodge to Patrick Murray et al., Lot 2, Block 5, Southern Portland	400
Richard Scott and wife to Jessie De Bevoise Nicolai, Lot 3, Block 3, Nob Hill Terrace	2700
Elmer E. Lawrence and wife to Bertha Moores, 22x100 feet beginning at point in S line of Block 6, Central Park Addition, 50 feet E of S W corner of said block	1650
Multnomah Cemetery Co. to Mrs. Wm. W. Reive, Lot 65, Block "E," said cemetery	25
George F. Blair and wife to George E. Chamberlain, Lot 2, Block 264, Holladay's Addition	3525
O. E. Lent and wife to Jos. Henzel, Lot 4, Block 119, Stephens' Add.	6400
Total	$45,265

Have your abstracts made by the Security Abstract & Trust Co., 7 Chamber of Com.

KENTUCKY IS FOR BRYAN.

Nebraskan Unanimously Indorsed by District Conventions.

LOUISVILLE, Ky., June 6.—William J. Bryan was unanimously indorsed by conventions in legislative districts held throughout Kentucky today for the purpose of naming delegates to the district and state conventions, which in turn will name delegates to the National convention.

AT THE HOTELS.

Hotel Portland—G. L. Horton, Hood River; E. Rice and wife, city; M. A. Poole, Boston; A. Chesnerych, San Francisco; O. T. Sherman, Chicago; W. J. Richard, New York; F. H. Smith, Nelson, B. C.; I. Grab, Louisville; C. M. T. Koch, G. W. Bridge, Chicago; H. Jacob, San Francisco; H. J. Miller; J. E. Buzby, New York; W. P. Martin, Tacoma; J. Sampson, W. J. Cartin, Boston; W. E. Bauman, San Francisco; C. R. Davis and wife, San Francisco; G. B. Clapp, city; J. M. Chuna, Seattle; Miss M. Shield, Portland; F. F. Plowden, San Francisco; Mrs. F. O. Ellis, Seaside; R. R. Flanders, San Francisco; R. H. Kenny, Astoria; E. S. Snelling; T. H. Allman; Dr. Hacking; A. P. Hughes, Astoria; Ben Stern, San Francisco; F. E. Hanson, Miss Hanson, New Jersey; W. E. Wilmot, Seattle; S. R. Andrews, Oakland; S. C. Lancaster, Seattle; H. P. Winston; F. Heggerty, New York; Miss H. F. Fisher, New York; E. C. Mason and wife, Lewiston; H. C. Nutt, Tacoma; Mrs. A. G. Perry, Chicago; Ed F. Wilbur, Chicago; J. Oliphant, Indianapolis; C. E. Prahman, Chicago; W. A. Morris, San Francisco; H. C. Heineman, Chicago; R. H. Kessler, San Francisco; L. H. Goldman and wife, New York; W. F. McKenney; H. G. Brown, F. P. Peal and wife, St. Louis; H. Norcross, Kansas City.

Hotel Oregon—E. La Due, Olympia; E. Simpson, J. L. Parker, Albany; Mike Sullivan, Prescott; M. Rosenberg, New York; A. N. Lindsay, E. Kircher, San Francisco; F. A. Applebaum, New York; A. P. McDaniels, C. S. Hampton, Baker City; I. Rice and wife, Seattle; W. J. Lenord, Seattle; J. L. Williams, San Francisco; C. B. Pool, Seattle; Mrs. M. A. Wright, Rawhide; O. Werner, St. Louis; H. S. Reinstein, San Francisco; P. E. Denton, Fred E. Davis, Tacoma; Miss L. Schenk, Independence; Thomas H. Allman and wife, Miss Gladis Grubble, W. T. Turnham, Spokane; Archie F. Abrams, Hood River; S. Kendalls and wife, Palmer; E. MacMartin and wife, Moscow; J. H. Dunlap, Cascade Locks; L. J. West and wife, Corvallis; P. I. Schoffert, Miss L. Schoffert, Sheridan; C. C. Hammond, Eugene; John Nond, Michigan; E. P. Scott, Burlington; J. W. Shayne, Seattle; Otto Hanson, Salem; S. S. Summerville, Napavine; J. E. Ransom, Claire Cunningham, Walla Walla; Rudolph Strunk, New York; J. E. Ingles, Ingles; E. T. Albert and wife, Miss Della Briggs, Salem; Maurice Lewis, San Francisco; T. C. Smith, Jr., Salem; H. L. Tibbets, Spokane.

