FORTY-ONE VESSELS UNDER CHARTER TO CARRY GRAIN CARGO

M. H. Houser, Exporter, in Lead With Largest Fleet to His Credit.

BIG SHIPMENTS EXPECTED

Bottoms, Aggregating Nearly 1,000,000 Tons, Net Register, Already Engaged for Crop Movement.

M. H. Houser, this year the leading exporter of grain from Portland, again promises to be the leading exporter as he has at present under charter ten vessels as against eight secured by his nearest competitor, the firm of Balfour, Guthrie & Co. Tonnage chartered for the delivery of the 1914-15 crop of wheat from Portland now totals 92,765 tons, the largest figure engaged since the 1902 season and of that total Houser has about 30 per cent.

That the number of vessels to be sent from the port of Portland to the United Kingdom and European ports has not nearly reached its end is to be seen from the number under charter, for while Houser has 10 vessels on his list now he last year sent out 21 bottoms and as he has sent out practically the same number for the past several years, more are to be expected in the near future.

Besides the heavy chartering done by Houser and Balfour, Guthrie & Co., the Portland Flouring Mills has also secured a goodly number of vessels, the firm now having 6 vessels under charter. Their latest addition, the Norwegian bark Urania was announced Friday and is a bark of 1595 tons net register. She is at Buenos Aires discharging cargo and will be dispatched from that port with the idea of reaching Portland for September loading. The firm also has the German ship Arnoldus Vinnen, the Norwegian bark Spartan and Falls of Afton, and the Belgian bark Katanga chartered.

Next after the Portland Flouring Mills comes Strauss & Co., with four vessels, McNear & Co. and the Meyer-Wilson Co. with two each, August Berg with two and Kerr-Gifford and Taylor A. Young Co. with one each. Forty-one vessels in all are under charter.

From present indications it is believed there will be at least fifteen vessels in the harbor for September-October loading and dock accommodations are apt to be taxed considerably during that period. With Montgomery No. 1 and Columbia No. 2 both demolished by the fire in early March, space will be somewhat limited. J. H. Ransom, wharfinger at the new Municipal dock, No. 1, expects to be able to handle considerable grain over that dock with his present equipment and that addition will help considerably. No arrangements have been entered into for the use of this dock, however, for this class of business.

TO ENTER THE ALASKA TRADE

Steamer Rochelle Will Be Given Extensive Alterations.

Alterations to permit of the handling of much greater general tonnage instead of only lumber and heavy stuff, such as she is now capable of hauling, are to be made to the steamer Rochelle, now tied up at the O. W. P. dock, and she will then return to Seattle and enter into the Alaska service for the W. F. Swan Navigation company.

The Rochelle is owned in Portland by Daniel Kerns and Henry J. Biddle and has been chartered on time to W. F. Swan. She is now built for the handling of lumber alone and the alterations to be made will include the building of her sides up flush with the cabins and the decking over of considerable space as was done on the Alaska steamers of the Portland Steamship company.

W. F. Swan is now operating the steamer A. G. Linsday in this service, but she will make but one more trip to Alaska before reverting to her owners. The Rochelle is expected to be ready for service by that time.

BUILT FOR EXCURSION RUN.

New Steamer Georgiana Launched at Supple's Yesterday.

Expected by her owners to be the fastest craft on the river of her class, the new excursion steamer Georgiana was launched at Supple's shipbuilding yards yesterday afternoon. Miss Cora Hosford, daughter of Captain L. P. Hosford, of the Harkins Transportation company, christened the steamer as she slid down the ways. Several hundred people lined the docks to witness the ceremony, while nearly a hundred invited guests rode down the slide with her.

The Georgiana is to be ready for service about July 1 and will be used in the excursion traffic between Portland and Astoria. Her accommodations are said by her owners to be the best on the river. Glass from stem to stern, on the main deck, Pullman car seats in the smoking rooms and salons and a large upper deck provided with ample seating accommodations, make the vessel ideal for excursion work.

STEAMERS COMING TO LOAD

Four Large Carriers Will Take Away Lumber.

Four large lumber carriers, capable of transporting close to 14,000,000 feet of lumber are due to reach the Columbia River Monday and Tuesday and commence loading at once. Their cargoes, together with the 1,500,000 feet of lumber which the British steamer Glenlochy will load here this week, will add materially to the lumber exports for the month.

