

GRADUATING CLASS UNIVERSITY OF OREGON

Reading from right to left, the members of the graduating class at the state university at Eugene are, as follows: Top row—M. B. Germond, Eugene; Harry Dale, Portland; Harry Hobbs, Eugene; Homer Billings, Ashland; Katherine Crawford, Portland; Loris Johnson, Eugene; Thomas Dodaon, McMinnville; Clifford Brown, Salem; Fred Steiner, Jefferson; Ralph Poppleton, Portland; Walter Winslow, Salem; Charles Cleveland, Astoria; Joseph McArthur, Astoria; Washington, Second row—Frank Friesel, Pittsburg, Pennsylvania; Earl Abbot, Ashland; George Merritt, Eugene; Marion McClain, Emerson, Iowa; Victoria Mitchell, Cottage Grove; Edward Jasper, La Grande; Mary Kent, Eugene; Andrew Anderson, Astoria. Third row—Gertrude Johnson, Drain; Frank Carruth, Tokopa, Kansas; Jeanie Gray, Portland; Clona Perkins, North Yamhill; Alice Bretherton, Portland; Arthur Leach, Portland; Florence DeBar, Eugene; Carl McClain, Emerson, Iowa; Horace Fenton, Portland. Lower row—Ella Dobe, Portland; Virgil Earl, Dayton; Norma Hendricks, Eugene; Chester Star, Salem; Camille Carrol, Eugene.

PAY UP, OR LOSE CITY BUSINESS

Such is Ultimatum of Executive Board to Insurance Concerns, Dodging 'Frisco Losses.

PORTLAND WILL NOT PATRONIZE THEM

Insurance on Municipal Property Will Not Be Given Companies Who Are Not Paying Bay City Losses Promptly and in Full.

Those insurance companies which have declined to pay in full their losses in the San Francisco fire need look for no more municipal insurance in Portland.

This stand has been taken by the executive board, which has the placing of the insurance policies upon city property, and will doubtless be strictly adhered to, says Mayor Lane.

At the meeting of the executive board yesterday afternoon a communication from Mr. Birrell was read relative to the renewal of several contracts. A list of the companies he represents was appended.

"I think we should learn whether any of those companies are among those which have their losses in San Francisco," said Mayor Lane. There was no dissenting voice, and Mr. Birrell will have to make some good assurance before he gets any more business.

The matter of a policy on the city hall was referred to the city hall committee. Mr. Birrell said this morning that it was his desire to transfer the policy held by the city in the defunct Traders company to one of the other companies which he represents. These other companies are all paying their losses in full and are expected to come up to the requirements of the mayor.

Patrolmen Oscar F. Isakson and Joseph Kienlan have been found guilty of the charges made against them by petty officers of the cruiser Chicago and the gunboat Princeton, and which Rear Admiral Goodrich took up and requested the executive board to take immediate action upon.

Isakson has been dismissed from the police force and Kienlan has been suspended for a month.

As Isakson was the older officer he was held the more responsible by the police committee, which submitted a report recommending the sentences as stated above.

The old, old question of a site for a North Portland engine-house was left hanging in the air.

Mayor Lane reported that the Northern Pacific Terminal company had offered to give the city for 20 years the use of 30 by 100 feet on Fifth street, between Hoyt and Irving. He had recommended Ed Lyons, the manager, that his company was using several streets without any permission whatever and suggested a corresponding lease on this ground. This had been denied. Both the mayor and other members of the board declared they believed a new engine-house should be situated farther westward. One of the north park blocks was suggested, and it was stated that the consent to use the ground for this purpose could probably be obtained by the Couch heirs, from whom the city received these blocks by donation.

M. M. Rudolph, John O. Portland and W. T. Patton were appointed patrolmen. W. M. Hunter, W. H. Skidmore, Dan Connors, Arthur Carey and K. O. Bernard were appointed special policemen to work at the Oaks.

