

BROOKLYN EAGLE PARTY SEES CITY

Special Carrying 146 Tourists
Taries for Day of Port-
land Hospitality.

PROMINENT PEOPLE ALONG

Auto Trip, Jaunts About Town and
Reception Take Place Before
Train Pulls Out on Home-
ward-Bound Journey.

Covering a big circle around the country, taking in the California expositions and the Pacific Coast cities, the Brooklyn Eagle special, a Pullman train of eight Pullmans carrying 146 tourists, reached Portland yesterday morning at 1:30 o'clock and left for home again at 11:30 o'clock for Puget Sound on the way home. The travelers are nearly all from Brooklyn and consist of both men and women.

The trip is conducted under the auspices of the Brooklyn Eagle, Hans von Kallenborn, editor, being manager of the tour. There are many prominent citizens of that section of the East in the party, which includes W. D. Dickey, Justice of the New York Supreme Court; John A. Delehanty, ex-Corruption Counsel for Albany; S. V. Arthur J. O'Keefe, Commissioner of Bridges for New York under Mayor Gaynor; J. A. Caulfield, Sheriff of Kings County; N. M. and W. S. Jones, publisher of the Minneapolis Journal, together with a number of business and editorial representatives of the Eagle.

Special Due Home July 19.
Mrs. Edmund H. Briggs, wife of Representative Briggs, is in the party, as well as relatives of the Eagle founder and the president of the company. The special left Brooklyn June 17, and will reach home again July 19. The trip West was made over the southern routes, and the return will be by the northern rail lines.

The tourists participated in the ceremonies at the New York building at the Panama-Pacific Exposition last Wednesday, which was held at the club, which had been arranged by the Chamber of Commerce. Dr. Newell Dwight Hillis made a brief address.

A committee of ladies was made up by the visitors which acted during the stay in the city as representatives of the party in meeting their hosts and hostesses. This committee was as follows: Mrs. J. Adolph Mullenbauer, Mrs. Clara L. De Laney, Miss Susan M. Van Anden, Mrs. James P. Scholes and Mrs. G. P. Musson.

E. L. Thompson presided at a luncheon in honor of newspaper men in the party in the ladies' dining-room at the Chamber of Commerce. Present as guests were Hans von Kallenborn, Editor of the Brooklyn Eagle; Chauncey Brainerd, Washington Correspondent, Brooklyn Eagle; Hans von Kallenborn, Editor of the Brooklyn Eagle; O. M. Clark, Portland; Second Row, L. G. Clarke, P. T. Griffith, W. F. Woodward, Frank H. Riggs, Fred B. Johnson, E. L. Thompson, W. J. Hoffmann and J. A. Currier.

Headquarters were established by the visitors at the Benson Hotel here. In the forenoon a sight-seeing party in autos about the city was made, and the rest of the day was spent in visiting and in jaunts about town. Last night a reception was held at the Press Club, which had been arranged by the Chamber of Commerce. Dr. Newell Dwight Hillis made a brief address.

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Short talks of welcome were made by the hosts, and responses, expressing appreciation for the attentions shown them, were made by the visitors. Mr. Riggs took the party out for a ride over the Columbia Highway, following the luncheon. The excursion was made by the Chamber of Commerce. Present as guests were Hans von Kallenborn, Editor of the Brooklyn Eagle; Chauncey Brainerd, Washington Correspondent, Brooklyn Eagle; Hans von Kallenborn, Editor of the Brooklyn Eagle; O. M. Clark, Portland; Second Row, L. G. Clarke, P. T. Griffith, W. F. Woodward, Frank H. Riggs, Fred B. Johnson, E. L. Thompson, W. J. Hoffmann and J. A. Currier.

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habitual drunkenness and was not contested.

Three divorce suits were filed: Henry W. Johnson against Ethel Johnson; Hattie Chairmore against George Chairmore; Belle Crissel against Frank M. Crissel.

PAIR, 76 AND 75, REMARRY
Second Ceremony Needed to Clear Title to Property.

After living together five years as man and wife, George P. Ritter, 76 years old, and Isabelle Dad, 75 years old, decided to marry again, this time under the laws of Oregon. The aged couple obtained a marriage license yesterday.

This is Mr. Ritter's fourth wife and his fifth marriage. He has six living children and has property interests. His marriage five years ago is not under the laws of Oregon. The aged couple obtained a marriage license yesterday.

The old man divorced his third wife in 1910. Soon afterward he wished to marry Isabelle Dad. Not liking the idea of waiting for the six months' period to expire, the couple went over to Washington and were married. They were quite satisfied with the marriage until the legal obstacles were encountered in regard to the property.

Mr. Ritter was somewhat incensed at having to comply with the provision

of the Oregon law requiring a medical certificate. He had to secure one, however, his last five years of marriage life not constituting any waiver of this requirement.

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FIRST SHRINERS SEE IN PORTLAND JULY 11

Bridgeport and Denver Delegations Will Meet at Bonneville and Be Entertained.

CALL FOR AUTOS URGENT

Visitors Will Be Taken for Trip on Columbia River and Over Scenic Highway—Pictures of Road Will Be Shown.