Probably first of the carriers to arrive will be the British steamer Tymeric under charter to Balfour, Guthrie & Co. to load for Shanghai. She passed Point Reyes at 8 o'clock yesterday morning and without a strong head wind to hinder should reach the Columbia River Sunday night. She is to come up to the mill of the Clark & Wilson Lumber Co. at Linnton to commence loading. Clark & Wilson will furnish part of the cargo here, while the Peninsula Lumber Co. will raft several hundred thousand feet of lumber alongside the vessel at Linnton. After completing at Linnton she goes to Westport to finish.

The next three arrivals, the British Steamers Lord Sefton, and Strathgarry and the American steamer Santa Catalina should be closely bunched. The Lord Sefton set sail from Unalaska last Thursday morning and should make the Columbia River by midnight Monday. She is coming to load creosoted ties at St. Helens for the Pacific Export Lumber Co. for India. The Strathgarry is loading redwood at Noyo, on Humboldt Bay and is expected to leave early tomorrow for the Columbia. She will load at Westport and Wauna for Australia under charter to the Davies & Fehon.

Her cargo discharging finished and only a very small portion of her outward cargo being on Puget Sound, the American steamer Santa Catalina of the Grace line should reach the river easily Tuesday night. She is to load at the Portland Lumber Co. and other harbor mills for the Atlantic coast. The Glenlochy of the Royal Mail fleet will finish discharging Tuesday and commence on a heavy cargo of grain and lumber for Oriental and European ports.

DREDGE IS READY FOR WORK

Chinook Will Probably Begin Digging This Week.

By Wednesday at least the government dredger Chinook will be ready for service again, after having been under process of remodelling for several months. Her machinery was tested out and found ready Thursday, and a crew and stores are now being secured ready for immediate departure.

Captain John Moreno, who has commanded the dredger for the past two seasons, will again be in commadn of the vessel, while William Marheff will again be in charge of the engine rooms. The power plant of the Chinook requires seven engineers, the chief, a first assistant, two seconds and three third assistants. Captain Moreno also has quite a staff, four mates being under him.

Lieut. Col. Charles H. McKinstry is preparing the plans for the summer's work for the Chinook, and will give Captain Moreno his orders before the vessel leaves for the mouth of the river. No intimation as to what, if any, changes in the digging operations of the Chinook are to be made have come from the United States engineer's office as yet.

ALONG THE WATERFRONT

After completing a round trip into Coos Bay and Eureka with the steamer George W. Elder, Captain August Lofstedt expects no trouble in keeping up with the weekly schedule mapped out for him by the North Pacific Steamship company. The Elder will sail this morning at 9 o'clock on her second trip.

One of the heaviest north bound cargoes of general freight that has entered the Columbia river in months will be brought in by the steamer Yucatan of the North Pacific Steamship company tomorrow. In addition to the usual San Francisco stuff she has 900 tons of American-Hawaiian freight brought from the isthmus by the British steamer Strathdon.

This is steamer day with the San Francisco & Portland Steamship company, the Bear sailing and the Beaver arriving. The Bear will have 2000 tons of freight and a good list of passengers, while the Beaver has 330 passengers and 900 tons of freight aboard.

Freights to Oregon coast ports are picking up, according to masters of gasoline schooners plying into these ports. The Enterprise arrived in yesterday and will sail Monday night for Waldport with a full load, while the Della sailed last night for Nestucca, filled.

The American schooner Hugh Hogan is seaworthy again, repairs to her stern post and hull having been finished yesterday at the Oregon drydock.

Repairs to the steamer Portland, including a new propeller, are to be finished Tuesday and she will commence loading for California at once.

Owing to a delay in the arrival of new screws for the government dredger Colonel P. S. Michie, her completion has been set back several days. She will return to Coos Bay before the present week is out.

MARINE NOTES

Astoria, June 20.—Arrived at 7:45 and left up at 9 a. m.—Steamer Breakwater, from Coos Bay. Arrived at 10 and left up at 11:20 a. m.—Steamer Yosemite, from San Francisco. Arrived at 11:30 and left up at 1:30 p. m.—Steamer Davenport, from San Francisco. Sailed at 1 p. m.—Steamer Thos. L. Wand, for Skagway and way ports.

