

ROYAL RULER WHO BELIEVES IN WHIPPING UNRULY BOYS

CLERK FIELDS MAKES BIG SAVING

COMPARATIVE STATEMENT OF EXPENSES IN COUNTY CLERK'S OFFICE SHOWS PRESENT INCUMBENT HAS SAVED THE COUNTY \$24,000 IN TWO YEARS.

By request of County Judge Webster a comparative statement of the business transacted in the county clerk's office for the last 24 months was filed in the county court yesterday by County Clerk Frank S. Fields. The most striking feature of the report shows that for the two years of Mr. Fields' incumbency the saving was \$24,000 over that of the two years immediately preceding.

Largest Saving Made.

Of this amount the legislature is responsible for \$20,278.53, the consolidation of the offices of county and circuit court clerks and recorder, effecting that saving. This leaves Mr. Fields responsible personally for a saving of \$3,721.47. This is the largest comparative saving ever made in the same length of time in the office of county clerk, and reflects great credit on Mr. Fields' incumbency, both for economy and business-like methods.

The receipts of the office from July, 1900, to May, 1902, were \$46,783.21 and the disbursements for the same period \$53,513.46; the receipts from July, 1902, to May, 1904, \$42,631.55 and the disbursements \$48,249.64. The increase in receipts for the present term has been \$15,843.24 and the decrease in disbursements \$23,562.52.

Items of Economy.

Two leading items, which are responsible for the saving, are registration, copying and extending the tax rolls. In 1902 the salaries of registration clerks amounted to \$4,638.50, while this year it was reduced to \$1,738.29, effecting a saving to taxpayers of \$2,900.21. Mr. Fields did not pad the list with proteges of the house, and even used a few of his regular office clerks in helping out with registration.

The aggregate amount of salaries paid clerks for copying and extending the tax rolls in 1900 and 1901 was \$5,170.05. In 1902 and 1903 the aggregate was \$2,395, the saving in this one item being \$2,775.05.

Under former administrations if any work out of the regular routine was to be transacted, extra help was employed. Under this administration regular deputies perform all extra work except writing the tax roll and registration, and yet they do a large part of that.

REPUBLICANS BUY NON-UNION CIGARS

During the present campaign, the Republican county central committee has been straining every nerve in endeavoring to secure the labor vote for its candidates. While playing to the gallery, the members have demonstrated how very little they really care for the union labor cause, by purchasing non-union campaign cigars.

Taking it for granted that the union men may be led about after a bell weather the Republican leaders have developed what to them seems the very ingenious plan of having the "heelers" in the various wards discard boxes, remove bands and pass cigars to voters out of their pockets. In this manner, it is alleged, the union men cannot tell that the cigars are of non-union manufacture, and will suspect that nothing is wrong.

Meetings were held last night in practically all the wards. At several of the Republican gatherings, and particularly in the sixth, seventh and eighth wards, instructions were issued by the chairmen to remedy the error as much as possible by throwing away boxes and bands. At these meetings it happened that a number of union men were present, and in a few instances vigorous protests were made.

Finding the error they had committed was likely to prove serious in its consequences, it was decided to go further and as an expedient to purchase a number of union cigars. Accordingly last evening a large order for union cigars was laid in at a wholesale and retail establishment at Fourth and Washington streets and the goods delivered a noon afterward at Republican headquarters.

At headquarters no union cigars were used until last evening. Then, when any man known to be affiliated with the union-labor cause appeared, the boxes with the union label were ostentatiously handed around.

WIFE OF THREE DAYS SUES FOR DIVORCE

After living with George W. Dixon for only three days, Mabel Dixon was deserted, according to a divorce complaint filed in the circuit court yesterday afternoon by her attorney, Long & Sweek. She was married May 18, 1903, and the alleged desertion took place May 21.