The award of the contract for the filling of East Stark street was delayed by a suggestion from Councilman Preston, who thought that as an application for a subway under the river had been made, cheap dirt might be obtained when its construction was under way.

The fire committee will make another

MOVE POINTS TO END OF TIE UP

Steamers Northland and Despatch Secure Crews and Leave San Francisco.

LEFT FOR PORTLAND TO RESUME TRAFFIC

San Francisco & Portland Steamship Company's Liners Barracouta and Costa Rica Are Still Among Vessels Lying Idle Awaiting Outcome.

Evidently the firm of George D. Gray & Co. has succeeded in coming to some sort of an understanding with the sailors' union or else it is succeeding in securing nonunion crews for its steamers plying in the coast trade, for on top of the report yesterday stating that the steamer Alliance would remain in operation on the Portland-Eureka route, comes word this morning that the steamer Despatch left the Bay City for Portland last night. The Despatch was tied up at the beginning of the strike several weeks ago and has remained idle ever since.

The Despatch is one of the craft plying regularly between San Francisco and Portland, carrying general freight northbound and lumber going south. She has been on the run for a long time and her withdrawal assisted materially in clearing traffic, wherefore the news of her release is received with more than ordinary interest on the part of shippers.

Word was also received of the departure of the steamer Northland last night for this port, and this, too, is taken as indicative of an early settlement of the strike. Either the sailors are unable to prevent the vessels from getting non-union crews or the owners are weakening and complying with the demands of the union. The Northland is owned by E. J. Dodge & Co., which firm also owns the steam schooner South Bay.

The San Francisco & Portland Steamship company has closed no arrangements with the longshoremen's union of this city yet, and the question of the steamers Barracouta and Costa Rica resuming operations between Portland and San Francisco is still open. The longshoremen say that they have promised to handle the freight, but cannot sign any agreement as to what the international union may do in the future, although it is believed that nothing will be done on the part of the longshoremen that may have a tendency to further complicate matters.

According to the latest information the steamer Alliance will reach Portland tomorrow from Eureka, via Coos Bay.

MORE MONEY RECEIVED FOR MRS. M'IRWIN

Friends of Mrs. Mary McIrwin sent in \$2 for the relief of the unfortunate woman who was injured in a fire some time ago. The subscription so far has reached \$21 and has been a great help to Mrs. McIrwin, who expressed her gratitude when presented with the money by a Journal man.

Mrs. McIrwin's case is one that calls for sympathy from all. In addition to the injuries she received in the fire she has been blind for 12 years and is a great sufferer from rheumatism. Rather than place herself dependent on the public she is endeavoring to gather enough furniture to fill her house at 450 Johnson street in order that she may make a living by renting furnished rooms. So far she has been able to get three beds and four chairs, and would be thankful for donations of carpets, rugs, dressers and other articles.

Those who contributed to the assistance of Mrs. McIrwin this week were: Mrs. J. C. Sew, \$1; Miss H. Odekerk, 50 cents; cash, 50 cents.

RUBBER TRUST DOOMED

(Continued from Page One.)

grows wild in Mexico, is of a very inferior quality.

When Aldrich went to young Rockefeller with his scheme that wealthy young man saw a chance by which some great financial accomplishments could be made. He immediately took the matter up and the success of the scheme has been the wonder of the hour since it became known to those on the outside.

Permanent organization has not been necessary for the new corporation, although it has been incorporated for six months. When it is permanently organized this fall the world will know that John D. Rockefeller Jr. is president; Richard Page and W. H. Starbuck, vice-presidents; E. B. Aldrich, treasurer, and the board of directors will include Thomas F. Ryan, Bernard Baruch, the Guggenheims and members of the board of directors of the Standard Oil company chosen from the following list: John D. Rockefeller, William C. Rockefeller, John D. Archbold, Charles R. Pratt, William H. Tilford, Henry M. Flagler, Henry H. Rogers, C. W. Harkness, Oliver H. Payne, F. Q. Barstow, J. A. Moffett, E. T. Belford and Walter Jennings.