San Francisco, June 20.—Sailed at 1 a. m.—Steamer Fairhaven, for Portland. Arrived at 5 a. m.—Steamer Roanoke, from Portland. Sailed at 11 a. m.—Steamer Rose City, for San Pedro. Sailed last night—Steamers Alvarado and Daisy, for Portland.

Point Reyes, June 20.—Passed at 8 a. m.—British steamer Tymeric, from San Pedro, for Portland.

San Pedro, June 20.—Arrived—Steamer Daisy Gadsby, from Portland.

Limerick, June 20.—Arrived—Belgian ship Kassai, from Portland.

Ipswich, June 18.—Arrived—French bark Bretagne, from Portland.

Port Natal, June 20.—Sailed—German bark Arnoldus Vinnen, for Portland.

Astoria, June 19.—Sailed at 9 p. m.—Steamers Johan Poulsen, for San Francisco; Solano, for Aberdeen; Tamalpais, for San Pedro; at 7 p. m.—Steamer Damara, for New York via way ports; at 7:30 p. m.—Steamer San Ramon, for San Francisco.

Tides at Astoria Sunday: High water—0:13 a. m., 6.8 feet; 11:15 p. m., 8.8 feet. Low water—6:05 a. m., —0.2 feet; 5:39 p. m., 3.9 feet.

MARINE INTELLIGENCE

Due to Arrive.

J. B. Stetson, from Alaska	June 21
Beaver, from San Pedro and way	June 21
Yucatan, from San Diego and way	June 21
Rosalie Malony, from San Francisco	June 21
Cotania, from San Francisco	June 21
Yosemite, from San Francisco	June 21
Quinault, from Alaska	June 23
Breakwater, from Coos Bay	June 25
Geo. W. Elder, fr. Eureka & Coos Bay	June 26
Rose City, from San Pedro and way	June 27
Roanoke, from San Diego and way	June 28
Paralso, from S. F. and way	June 29
Rose City, for San Pedro and way	July 1
Bear, from San Pedro and way	July 1
Thos. L. Wand, from Alaska	July 10

Due to Depart.

Geo. W. Elder, for Coos Bay & Eureka	June 21
Bear, for San Pedro and way	June 21
J. B. Stetson, for Alaska	June 22
Breakwater, for Coos Bay and Eureka	June 22
Yosemite, for San Francisco	June 25
Quinault, for Alaska	June 25
Yellowstone, for Coos Bay and S. F.	June 25
Beaver, for San Pedro and way	June 26
Cellio, for San Francisco	June 27
Rose City, from San Pedro and way	July 1
Paraiso, for Coos Bay and S. F.	July 1
Roanoke, for San Diego and way	July 1
Thomas L. Wand, for Alaska	July 2

From San Francisco.

Steamers Harvard and Yale, alternating, leave San Francisco for San Diego on Mondays, Wednesdays, Fridays and Saturdays, connecting with steamers from Portland. Northbound, they arrive at San Francisco on Tuesdays, Thursdays, Saturdays and Sundays.

Vessels in Port.

Name—	Berth.
Oakland, Am. sch.	Astoria
Chinook, dredge	Alaska Dock
Klug Cyrus, Am. sch.	Astoria
Hawth, Br. bk.	Linnton
Snohomish, U. S. revenue cutter	Astoria
Hugh Hogan, Am. str.	Oregon Drydock
Salem, Am. sch.	St. Helens
Rochelle, Am. str.	O. W. P.
Col. P. S. Michie, Govt. dredger	Or. Drydock
Alliance, Am. str.	O. W. P.
Bear, Am. str.	Ainsworth
Klamath, Am. str	Wauna
Portland, Am. str.	Oregon Drydock
Della, gas sch.	Oak St.
Jack Burnham, gas sch.	Oak St.
Decorah, gas sch.	Oak St.
Glenlochy, Br. str.	North Bank
Geo. W. Elder, Am. str.	Columbia No. 1
Breakwater, Am. str.	Ainsworth
Yosemite, Am. str.	Supple's
Davenport, Am. str.	Couch

En Route to Load Grain.

