

# SHRINERS HELD POSSESSION OF EUGENE SATURDAY

(From Saturday's Daily Guard.)

The Shriners have possession of Eugene today. The city is in holiday attire, and the red fez in evidence everywhere. The Shriners are here for a merry time and they are having it. The local nobles and a number from Cottage Grove, Roseburg, Grants Pass and Ashland were conspicuous on the streets all forenoon but when the Portland special bearing nearly 300 of the nobles from that city arrived the streets were literally thronged with the fez-topped Shriners. Then the Arab Patrol, in their gaudy Oriental garb, helped add to the gaiety of the scene.

The special train bearing the Portland contingent was announced to arrive at 11:55 a. m., but did not reach this city until 12:45. The local committees were on hand to greet the visitors and soon a line of march was formed. It was headed by the Eugene Military band, and to stirring music the line passed down Williamette street to the army, where it disbanded until after lunch was served.

**The Excursionists**  
Those coming up on the train were as follows:

From Portland—John O. C. Adams, J. A. Annand, A. Avery, K. L. Bernard, M. C. Banfield, F. A. Ballin, J. S. Beal, J. H. Burgard, E. W. Brown, G. L. Baker, J. J. Birchbrow, W. B. Barr, J. W. Brown, A. M. Brown, M. Billings, O. B. Blancy, J. Bailey, J. F. Booth, N. Bancroft, I. M. Bush, W. C. Bristol, Charles P. Byrne, Captain Bailey, H. J. Blasing, C. J. Buchanan, T. M. Baldwin, J. H. Brown, G. L. Campbell, L. G. Clarke, E. E. Coovert, W. A. Carter, E. D. Cannon, J. T. Carroll, C. H. Dexter, E. J. Daulton, Grant, C. H. Dimick, Wm. Davis, J. F. Drake, Dwight Edwards, G. W. Ellis, H. R. Everding, Clyde Evans, R. W. Foster, F. Friedlander, Charles Feidenheimer, H. W. Fries, A. F. Flegel, Tabor Farrington, L. D. Freeland, A. Fox, E. E. Fields, R. S. Farrell, W. H. Grindstaff, A. V. Green, H. Gordon, W. E. Grace, W. H. Galvani, Samuel I. Guess, F. W. Harris, J. H. Hall, Geo. W. Hazen, Philo Holbrook, Jr., F. B. Holbrook, J. A. Hazeltine, J. R. Hanson, G. H. Hill, S. W. Herman, N. S. Hamlin, C. L. Hosmer, W. J. Holman, Edw. Holman, N. J. Hoff, W. Harresch, F. Heilborn, R. D. Inman, G. W. Ibbotson, E. G. Jones, Fred Jacobs, H. Jenkins, E. D. Jorgenson, Fred Jennings, Dr. H. J. Keeney, K. V. Lively, J. B. Leach, J. C. Langdon, A. H. Lea, Sigmond Lipman, W. Y. Mastrers, Phil J. McKenzie, Fred Muller, Phil Metschan, Jr., Al Mendenhall, G. Maek, Imperia Potentate, T. McCusker, V. K. Marshall, W. H. Monroe, Jas. Muecke, J. H. McDonald, A. W. Metzgar, J. W. Minto, Dr. A. E. McKay, Jno. A. McQuinn, H. P. Nufus, F. A. Nichols, Phil New, B. H. Nicol, H. M. Ozden, E. F. Pearson, H. P. Palmer, C. B. Paddock, H. H. Powell, Hal D. Pearson (Salem), J. L. Price, A. Pearson (Hood River), G. A. Peterson, Roy Quackenbush, W. L. Robb, J. W. Ream, Frank Richet, J. F. Robinson, Ralph D. Robinson, A. H. Rothwell, J. P. Rozers, R. Reiersson, Chas. Roe, J. P. Rhea, W. L. Robb, S. J. Rafferty, A. L. Stephens, C. S. Spier, N. P. Sorenson, G. W. Stanton, Emil Schacht, E. L. Simmons, H. D. Storey, J. H. Strowbridge, Ed Seymour, H. J. Schouderman, Will E. Sherman (Hood River), J. Shenck (Hood River), C. H. Stranchan (Hood River), E. C. Shannon (Hood River), S. W. Stryker (Hood River), A. L. Teeter, Dr. W. Taylor, Archie Thurlow, G. D. Tyler, G. D. Thomsaine, C. B. Turley, A. Tilzer, T. L. Wadby, A. Walch, L. F. Wooster, F. C. Wasserman, F. S. Wilson, J. E. Werellin, F. E. Walkins, J. R. Weatherly, G. B. Whitehouse, V. B. Ward, N. G. Willis, A. H. Wilson, R. I. Young, T. W. Vreeland, A. A. Van Kirk.

The local Shriners all wore a card on their coat lapels bearing this inscription: "I am much obliged to meet you." Each of the visitors was presented with a Eugene badge.