You are not properly looking out for No. 1 unless you watch The Journal Want Ads.

Oregon Life

THE POLICY-HOLDERS' COMPANY

When you have a policy in the Oregon Life you have one containing the very best features of all other companies. In addition to that you are an owner in the company and the profits of the business go to you.

HOME OFFICE, COMMONWEALTH BLDG., SIXTH AND ANKENY STS., PORTLAND, OREGON.

A. L. MILLS, President
L. SAMUEL, General Manager. CLARENCE S. SAMUEL, Asst. Mgr.

LONGSHOREMEN ELECT.

Business Manager Andrew Madsen Re-elected From Secretaryship of Union.

LONGSHOREMEN ELECT.

Longshoremen's union No. 265 elected the following officers at its last meeting: President, F. J. Riley; vice-president, William Miller; corresponding secretary, S. McLoughlin; financial secretary and business agent, D. Hall; marshal, F. M. Cook; trustees, R. P. Schroeder, C. H. Hansen and C. Kirkpatrick; guard, E. M. Clark.

Andrew Madsen, the retiring business agent, says he has tired of indoor work looking after the welfare of the members and will return to the more strenuous work of handling cargoes. He has been business agent for the union for a long time and is also ninth vice-president of the international union. While Mr. Madsen says he intends returning to work on the docks, other members of the union declare he has a political plum in sight, hence his retirement from the list of officers of the union. Mr. Hall, the new appointee, has been assistant under Mr. Madsen for some time and is well qualified for the position.

TROUBLE OVER BARREL

Steamboat Agent Spends Nearly Week's Time Trying to Secure Keyhole.

G. E. Steelsmith, agent at the Oak street dock, has been busy this week trying to secure clearance through the customs of a barrel of personal effects shipped from Marshfield for Alaska. The barrel was brought here on the steamer Despatch, but the Marshfield agent forgot to forward an invoice of the contents as required by the collector of customs.

Yesterday Mr. Steelsmith received a duplicate letter from the woman who had shipped the goods and it certainly shows that she did the best she knew how in furnishing the desired information. After enumerating a hundred articles she closed the letter with an appeal not to open the barrel "because if it is once opened the things can never be put back into place, and things will be broke, marked and ruined," as containing personal effects.

ALONG THE WATERFRONT.

The British ship Carnedd Llewellyn will reach the harbor tomorrow morning to load wheat at Oceanic dock for Callao, Peru. She left up today.

The schooner Carrier Dove is reported as coming from San Francisco to the Columbia river to load lumber. She is at present at San Pedro.

The brigantine Geneva cleared for San Francisco today with 570,000 feet of lumber, loaded at the mill of the North Coast Lumber company.

The British steamer Tottenham sailed this morning for Hankow, China, with a cargo of 2,825,875 feet of lumber, valued at \$56,325. She finished loading last night.

Gerald Bagnall, assistant United States engineer, returned from Fort Stevens, this morning, where he is superintending the survey of the Columbia river bar. Mr. Bagnall reports little has been done during the past few days owing to continued rough weather.

Captain John Beringham, supervising inspector of hulls and boilers, left for San Francisco last night after having inspected a number of steamers in the harbor.

E. B. Scott, owner of the steamer Telegraph, returned from Seattle this morning.

The Columbia and Willamette rivers fell at all points during the past 24 hours, and the June freshet is now receding.

The steamer Multnomah will be launched from the ways at the yard of the Portland Shipbuilding company in a few days.

MARINE NOTES.

Astoria, June 23.—Arrived at 4 a. m.—German steamer Arabia from Hong Kong and way ports. Sailed at 6 a. m.—Steamer Elmore for Tillamook. Left up at 10 a. m.—British ship Carnedd Llewellyn and schooner Alvina.