Name—	Sailed from
Dessair, Fr. sch.	Hamburg
Kuglehorn, Br. ship	Valparaiso
Sails of Afton, Nor. Bk.	Iquique
Helwig Vinnen, Ger. sh.	Hamburg
Kirkcudbrightshire, Br. sh.	Newcastle
Nordhav, Nor. sh.	Santa Rosalia
Notre Dame d'Arvor, Fr. bk.	Antwerp
Cambrian Princess, Nor. str.	Port Nolloch
Marosa, Nor. sh.	Melbourne
Kurt, Ger. bk.	Santa Rosalia
Dolbek, Ger. bk.	Santa Rosalia
Kinross-shire, Br. sh.	Honolulu
Batanga, Belg. bk	Santa Rosalia
Olivebank, Br. sh.	Callao
Henriette, Ger. bk.	Newcastle
Lasbek, Ger. bk.	Santa Rosalia
Hafrsfjord, Nor. bk.	Fort Philip Head
Spartan, Nor. bk.	Callao
Waudsbek, Ger. bk.	Santa Rosalia
Semantha, Nor. bk.	West Coast
Talkirk, Br. bk.	Newcastle
Thomasen, Russ. sh.	Newcastle, Aus.
Saxon Monarch, Lr. str.	San Francisco
Henrik Ibsen, Nor. str.	San Francisco
Strathord, Br. str.	San Francisco
Queen Elizabeth, Br. sh.	Melbourne
Maria, Dutch str.	
Sanguard, Nor. sh.	Rockhampton
Tellus, Nor. bk.	Callao
Alcides, Nor. bk.	Callao
Pierre Antoine, Fr. bk.	Antwerp
Marasa, Nor. bk.	Melbourne
Hans, Ger. bk.	Santa Rosalia
Inverthervie, Br. str.	Antwerp
Virginia, Br. str.	Yokohama
Daldoreh, Br. str.	Manila
Cloughton, Br. str.	Buenos Aires
Omega, Ger. bk.	Callao
Inverclyde, Br. sch.	Callao
Arnoldus Vinnen, Ger. sh.	Port Latah
Den of Ogil, Br. str.	San Francisco

Miscellaneous En Route.

Sawwell, Br. str.	Hamburg
Alesia, Ger. ss.	Hamburg
Andalusia, Ger. ss.	Hamburg
Gardiganshire, Br. str.	London
Glenlochy, Br. ss.	Antwerp
Merionethshire, Br. str.	London
Monmouthshire, Br. str.	Antwerp
Natal, Dan. ss.	Antwerp
Pierre Antoine, Fr. bk.	Antwerp
Radnorshire, Br. ss.	Antwerp
River Forth, Br. ss.	Antwerp
Santa Catalina, Am. ss.	New York
Bambia, Ger. ss.	Hamburg
Budinark, Ger. ss.	Hamburg
Suevia, Ger. ss.	Hamburg
Transvaal, Dan. ss.	Antwerp
Inverbervie, Br. ss.	Antwerp
Framley, Br. ss.	Antwerp
Oristano, Br. str.	Antwerp

En Route to Load Lumber.

Name—	Sailed from
Alcides, Nor. bk.	Callao
Lompac, Br. ss.	Amsterdam
Ecclesia, Br. ss.	Honolulu
Queen Maud, Br. ss.	San Francisco
Strathborne, Br. ss.	San Diego
Strathgarry, Br. str.	San Francisco
Strathdan, Br. str.	San Francisco
Queen Margaret, Br. str.	San Francisco
Hyndford, Br. ss.	San Francisco
Mable Gale, Am. bk.	Aukland
Invergarry, Br. bk.	Honolulu
Clan MacLoad, Br. str.	Moji
Framley, Br. str.	Antwerp
Lord Sefton, Br. str.	Magdalena Bay
Strathfillon, Br. str.	Victoria
Bessie Dollar, Br. str.	San Francisco
Wm. H. Smith, Am. sch.	Callao
Imberborne, Russ. sh.	Callao
Strathesk, Br. str.	Callao
Lymeric, Br. str.	Shanghai
Strathclyde, Br. str.	Shanghai
Inverclyde, Br. str.	Nordenbom
Eric, Am. sch.	Honolulu
Aurora, Am. sch.	Antofogasta
W. H. Bowden, Am. sch.	Mollerdo
Colla, Br. str.	Shanghai
New Lealand Loansport, Br. str.	Yokohama
Cape Finisterre, Br. str.	Shanghai

Movements at Newport.