More than 250 Shriners, representing Pyramid Temple, of Bridgeport, Conn., and El Jebel Temple, of Denver, will meet at Bonneville July 11, where local Shriners are arranging for a reception

Shriners, and Ira P. Powers, of the automobile committee, are both urging Portland people to donate their cars. While a large number of cars have been donated, business men are offering their cars for the entire three days and providing a driver, every available automobile will be required to extend the proper courtesies to the important visitors from nearly every state in the Union.

"While we will expect every Shriner in Portland and vicinity to help us in the work of entertainment," said Mr. Powers, "we do not want Portland people to get the impression that the Shriner will provide all the cars," he continued.

Effect of Advertising Impressed.
"It would be impossible for the Shriner of Portland to provide sufficient cars from the membership to take care of the visitors. It is for that reason that we have appealed to all automobile owners of the city to aid us in this feature of the entertainment of the guests from all over the United States. The trips by automobile over Portland and the Columbia River Highway will send the visitors to their homes in other states with the best possible impression of the city and the profitable publicity we will receive can never be estimated. The Shriner represent the leading business men in each city they hail from and Portland now has an opportunity to play host to a body of men who can do us a world of good. We want them all to leave here boosters for Portland and the Columbia River Highway."

"It is gratifying to find in looking over the list of automobile owners who

have already donated cars for the three days that business men in every part of the city are offering their cars. We hope to hear from several hundred more Portland people this week."

On the evenings of July 11, 12, 13 and 14, the Shriner will show the complete set of color pictures of the Columbia River Highway, for the benefit of the Shriner.

This collection is considered one of the finest in America.

Mr. Powers, the highway engineer, who fixed the location and directed the construction of this great highway in Multnomah County, will tell the story of the trip through the gorge of the Columbia to the snow-fields of Mount Hood.

Persons having automobiles to loan for a day or any portion of day are asked to call Main 8407 or Main 6212 and leave their names and addresses. Information regarding the various temples to be represented in Portland may be had by calling the special telephone. Many Portland people have notified Shriner headquarters they wanted to entertain delegates from their home towns in the East and Middle West and this will meet with the approval of the Shriner.

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Hearings by Congressional Committee Urged to Decide on Right Course.

STATE ACTION IS OPPOSED

Government Attorney Agrees Surplus Should Go to Oregon, but Holds United States Better Able to Handle Situation.

A special committee of the public lands committee of Congress should investigate the Oregon & California land grant situation and prepare a report ready for submission when the

contested and the litigation continued indefinitely, the land meantime being tied up and development further retarded.

An extra session of the Oregon Legislature at this time could accomplish nothing of practical benefit and would be a needless expense to the taxpayers of the state. Any investigation of the subject the Legislature might make or its resulting recommendations would not be accepted by Congress as conclusive.

Officials Can Act, He Says.
As to the suggestion that the Legislature should signify to Congress the willingness of the state to accept for its school fund the money derived from the sale of the lands after securing to the railroad the value the granting acts confer upon it, and the desire of the state to take over the land by paying the railroad company, Mr. Husted said that the executive officers could act in this respect as well as the Legislature, that he thought no assurance is needed by Congress or anyone that any state would be glad to accept such a sum for such purpose; that the railroad was not entitled to receive more for all the land, but only to a maximum of \$2.50 an acre for each subdivision of a quarter section or less, and that much of the land was not even this maximum amount. The state should not pay for any quarter section more than it is worth, and the railroad is not entitled to receive more for any quarter section than it is worth. It is not necessary that any amount of money be raised now to pay the railroad company for its interest, as the railroad can only claim its interest in the land as of the date when they are sold, he contended.

"I agree that the state and not the United States should have the benefit of the money received for these lands in excess of the interest of the railroad company," he said.

Asking Too Much Opposed.
"I do not agree, however, that the state should assume or that the United States should shirk the responsibility of seeing to it that the original purpose of the acts is accomplished. It is the nature of a public land matter, which the United States is best equipped to handle. The Government has the machinery and experienced officials to handle the situation, and it has not. Moreover, I do not think that the United States, having gone so far as it has in this matter and being the plainest of the situation, could be induced to abandon its original purpose of enforcing the terms of the grant and turn it over to the state. By asking too much, the state may receive less than it deserves."

"It seems to me that the lands worth \$2.50 an acre, less should be eliminated from further proceedings, the permanent injunction against sales by the railroad company in violation of the restriction of course, is in full force. This would open that part of the lands to immediate disposition and settlement."

"Such of the lands as are agricultural and worth more than \$2.50 an acre should be disposed of to actual settlers for the price they are reasonably worth, with the United States, present, Government agent and sale made and price collected under supervision of the court by an officer appointed for that purpose."

Bids for Timber Suggested.
The timber should be sold in tracts upon competitive bids, when market conditions favor such action, and divided into tracts of such size and location with reference to watersheds and the like as to be most suitable for the restriction of course, is in full force. This would open that part of the lands to immediate disposition and settlement."

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