The Imperial—F. G. Young, Eugene; B. Haywood, C. R. Zacharias, Eugene; Flossie P. Shambook, Eugene; Nellie A. Case, Roseburg; H. W. Moon, Eugene; B. W. Boler, Albany; M. S. Levy, F. W. Davis and wife, Miss L. Ryder, Union; C. H. Marsh, Pendleton; R. T. Harlow, Weston; L. R. Cummings, C. J. Hazeltein and wife, Canby; A. L. Smith, Goldfield; Mrs. F. C. Downing, L. J. Lamb, Seattle; M. E. Lee and wife, Waterville; J. F. Stite, Mrs. L. B. Woodcock, Kerby; J. O. Booth, W. F. Horn, Grants Pass; J. D. Nouse, Cottage Grove; F. Herkmore and wife, Freason; W. Oakland, New York; B. Hallett, New York; F. L. Kent, Corvallis; A. H. Schmidt, I. H. Steers, K. Groehler, The Dalles; F. B. Kay, Salem; C. H. Fish, A. Vahn, Forest Grove; A. L. Allison, Hillsboro; O. C. Wright, Sumpter; W. F. Perkins, Dorothy Perkins, Salem; Mrs. C. J. Henerot, Winlock; J. H. O'Connell, Astoria; T. Jackel, Centerville; A. E. Douglas, Ida Sweeney, Stevenson; P. French and wife, The Dalles; J. F. Wood, Condon; R. J. Biggs, McMinnville; S. Dunn, L. B. Cantore, Condon; J. K. Weatherford, Albany; F. J. Miller, Albany; E. B. Singer, Kelso.

The Perkins—L. P. Brown, Stayton; F. H. Anderson, Goldendale; Clyde Smith, Alice Ordway, Edith Ordway, Hood River; A. L. Frazer and wife, Salem; J. P. O'Brien, Vancouver; George R. Morris and wife, Clatsop; E. F. Rowland, F. M. Rowland, Newberg; Eliza A. Jones, Chehalis; Leland Tate, Sublimity; Harry Patterson, John McDonald, Newberg; Mr. and Mrs. D. H. Rosenthal, San Francisco; N. J. Williams, Camas; J. Walker, Hoquiam; W. E. Wright, R. C. Patterson, Luke Harrison, Newberg; Mr. and Mrs. L. Hanson, Louis Hanson, Pendleton; E. R. Townsend, Everett; G. M. Tucker, Oregon City; Grant Heater, Spring Brook; R. A. Harned, La Grande; Mrs. Watstanberg, Canyon City; L. Davenport, P. Stern, Edward Maxin, New York City; J. M. Berry, St. Louis; P. E. Lafferty, city; Ruth Bryant, Alchie Jones, Albany; H. S. Duniway, Chicago; A. S. Hussey, Salem; J. T. Shadford and wife, J. C. Neal, Seattle; Dr. Bird, Kelso; D. H. Welch, Astoria; H. W. Bradner and wife, Hoquiam; Clyde Damrale, Albany; J. Salpert, Miss Grace Daniels, Miss Lillian Schaffer, Sheridan; F. E. Powell, Scholls; W. F. Graves, Corvallis; H. E. Ferrin, Forest Grove; Miss L. A. Johnson, The Dalles; J. O. Elliott and wife, Moro.