(Special to The Journal.)

Newport, Or., June 20.—Gas schooner Mirene crossed in from Portland at 6:30, with 70 tons of freight.

Steam schooner Bandon, coming down from Toledo now and will cross out for San Pedro tonight. She carries 575,000 feet lumber.

Hood River Bond Petitions Rejected

Held That Requests Are At Fault Because They Fail to Show Precincts of the Signers; New Ones Now.

Hood River, June 20.—Twenty petitions circulated by the Commercial clubs of Hood River county yesterday, containing over 1000 names, petitioning the county court to call an election to vote a $75,000 bond issue for the Columbia River Highway through Hood River county, were held illegal today on account of the failure of petitions to show the precincts of signers. Members of the county court refused to consider the petition. New petitions were prepared this afternoon and placed in circulation.

Dollarhide Tolls an Issue.

Ashland, Or., June 20.—As a result of autoists pressing the court to abolish the Dollarhide toll road over the Siskiyous between Oregon and California, the county attorney has served notice on Dollarhide to cut the charges one dollar. Dollarhide says it will continue to charge the regular tolls.

FREE ROSES AND PRETTY GIRLS CHARM FIESTA GUESTS

Rose Booth at Union depot, where women dispensed rare blooms festival week.

Visitors to the Rose Festival who arrived in Portland at either one of the depots could not fail to be impressed with the fact that Portland is the Rose City. Hardly had they stepped from their train before their eyes met a big sign which read, "Free Roses for Visitors." None but a Rose City could afford to give roses away.

And then when a bevy of pretty maids, members of the order of United Artisans, came to the fore and simply insisted on pinning a rose on the visitors the impression was completed. Free roses and pretty girls to pin them on, what more could the visitor ask?

Each of the four days of Rose Festival found a squad of United Artisan young women on hand to meet every incoming train with baskets of freshly picked blooms. Everyone who passed through the station en route to hotel or home of friends was presented with a fragrant flower.

Visitors were unanimous in agreeing that the reception, with its accompanying token, spelled "Welcome" with an extra large capital "W."

Gresham Growers To Meet Monday

Session Will Hear Report of Canvassing Committee and Name Date for Permanent Organization.

Gresham, Or., June 20.—An adjourned meeting of the Gresham Fruit Growers' association will be held in Commercial Club hall Monday evening to hear the report of the committee canvassing for the subscription of the $15,000 capital stock and determine upon a date for the permanent organization of the association and election of directors. Everyone interested is urged to attend the meeting.

Chairman H. E. Davis will present a complete report of his recent inspection with Temporary Secretary E. L. Thorpe of the cooperative canneries of the Puyallup and Sumner Fruit Growers' association, whose constitution and bylaws will probably serve as a basis for those of the local association.

In addition to canning over 4,000,000 pounds of fruit and berries last year, the Puyallup and Sumner association shipped to market 460 cars of fresh berries. A store stocked only with staple articles for farmers is operated in Puyallup and in Sumner by the association, and berries are put up in barrels for the asspciation in Salem and Newberg, Or., and Vancouver, Langley, Vashon and Sumner, Wash.

Missionary Society Elects Its Officers

Gresham Organization Chooses Mrs. C. M. Zimmerman as President; Free Methodists Welcome Pastor.

Gresham, Or., June 20.—The Women's Home Missionary society has elected the following new officers for the ensuing year: President, Mrs. C. M. Zimmerman; vice president, Mrs. A. Hevel; recording secretary, Mrs. J. N. Clanahan; corresponding secretary, Mrs. R. H. Todd Sr.; treasurer, Mrs. O. A. Eastman; mite box secretary, Mrs. George W. Kenney, and literary secretary, Mrs. D. E. Towle.

Members of the congregation of Gresham Free Methodist church surprised their new pastor, Rev. W. R. Plumlee, with a welcoming reception on the lawn of the parsonage Tuesday night. Refreshments were served.

Oregon City May Change Its System

Oregon City, Or., June 20.—At a fairly well attended meeting here last night citizens discussed the various plans of city government with the idea of making a change in local municipal affairs at a later date. Mayor Jones presided. The idea originated with W. E. O'Donnell, and the meeting was held at his suggestion.