One of her counsel makes a serious charge against Dixon. He says that Mrs. Dixon, whose maiden name was Haywood, kept company with Dixon for some time and thought him a model young man. He left her and spent some time in Portland, where he was employed regularly. When Dixon returned they were married. Immediately after the union, it is alleged, Dixon endeavored to persuade his wife to lead an immoral life, and on her refusal deserted her.

Mrs. Dixon is the daughter of George Haywood, an old and respected resident of the city, whose home is at Fulton park.

TIMBER LANDS ARE TO BE SOLD AUGUST 1

Nearly 60,000 acres of government timber land will be thrown open to the public in the Grand Ronde Indian reservation August 1. The sales will be made to the highest bidder, and each purchaser will be limited to 160 acres. The officials of the Oregon City land office have received notification that the lands will be sold on that date, and are daily expecting a list of the properties from Washington. All the lands in the reservation that have not been allotted to the Indians in several years, will go to the highest bidder without reserve. There are two whole townships and some fractional tracts, and it is nearly all desirable timber land. The Grand Ronde reservation takes up the southwest corner of Yamhill county, and is bounded on two sides by Tillamook county, and on the south by Polk. It is only a short distance from the Sheridan branch of the Southern Pacific railroad.

KING PETER OF SERBIA.

Belgrade, June 4.—King Peter of Serbia has won the admiration of his subjects by the fatherly measures which he recently took with his son and heir, and which may suggest themselves favorably to the kaiser. It had become generally known all over the city that the young prince was paying court to a music hall dancer, who, however, did not seem to appreciate his love, and repulsed his attentions in the most open manner, so much in fact that everybody was laughing at the expense of the prince, who had been made a fool of more than once in the music hall. This finally reached the ears of the king, and without hesitation he ordered from his court shoemaker a powerful strap, which he then introduced to the crown prince with much force.

The young prince has not been seen at the music hall since, and has not even dared to show himself in the streets.

ing automobiles, J. M. Gibbs, to act as my chauffeur.

"We left Tia Juana May 8, coming over a route which in turn took in the following cities: San Diego, Riverside, Los Angeles, Santa Barbara, San Luis Obispo, Paso Robles, San Jose, Monterey, San Francisco, Sacramento, Redding, Ashland, Salem, Oregon City and Portland, arriving in this city shortly after 10 o'clock this morning—the cyclometer on the machine showing that we had traveled 2,055 miles, including side trips.

"On the journey we met many people who had never seen an automobile before; and at country schools—especially at Indian schools in the mountains—there would be declared, while we showed off the things the machine could do. At many places the experiences we met were similar to those encountered on the country road between Roseburg and Cottage Grove when two rural ladies driving in a closed top buggy heard the snorting of the machine from the rear, gave hurried glances from either side of the hood, then shinned out and over the fence leaving the poor horse to his fate. In this case, the horse pricked up his ears, looked at the strange conduct of his mistresses and started to run, but reconsidered and looked pleased when we caught him and restored him to the possession of his owners who were resting on top of the fence.

"In some of the towns we tooted the horn, and the natives immediately responded—often helping themselves to the tooting apparatus and often creating such a crowd that we made our exit with difficulty.

"Our only serious trouble was encountered near a mountain logging camp at dusk one evening, when the machine plunged into a mud hole some two or three feet deep, and probably 40 feet across. Fortunately the donkey engine at the mill still had up steam, and for a while the engineer hitched one end of a rope to the engine, and the other end to the machine, and drew us out.

"From the top of the Siskiyou mountains it rained almost constantly until yesterday; but I had the top and glass front on the machine, and we rode in perfect comfort. The most difficult part of the trip was six miles made on the back of what had been a mountain torrent near Holbrook, Cal. At another point, near Sacramento, the road had been left in fearful condition by heavy rains and logging wagons—a part of the journey became most tedious. I can truthfully say, however, that we did not walk on the entire journey, and did not have to rely on a railroad train or other vehicle to haul us. The best day's run, 134 miles, was made in the Sacramento valley, California, and the next best day's run, 140 miles, was made through the Willamette valley yesterday. The San Francisco-Portland part of the journey was made between May 23 and today.