San Francisco, June 23.—Sailed yesterday, steamer Tiverton for Astoria.

Redondo, June 22.—Galled yesterday, schooner Irene for Columbia river.

Astoria, June 23.—Arrived at 12:15 p. m., schooner John A. from San Francisco.

Eureka, June 22.—Sailed at 11 a. m., steamer Alliance for Portland.

Queenstown, June 22.—Arrived, British ship Hyderabad from Portland.

Swansea, June 31.—Sailed, French bark Bayard for Portland.

Astoria, June 23.—Condition of the bar at 8 a. m., smooth; light north wind; weather clear.

WILL ISSUE LICENSES.

INSPECTORS ARE READY TO RECEIVE APPLICATIONS FROM LAUNCH OWNERS.

Owners operating launches of less than 15 tons gross capacity for hire are invited to call upon the inspectors of hulls and boilers and get licenses without which they will not be permitted to engage longer in the traffic. Instructions to issue the licenses were received by the inspectors this morning from Secretary V. H. Metcalf of the department of commerce and labor.

The law providing for these licenses went into effect some time ago, but the issuing of licenses was postponed because of delay in printing the blanks. The instructions now at hand furnish the inspectors with a form of blank to be written until the engraved licenses are ready, when the written ones will be taken up by the inspectors.

The law does not limit the number of passengers to be carried and the owners of the launches may crowd the boats to the water's edge should they so desire as long as they carry a life preserver for each passenger. Furthermore, the law does not provide that the inspectors shall inspect the launches. In fact they have no authority to inspect them. In consequence of this clause the law will be of no benefit to the public unless private individuals

BAILEY'S BEE BUZZING

(Continued from Page One.)

pany secured admission to Texas after having been barred from the state through Bailey's influence.

Shortly after Standard Oil got back into Texas, or June 25, 1906, Bailey "bought the splendid Grapevine ranch of 4,000 acres near Dallas, which represented a land trade of \$250,000. Bailey at the time was supposed to

DEATH FROM LOCKJAW

never follows an injury dressed with Buick's Arthro-Salve. Its antiseptic and healing properties prevent blood-poisoning. Chas. Oswald, merchant of Rensselaerville, N. Y., writes: "I cured Seth Burck of the plant of the urticaria on his neck I ever saw. Cures Cuts, Wounds, Burns and Sores. 25c at Skidmore Drug Co."

TO WARM A HOUSE

with a gravity warm air system, the furnace must be supplied with a certain amount of air to carry off the radiated heat. The pipes, elbows, angles, shoes and registers MUST be of the right size to avoid friction and allow the proper amount of air to flow through them.

Isn't it better to know absolutely that your furnace will heat when installed because the right sized pipes have been installed? We know what size pipes go to each room in your house after we see your plans, because we figure out the size pipes for your house both practically and theoretically. We don't guess. We can prove that we know one thing—our business.

The W. G. McPherson Co.
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GRAND ARMY ENCAMPMENTS DRAW TO CLOSE

More Than Thousand People Attended Old Soldiers' Sessions During the Past Week.

(Special Dispatch to The Journal.) Grants Pass, Or., June 23.—Both the district and grand encampments of the Grand Army of the Republic, which have been under way in Grants Pass all this week, came to a close last night. Today nearly all of the visiting delegates and friends are returning home, and this, the most successful encampment of the G. A. R. ever held in the state, is only a pleasant memory. According to the registration books, nearly 1,000 old soldiers, soldiers' wives, sailors, and women of the relief corps were in attendance.