Weddings at Oregon City.

Oregon City, June 20.—At the home of Mr. and Mrs. J. W. Draper of West Linn last evening their daughter, Erma, became the wife of Ernest Mosier, son of S. Mosier of Gladstone. The ceremony was performed by Rev. J. R. Landsborough and was witnessed by friends of the couple. After a short trip, Mr. and Mrs. Mosier will make their home at The Dalles. Mr. and Mrs. Mosier are well known in society circles in Oregon City.

City Recorder J. W. Loder of this city married Miss Tillie Weimann, daughter of Mr. and Mrs. M. Weimann of Tigardville, and John T. Helvey, son of B. G. Helvey of Beaver Creek, Saturday afternoon at his office in this city. A few friends and relatives witnessed the ceremony. Mr. and Mrs. Helvey will make their home near Beaver Creek.

BOY IS DECLARED PHYSICALLY PERFECT

John Gregory.

Mr. and Mrs. John H. Schommer of 1185 East Madison street, are the parents of a boy, 11 months old, who has been declared physically perfect. A few days ago John Gregory, as the tot is named, was scored by the officials of the parent educational bureau and got a marking of 94½ out of a possible 100 points. The only "fall down" was in measurements. His weight is 23 pounds and the officials gave him a perfect score physically and a perfect score for ears, eyes, nose and throat.

Big Cougar Treed Near Estacada

Oregon City, June 20.—An unusually large cougar for its age was killed early this morning by William Underwood, William Jones, Warren Barr and Jack Tucker, three miles from Estacada. The hunters were notified this morning that the large cat was bothering the stock of a farmer. They proceeded at once to the farm and found the beast in a field. It was run up a tree after a fight with the hunters' dogs. The carcass was brought to Oregon City, where the state and county bounty of $25 was received, and was then sold for $25 to Mount Angel academy. The animal was about three years old, weighed 80 pounds and measured 6 feet 6 inches from ear to tail.

Oregon City Licenses.

Oregon City, June 20.—Cupid has been busy in Clackamas county, as was evidenced when five marriage licenses were issued from the clerk's office in Oregon City today. The following couples were given licenses: Ernest David Moiser of The Dalles and Miss Aurie Erma Draper of Oregon City; Ralph W. Potter of Mikkalo, Or., and Anna F. Duncan; Walker Murray of Wilsonville, Or., and Miss Elma Sumner; John T. Helvey of Canby, Or., and Miss Tillie Wieman; Perry Pluss Cahill of Barton and Miss Mattie Maplethorpe. Cahill was under legal age, and the written consent of Mrs. J. W. Cahill was filed.

PERSONAL MENTION

Business Looking Up.

That business at last has started on the up grade after months of depression is the conclusion William McMurray, general passenger agent of the O.-W. R. & N. company, says was forced upon him during his visit to Chicago. He returned yesterday from a hurried trip to confer with traffic chiefs of the Union Pacific system.

"All west bound trains from Chicago are being sent out loaded to their capacity," said Mr. McMurray. "I tried at seven different city ticket offices before I could get a Pullman reservation for my return. I talked with numerous railroad men and merchants and each said things were looking brighter. I know that is the case with the passenger business.

"With crops so far along that they cannot be seriously damaged and such indications of returning confidence as the sudden increase in travel, I cannot possibly see anything but better times."

Mr. McMurray's trip had to do with the handling of summer excursion and colonist travel, the season having opened June 1.

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Maude Cleveland Returns.

Miss Maude Cleveland, daughter of Mr. and Mrs. Charles Cleveland of Gresham, has returned to her home for a brief vacation after a year spent in the east investigating, for the University of California, hygiene and physical education for women. Her headquarters were at Wellesley, but she visited the leading women's colleges and coeducational institutions in the United States, including Vassar, Smith, Bryn Mawr, Radcliffe, Columbia university, the University of Wisconsin and the University of Chicago. About July 1 Miss Cleveland will leave for Berkeley, where she will take up her work as the first director of hygiene and physical education for women at the University of California. She is a California graduate.

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Mrs. A. B. Shuster Dies.