"Trip Most Enjoyable.

"This trip was one of the most enjoyable ventures I ever undertook. Two entire days were devoted to trout fishing. Elsewhere we loafed and talked. I bought saddles and blankets, but did not use them because we ate three meals a day in hotels and slept every night in a hotel. It was an eye-opener to me, on the coming pleasure of automobile touring on the Pacific coast.

"In connection with this journey it is interesting to note that the automobile owners of California—many of them millionaires—are planning to put through the legislature of that state at its next session a bill for a good automobile road from the northern part of the state to San Diego. With this accomplished, the journey from Portland to southern California in an automobile would be a delightful trip to both women and men. Similar action on the part of the Oregon legislature—comparatively small expense on the part of this state—being required—would insure an excellent road for the entire journey. In fact, under existing conditions, I made the entire length of the Willamette valley yesterday, stopping at Oregon City last night at dusk. It is my belief that automobile touring on the Pacific coast has just started, and in the near future will be the greatest pastime on the coast."

Mr. Roy will leave the Hotel Portland this morning at 9 o'clock for Seattle, expecting to spend tomorrow night at Centralia, and to finish the journey home on the following day.

COLLEGE GRADUATES
GIVEN RECEPTION

Graduates of the 1904 class of the Holmes Business college were tendered a reception last evening at the college by the faculty. A movement was begun last week which may result in the formation of an alumni association. There are now more than 1,000 students scattered throughout the country who have at different times graduated from the college, and the faculty has decided that it will be very beneficial to band these together in an organization.

A feature of the commencement exercises Friday evening was an address delivered to the graduating class by Rev. F. Burgette Short, pastor of the Taylor Street Methodist church.

MT. TABOR WOODMEN
HOLD INITIATION

Mount Tabor camp, Woodmen of its World, held initiation ceremonies in its hall at Mount Tabor Wednesday evening. A number of candidates were initiated and there was a pleasant musical program followed by refreshments. The following degree team assisted at the ceremonies:

Capt. J. R. Barnes, Lieut. S. J. Johns, Lieut. C. O. Barnain, Sergeants W. L. McMillin, A. Welch, J. P. Fullam, Privates Elmer Cook, T. Murphy, R. Miller, T. J. Sanderson, C. Hitchcock, J. F. Jorgensen, D. Z. Irvin, W. J. Hopfer, Charles Hirsch, E. Dodson, O. Owsen, D. Williams, J. Kinney, H. Howard, Dr. M. J. Denney. Consul-Commander J. J. Jennings presided.

Kesley LIQUOR-MORPHINE-TOBACCO
HABITS PERMANENTLY CURED
FOR FULL PARTICULARS
CONSULT THE KELLEY INSTITUTE, PORTLAND, ORE.

FROM MEXICO TO
OREGON IN AUTO

C. L. ROY OF SEATTLE ARRIVES
IN PORTLAND EN ROUTE HOME
FROM SEMI-TROPICAL REGIONS
—MAKES ENTIRE TRIP IN TOURING
CAR WITHOUT ACCIDENT.

C. L. Roy of Roy & Roy, wholesale lumbermen and shingle manufacturers in Seattle, for the past 15 years, arrived in the city yesterday in the first automobile that ever made the entire overland trip from old Mexico to Portland. In a 20-horse power machine Mr. Roy passed through valleys that were below sea level, and over peaks 3,000 feet high, that marked the divide between Oregon and middle California; and through villages and settlements where the children and old men and many of the women thought the devil was coming their way.

"I bought the car in Los Angeles," said Mr. Roy, "two months ago, and started out for old Mexico, knowing practically nothing about the mechanism of the machine and little of the country through which I was to travel; but succeeded in reaching Tia Juana, Mexico, without mishap. In Tia Juana, I conceived the idea of riding home to Seattle in the automobile; and for the purpose of the trip hired an expert mechanist, and man of experience in handling automobiles, J. M. Gibbs, to act as my chauffeur.

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