The St. Charles—K. S. Laws, I. A. Triplett, Tom Hayen, McMinnville; James Allen, Vancouver; J. O. Cameron, Samuel Stanton, Hood River; Percy Henney, Salem; J. H. Barlow, Lyle; Mr. and Mrs. T. A. Davis, Astoria; Geo. Wolfgang, Kelso; B. E. Hulrick, Cathlamet; J. W. Baker, Gresham; C. O. Hoyt, C. D. Smathers and wife, Scappoose; Geo. King and wife, Oregon City; J. W. Forseyth, Newberg; S. Miller, Eugene; Geo L. Jennings, Vancouver; Pearl Wolfe, August Bannick, Tom Nass, city; W. Dahl, Cape Horn; A. V. Warren and family, Prineville; Ora Wood and daughter, Seattle; F. D. Gardner, Forest Grove; Kelley Loe, La Center, Wash.; Willis Brown, Hulbard; N. E. Taylor, A. H. Aurrey, Beaverton; F. M. Linville and wife, Scotts Mills; M. O. York, Minna York, Carlton; Walter Most, H. W. Most, Lee; A. B. Casey, R. I. Ryan, Dundee; P. Dunn, McMinnville; P. R. Corosley; J. J. Crosley, Forest Grove; J. D. Dunigan, city; H. S. Lapp, Albany; N. H. McKay, city; J. P. Evans, Vancouver; James Mokler, Roseburg; O. D. Garrison, Margaret Garrison, city; F. E. Malmsten, Elon E. Malmster, Vernonia; H. Mooney, Catlin; P. C. Price, Needy; Gus A. Swan, Champoeg; Emma Strom, Magie Perrault, Skamokawa; R. W. Rees, Newberg; Decator Baldwin, Newberg; A. H. Adams, city; L. Allen, Salem; Milton Arnspiger, city; A. E. Kerhler, Vancouver; E. R. Wallace and wife, J. E. Loop, McMinnville; Ralph Ward, Chester Ward, Shulen Ward, Brush Prairie; Frank Hynes, Heppner; H. M. Crawford, McMinnville; F. C. Smith and wife, Dallas; W. C. Stewart, Salem; G. L. Porter, Central Point; D. Duncan, Shedd; G. H. Hazen, N. P. Larsen, Warren; H. F. Hute, Carlton; B. E. Dean, Winfield Roman, Castella Gritts, Salem; Chas. Bickler, Gervais; Arthur Griffen, St. Louis; C. B. Davolt, J. S. Huntington, West Kelso, Wash; F. M. York, L. N. York, Carlton.

The Calumet—J. E. Heaton and wife, Eugene; R. R. Wallace and wife, Astoria; A. Machab, W. Tate, Wasco; R. J. Stockinger, Roseburg; H. Clunk and wife, Salem; Mrs. H. T. McClallen, Roseburg; L. E. Roe and wife, Wasco; Mr. and Mrs. Briggs, Columbia; W. E. Bole, wife and son, Mrs. A. R. Bolderston, Martin's Bluff; Miss Lucy Marcom, Mr. and Mrs. Dose, Woodburn; Julia K. Webster, Mrs. F. Seley, Salem; C. F. Edwards, Seattle; Hallie Coad, Mrs. F. J. Coad, Dallas; W. E. Marshall, St. Paul; E. McLennan, A. McLean, Shaniko; T. W. Byrne, C. C. Callahan, Seattle; Mr. and Mrs. I. H. D. Peters, San Francisco; O. J. Griffin, M. D., Moro; C. K. Holsman, Seattle; G. H. Rogers, Asotin; G. B. Lanham, Chicago; C. Alsoyelen, Asotin; W. L. Foxworth, Daltart; R. O. McFadden and wife, Tacoma; A. Arnold and family, Vale; A. L. Hunter, North Bend; G. Simeral, Salem; A. Wickerson, Charleston; R. A. Oswald, Seattle; D. McCine, Los Angeles; C. Raettka, Vancouver; R. J. Hulshouser, Charleston; Mrs. P. Mason, San Francisco; Miss Burris, T. N. Porter, Denver; Mrs. J. A. Chadwick, Miss Chadwick, Salem; L. T. Davis, Denver.

The Cornelius—E. M. Greenway, San Francisco; T. Wigman, city; Thos. Callcham and wife, Corvallis; E. J. Farlaw and son, Ashland; C. L. Luptans, city; F. D. Bacon, H. L. Cook, San Francisco; H. H. McIntosh, V. M. McFarland, H. M. A.; Miss Luplan, Miss Bangs, Eugene; C. L. Moore, H. Ruyser, Corvallis; R. B. Cutting, New York; W. L. Hill, Berkeley, Cal.; Mr. and Mrs. L. H. Goldman, New York; W. W. Marquam and wife and daughter, Eugene; J. E. Kelly, New York; H. I. Ely and wife, Seattle; G. W. Jones, McMinnville; J. L. Kingsberry, Carrolltown, Wash.; Mrs. S. T. De Sart, Salem; Mrs. Echo Bowen, Maclay; G. Albers, Tacoma; F. Albers, Seattle.