Mrs. A. B. Schuster, wife of a well known former newspaperman in Oregon, died suddenly at Oakland, Cal., yesterday. News of the death was received by wire by Mrs. C. V. Cook, a sister of the deceased. Mrs. R. Merrill, another sister, left last night for Oakland to attend the funeral. Mr. Schuster was formerly employed on a Medford newspaper. Six months ago he moved to Oakland to take a position on a paper in that city.

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Cavalry and Infantry Reunion.

The First Oregon cavalry and infantry volunteers held their annual reunion at Tillamook City, June 17. Those present were: W. J. Sargent, J. M. Shelley, A. T. Drisko, Company A, infantry; Marcus Talmage, J. E. Brown, Alfred Davis and J. M. Kelty, Company B, infantry; W. A. King, A. B. Leonard and W. P. Hall, Company C, infantry; W. M. Hillegary and W. H. Klum, Company F, infantry; R. Callison, Company H, infantry; R. W. Downing and V. Colvig, Company C, cavalry; George A. Ledford, Company D, cavalry; George A. Harding, Company E, infantry. The next reunion will be held in conjunction with the state encampment, G. A. R., at McMinnville, in June, 1915.

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William Woodhouse, for a number of years with the Portland Lumber company, has accepted a position as steward for the Saginaw Timber company of Aberdeen, Wash.

GRESHAM PREPARING FOR BIG CELEBRATION ON FOURTH OF JULY

Various Organizations Expected to Take Part in Parade and Other Features.

FIREWORKS IN EVENING

Firecrackers, However, Will Be Taboo; Patriotic Exercises, Games and Dancing Among Events Planned.

Gresham, Or., June 20.—Members of the Queen Esther Circle will choose one of their number as Goddess of Liberty for Gresham's Fourth of July celebration.

The various organizations of Gresham and the surrounding towns are expected to participate in every feature of the celebration. Floats entered in the parade by local business men and by the Gresham Council of Women Voters will compete with those representing neighboring communities for cash prizes. Teams from many towns of this section will compete in a half-mile relay race for a cash prize.

The celebration in the morning will include a parade, baseball game and a patriotic program, including an address by C. N. McArthur and selections by the Pleasant Home band. In the afternoon there will be prize athletic sports, horse races, dancing and a floral show in the county fairgrounds pavilion. In the evening there will be more dancing and a display of fireworks, but firecrackers will be taboo. Cash prizes will be given by the Gresham Council of Women Voters for the best roses, sweet peas, wild flowers and old fashioned flowers entered in its floral show.

H. E. Davis will be marshal of the day and Bert Metzger chairman of the parade committee.

Mayor Lewis Shattuck, Ezra Thomas and Arthur Leland will act as marshals. Prizes will be awarded for the best decorated automobile and best decorated horse-drawn vehicle.

The patriotic program will be in charge of Mrs. O. J. Brown, Mrs. Charles Cleveland and Professor J. E. Stubbs. Claude Smith, Etsel Jones, Harold Kern and Earl Hammond compose the committee on sports.

Oregon City Men To Visit Milwaukie

Oregon City, June 20.—In response to an invitation from the Milwaukie Commercial club, for the local commercial organizations to attend a lawn social at Milwaukie next Tuesday, June 23, in the evening, a committee of Oregon City men has been selected and will represent the local Commercial club at this meeting. The committee is as follows: T. W. Sullivan, president Oregon City Commercial club; C. G. Huntley, president Oregon City board of trade; O. D. Eby, Main Trunk Wires' association; A. A. Price, secretary Oregon City board of trade; W. A. Dimick, senator from Clackamas county; Lloyd Riches, representative The Journal; George H. Bannon, manager Bannon & Co., Oregon City.

Articles of Incorporation.

Supplementary articles of incorporation of the Sellwood General Hospital & Training school were filed yesterday with County Clerk Coffey increasing the capital stock from $25,000 to $50,000. Articles of incorporation of the following firms were filed: Oregon Equity association, capital $5000, Louis Judkis, A. Lippman and H. Horenstein, incorporators; Rock Mining & Leasing company, $100,000, W. H. Stewart, J. F. Shelton and Alex Sweek; The Holding company, $100, H. G. Dunlap, M. H. Clark and Clarkie A. Wells; Dulmage-Manley Auto company, $10,000, A. B. Manley, N. H. Manley and W. S. Dulmage; Brown Taxicab company, $5000, S. S. Humphrey, M. R. Klepper and R. A. Sullivan.