At the business session of yesterday the officers both for the state department and for the district were elected. For the state department, E. S. McCliff of Portland was elected commander; John Patrick of Grants Pass was elected vice-commander. The remaining officers were: Junior vice-commander, S. W. McReynolds; Cottage Grove; medical director, O. B. Downs of St. Johns; chaplain, Rev. U. A. Barten of Portland. The council of administration for the coming year will be as follows: Enos Swan of Portland, E. Martin of Portland, Grover Sims of Salem, James Tufts of Oregon City, B. F. Allen of Astoria. The delegates elected to the next grand encampment were: William Haker, Athena, S. A. Skinner, Hood River, E. F. Chapman, Eugene, and A. A. Emerson, Portland.

The closing feature of the encampment was a banquet, or old-fashioned spread, on the camp grounds. Long tables were arranged, and loaded with good things from the southern Oregon hotels. Though there were several hundred to be fed, and all were hungry, all were satisfied. During the afternoon a baseball game was played between the business and professional men of Grants Pass. As many of the players had never before caught a ball or handled a bat, the game was an interesting one, and afforded much amusement for the big crowd that filled the grandstand and grounds.

The program on the encampment grounds last night was given by the Central Post and corps, assisted by Grants Pass talent. The special music by the chorus was one of the excellent features of the entertainment.

The closing feature of the business session was a joint installation of both the district and department officers, and a selection of place at which to hold the next encampment. Newberg was the place chosen, though the date on which the encampment will be held was not decided upon, but will be left for the council of administration to decide. Ashland was selected as the place for the next district encampment for Southern Oregon, which will be held in September.

The officers elected by the Southern Oregon district were: A. J. T. Smith, commander; E. E. White, lieutenant-colonel; A. Morris, major; H. C. McNeil, quartermaster; J. S. Smith, chaplain.

be a poor and struggling lawyer and his congressional salary was his chief income.

The purchase was investigated by the Texas legislature. Bailey stated that gave for the ranch "\$80,000 in cash and land in the Pecos valley worth \$20,000."

He explained that he had "borrowed \$50,000 of banks and others" by giving a stone painted to look like a lot of "notes secured by a deed of trust and mortgage." On account of the scandal raised by the newspapers Bailey disposed of the ranch and is "now established at Washington in a style befitting his rank and wealth."

A Friend of Ryan's.
The Cosmopolitan alleges that Bailey is one of Wall street's most welcome visitors and a bosom friend of Thomas F. Ryan, insurance, gas and trolley financier.

In 1902 Bailey received over \$200,000 in fees as attorney for John H. Kirby, chief representative of the "interests" of Texas, and "put through land deals for the Frisco & Rock Island system, banking the safe securities among the high financiers of Wall street."

Bailey's support of the railroad rate bill is explained by the Cosmopolitan upon the ground that the measure is "another take to look the people with a stone painted to look like a lot of bread." His support of the measure "robbed the people of the Indian territory of charters and oil lands," his opposition to the pure food bill and other legislation in the people's interests is cited as proof of his being a corporation tool.

As a result of the Cosmopolitan's attack on Bailey petitions are being circulated all over Texas asking former Attorney-General Crane to become a candidate for United States senator to succeed Bailey.

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Chas. H. Fletcher
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Packed in dry powder form, in white and tints, ready for use by adding water. Full directions on package. Any one can apply it.

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Where to Go

TAHITI, THE GARDEN ISLAND IN THE SOUTH SEAS, is a most attractive place to spend one's summer vacation. **S. E. MARIPOSA** sails from San Francisco, July 1, with a party of happy people on their way to witness the unique native fetes that take place July 14. The **S. E. MARIPOSA** will remain over in the harbor six days, affording ample time to make the trip around the island and visit the native villages. Clement Wragge, the famous writer, in his "Romance of the South Seas," says "Tahiti is one spot worth while in a tour of the world." \$125 is the first-class rate San Francisco to Tahiti and back. Good hotels in Tahiti at \$2.50 to \$3 per day. Write for circular to

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The W. G. McPherson Co.
HEATING ENGINEERS
47 FIRST STREET

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of *Chas. H. Fletcher* and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infant and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. **The Children's Panacea—The Mother's Friend.**

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