The Danmoore—D. Bosserman, Superior; Lena Miller, Hood River; T. J. Hoffman, San Francisco; Arthur Parish, Condon; M. McBean and wife, Los Angeles; H. P. Frey, T. H. Cowan, Tacoma; Miss Holm, Astoria; D. E. Peerson and wife, H. J. Peerson and wife, Emma Strupe, McMinnville; C. B. Winn and wife, Murray Marshall, Albany; Alvin Hirchhoff, Pearline Hirchhoff, Astoria; Morris Staples and wife, Mrs. J. A. Nelson, Mrs. Holmes, Astoria; J. J. Maggie and wife, Maggie; E. D. Money and family, Seattle; A. G. Maggers, Salem; Thos. N. Clark, Grand Rapids; W. S. Brewster and wife, Seattle; C. A. Heath and family, South Bend; A. D. Dennenshire and family, Montesano; Miss Ethel Vaughn, Chehalis; J. M. Woodruff and wife, Eugene; F. W. Benson, Salem; D. C. Brownell and wife, Montavilla; E. Eizenhauser and wife, Kansas City; M. Hawthorn, Hood River; A. J. Taylor and wife, Florel; B. L. Levitt, La Grande; Professor C. E. Glass, Eugene; J. D. W. Bachex, Amthia; Mrs. C. F. Van De Water and child, Walla Walla.

The Lenox—Ernest C. Turner, Elbert Byrd, Murry Mackall, Valentine Powelson, Winfred H. Price, Tacoma; L. R. Flint, city; E. J. Berneche, Olympia; Stephen P. Moore, Scappoose; J. A. Pearson, wife and daughter, Westbrook; Mr. and Mrs. W. A. Bell, Eugene; I. Woods and wife, The Dalles; William Haxty, L. Lepper, J. Zepse, E. Carstens, H. N. Baumann, Seattle; J. Moore, Eugene; S. A. D. Puter, Berkeley; Charles Cleveland, Mrs. Cleveland, Gresham; Mr. and Mrs. Gardner, Gannees; John G. Morse and wife, Duluth; N. D. Johnson, Astoria; Arthur J. Folsom, Forest Grove.

DAILY METEOROLOGICAL REPORT.

PORTLAND, June 6.—Maximum temperature, 66 degrees; minimum, 50. River reading at 8 A. M., 14.2 feet; change in last 24 hours, rise .1 foot. Total rainfall, 5 P. M. to 5 P. M., nil; total since September 1, 1907, 38.33 inches; normal, 42.52 inches; deficiency, 4.19 inches. Total sunshine June 5, 7 hours 12 minutes; possible, 12 hours 35 minutes. Barometer (reduced to sea level), at 5 P. M., 29.90 inches.

PACIFIC COAST WEATHER.

STATIONS.	Maximum temp	Precipitation past 12 hours	Wind. Velocity	Wind. Direction	State of weather
Baker City	66	0.00	12	NW	Clear
Bismarck	64	0.06	12	N	Clear
Boise	52	0.00	24	NW	Cloudy
Eureka	78	T.	10	SW	Clear
Kamloops	54	0.01	8	E	Pt cloudy
Pocatello	66	0.00	6	NW	Pt cloudy
Portland	66	0.00	8	NW	Clear
Red Bluff	72	0.01	12	NW	Clear
Roseburg	84	0.00	4	NW	Clear
Sacramento	76	0.00	10	SW	Clear
Salt Lake	62	T.	8	W	Clear
San Francisco	54	0.00	16	W	Clear
Spokane	72	0.00	4	NE	Pt cloudy
Tacoma	64	0.00	6	N	Pt cloudy
Tatoosh Island	50	0.00	10	SW	Cloudy
Walla Walla	76	0.00	6	NE	Pt cloudy

T—Trace.

WEATHER CONDITIONS.

The barometer is falling over the Pacific Coast, but the pressure nevertheless remains comparatively high over the Washington coast. West of the Cascade Mountains the weather was generally clear this evening, but east of the range cloudiness was prevalent. Light rain fell over Western Montana, Southern Idaho, Nevada and Utah during the day. There was no marked changes in temperature.