Telegram Received From Pres. Wilson

Democratic Gathering Hears Congratulations From Chief Executive of Nation.

Leaders of the Democratic party joined in felicitating the Democracy of Oregon with the Jackson club at the ratification banquet held in the Commercial club Friday night.

Telegrams were read from President Wilson and Senators Lane and Chamberlain, while letters were received from Speaker Champ Clark, Governor West, Governor Lister, of Washington, and E. L. Van Dresar, unsuccessful candidate for the congressional nomination at the recent primary. Herman Wise contributed a poem for the occasion.

The president wired as follows:

"Please extend my cordial greetings to the members of the Jackson club and to the representatives of Oregon Democracy at tonight's rally. I congratulate them on the bright outlook for the coming campaign.

"WOODROW WILSON."

The state's senators telegraphed:

"We appreciate club's invitation for tomorrow night. Regret we cannot be with you. Club's growth in numbers and influence speaks well for Democracy of Oregon and we wish it success in its efforts to uphold Democracy of Jefferson, Jackson and Wilson. We trust it may prove strong factor in coming campaign.

"CHAMBERLAIN AND LANE."

A feature of the banquet Friday was the singing of several solos by Mrs. Alice May McNaught. Mrs. Harriet C. Hendee played the accompaniments. Mrs. McNaught was roundly applauded and was called back for several encores.

"LET THE GALLED JADES WINCE"

An Open Letter to the Ethical Dental Trust of Oregon

In the twenty-five years that I have been a practicing dentist I have never been a member of a dental society. I refuse to join the ethical dental trust and have been the object of malice and persecution because I will not practice dentistry according to the rules and regulations laid down by this un-American secret cabal. I give to every man the right to practice his profession as his conscience dictates, and I demand the same right. There are many honorable, broadminded ethical dentists who, because of financial reasons, or through fear of being branded a "quack," submit to the dictates of the ethical dental trust, but in their own hearts denounce the methods used by the little bunch of ethical highbinders who in each state assume to be the law and gospel of dentistry. In Oregon this ethical dental trust has set up a high court in which it claims the right to try any dentist on the charge of professional treason who does not conform to their rules and regulations.

Two months ago I came to Portland and established in the Merchants Trust building, corner of Sixth and Washington streets, my sixth Painless Parker office on the Pacific Coast. Every one of my associates here, as in all my other offices, are graduated, licensed dentists of experience. I have invested my own money, pay my bills, obey the laws and conduct my business in an honorable, open and above-board manner. I ask no favors from the ethical dental trust and I deny that they have any right to make any rules by which I shall conduct my business in this state. This ethical dental trust is a close organization in restraint of trade from which the public is excluded. It meets in secret as a dental society and plots how to have laws passed for the benefit of its members, and how dentists who do not belong can be persecuted by prosecution. Under the pretext of the public good, they are trying to put a high board fence around the state of Oregon, so they can unmolested drive the people into their clutches like sheep to the slaughter. They want a government by dentists for dentists and if they had as much courage as they have villainy they would have a law passed permitting them to draw and quarter every dentist who put an advertisement in a newspaper. They are not only in a conspiracy to rob the public, but they want to keep the people in ignorance of tooth hygiene. Because I have raised dentistry above a petty larceny business, and will not conform to their secret price list, they call me a "quack." On this principle I have staked a lifetime of labor and have a fortune invested. Had I simply desired money I could have retired from practice years ago with a competency, but the American people have been kind to me with liberal patronage and I do not propose to stand by without a protest and be branded a "quack" so the ethical dental trust can force the public to pay big fees for social position and poor dentistry. I am a graduate dentist, holding a degree from one of the best dental colleges in America. I am licensed to practice in half a dozen states and in Canada. I am the equal in skill, training and experience of any dentist in Oregon. I submit to the fairminded people of Oregon who pay the dentist's bills whether this state shall be the exclusive professional game preserve for an ethical dental trust, or whether the people shall say what the laws of this state shall be.

Respectfully,

PAINLESS PARKER, DENTIST.