The indications point to cloudy weather with possibly rain over this forecast district Sunday.

FORECASTS.

Portland and vicinity—Cloudy with possibly showers; westerly winds.

Western Oregon and Western Washington—Cloudy, with possibly showers; westerly winds.

Eastern Oregon, Eastern Washington and Idaho—Cloudy, with possibly showers.

L. LODHOLZ,
Local Forecaster, Temporarily in Charge.

Prusin Schimian, although 91 years old, is still an active undertaker in Milwaukee, Wis. He arises at 5 every morning and attends mass. He has buried over 600 since 1878.

Dance Council Crest, Sunday night.

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Grand Central Station Time Card

SOUTHERN PACIFIC.

Leaving Portland—	
Roseburg Passenger	8:15 a. m.
Cottage Grove Passenger	4:15 p. m.
California Express	7:45 p. m.
San Francisco Express	1:30 a. m.
West Side—	
Corvallis Passenger	7:00 a. m.
Sheridan Passenger	4:10 a. m.
Forest Grove Passenger	11:00 a. m.
Forest Grove Passenger	5:40 p. m.
Arriving Portland—	
Oregon Express	7:15 a. m.
Cottage Grove Passenger	11:30 a. m.
Roseburg Passenger	5:30 p. m.
Portland Express	11:15 p. m.
West Side—	
Corvallis Passenger	6:35 p. m.
Sheridan Passenger	10:30 a. m.
Forest Grove Passenger	8:00 a. m.
Forest Grove Passenger	2:50 p. m.

NORTHERN PACIFIC.

Leaving Portland—	
Tacoma and Seattle Express	8:30 a. m.
North Coast & Chicago Limited	2:00 p. m.
Overland Express	11:45 p. m.
Arriving Portland—	
North Coast Limited	7:00 a. m.
Portland Express	4:15 p. m.
Overland Express	8:35 p. m.

OREGON RAILROAD & NAVIGATION CO.

Leaving Portland—	
Pendleton Passenger	7:15 a. m.
Chicago-Portland Special	8:30 a. m.
Spokane Flyer	8:15 p. m.
Kansas City & Chicago Express	6:00 p. m.
Arriving Portland—	
Spokane Flyer	8:00 a. m.
Chi., Kan. City & Portland Ex.	9:45 a. m.
Chicago-Portland Special	8:50 p. m.
Pendleton Passenger	5:15 p. m.

ASTORIA & COLUMBIA RIVER.

Leaving Portland—	
Astoria & Seaside Express	8:00 a. m.
Astoria & Seaside Express	6:00 p. m.
Arriving Portland—	
Astoria & Portland Passenger	12:15 p. m.
Portland Express	10:00 p. m.

CANADIAN PACIFIC RAILWAY CO.

Leaving Portland—	
C. P. R. Short Line, via Spokane	8:15 p. m.
Seattle	11:45 p. m.
Arriving Portland—	
C. P. R. Short Line, via Spokane	8:00 a. m.
Via Seattle	7:00 a. m.

Jefferson-Street Station

SOUTHERN PACIFIC.

Leaving Portland—	
Dallas Passenger	7:40 a. m.
Dallas Passenger	4:15 p. m.
Arriving Portland—	
Dallas Passenger	10:15 a. m.
Dallas Passenger	5:50 p. m.

OREGON ELECTRIC RAILWAY.

Arriving Portland—	
Wilsonville Local	7:05 a. m.
Salem and intermediate Local	8:15 a. m.
Wilsonville Local	10:30 a. m.
Salem and intermediate Express	11:20 a. m.
Salem and intermediate Local	1:20 p. m.
Wilsonville Local	2:45 p. m.
Salem and intermediate Express	4:00 p. m.
Salem and intermediate Local	5:40 p. m.
Salem and intermediate Express	8:15 p. m.
Leaving Portland—	
Salem and intermediate Local	6:25 a. m.
Wilsonville Local	7:35 a. m.
Salem and intermediate Express	8:35 a. m.
Salem and intermediate Local	11:10 a. m.
Wilsonville Local	12:05 p. m.
Salem and intermediate Express	2:05 p. m.
Salem and intermediate Local	3:30 p. m.
Wilsonville Local	4:23 p. m.
Salem and Intermediate Express	6:05 p. m.