Among the Roseburg Shriners who are here today are Frank E. Alley, O. P. Coshov, Sam Josephson and S. K. Willetts. Ralph D. Robinson, formerly of this city, and who is the youngest Shriners in the Portland bunch. The Ashland Shriners sent down twenty boxes of their fine peaches to be served at the banquet tonight. The banquet will be served in the skating rink tonight by Mrs. W. F. Osburn, of the Hoffman House. It promises to be one of the most elaborate affairs ever given in Eugene. Tonight at the army a large class of novices will hot-foot it across the desert sands. A big time is anticipated.

The members of the Chinese band which appeared in the parade are as follows: Ah Ling, Sing Chwang, Hip Yang, Ah Ying, Che Fat, Sing Lee, Hin Ging, Ling Soo, Ah Gee, Ning Lung, Hip Ching, Ah Tsee, Yip Ning, Ling Suey.

There were 27 in the Arab Patrol under the captaincy of William Davis. The Shriners' parade this afternoon was the greatest stunt ever pulled off in Eugene. Shortly after 4 o'clock the line, headed by four autos, containing the officers of El Kadher temple, started from in front of the armory. Following the autos came the band and then the Arab Patrol. The nobles then followed in full dress and the Chinese band with its weird music (?) and grotesque costumes was next in line. The class of novices followed in the Col. Mercer's camel, ridden by the jolly colonel himself, and the tabasco sauce wagon containing the real hot stuff with which the streets were sprinkled. The ambulance brought up in the rear. Thousands of people witnessed the parade.

Eugene has her best dress on today. Although the day was pretty cloudy, Williamette street fairly shone with ribbons, flags and pennants. Down the middle of the street are two rows of U. S. flags hung about fifty feet apart, and each light pole bears a shield with the emblems and colors of the Mystic Order of Shriners. Bunting hangs from nearly every store entrance. In every store window are pennants and other emblems of welcome to the travelers who have stopped at this green oasis.

Some of the store windows had special displays. Polders had a big electric sign of the order, which is especially pretty when lighted up at night. In one of Dunn's new display windows is a desert of sand with pyramids and oases, and crossing this is a single camel and rider. Otto had a unique window with Shriners' fezz made of candy. In Schwarzschild's window is an original drawing by Morris Schwarzschild. The Gilbert art store displays a large painting of a solitary camel and rider on a desert, the relief of which is unbroken except by one pyramid. It is the work of Mr. Gilbert. He made all the shields, fifty-eight in number. In Luckey's window is a framed picture of a camel and rider. Eaton has an original set-up, consisting of the signs of the order and several pyramids made with ink bottles. Hull's confectionery store has a window display made entirely of candy. There are numerous others, all of which are good. It would be hard to pick out the best. The street will look especially pretty tonight when lighted by the many arches of incandescent lights which when lighted will throw the colors of the Shriners over all the other decorations.

**Activity in Hop Fields of Harrisburg**  
(Special Correspondence.)  
Harrisburg, Sept. 4.—Great activity has been displayed in the hop fields of this section this week. The fugles are all harvested and sold,

**Local Committees.**  
The committees which have charge of arrangements are as follows: Executive committee—D. A. Paine, L. L. Whitson, D. Bristow, C. B. Willoughby, S. H. Friendly. Meeting place, ceremonial session

and banquet—F. L. Chambers, S. S. Spencer. Must—J. A. Maurer, C. B. Willoughby, L. E. Bean, M. O. Warner. Reception—D. Bristow, O. E. Smith, F. L. Gibbs, B. A. Washburn, F. F. Robinson, F. J. Hard, Chas. F. Baker, C. H. Cannon, W. L. Souders. Decorations—S. H. Friendly, T. W. Harris, J. H. Bingham, D. L. Cartmell, W. F. Osburn. Refreshments and banquet—Geo. Wall, F. L. Chambers, F. M. Day, Wm. Preston, M. F. Griggs. Program, paraphernalia and dress—Geo. O. B. DeBar, J. L. Page, F. E. Dunn, J. D. Matlock. Parade—L. L. Whitson, W. G. D. Mercer, Lark Blythe, Y. D. Hensill, C. S. Freeland, E. Whattam. Candidates—C. W. Lowe, S. S. Spencer, C. B. Willoughby, Geo. Kelly, Geo. O. B. DeBar, Wm. Preston, L. M. Travis, L. E. Bean, L. L. Whitson, S. H. Friendly, J. W. Hobbs, C. E. Loomis. Procession and transportation—A. J. Gillette, Geo. H. Kelly, Geo. T. Hall, Sr.

# Scrofula WAS IN EUGENE FOR AN HOUR

E. H. Harriman, the "Wizard of Wall Street," has come and gone. The special train bearing the great railroad magnate arrived in Eugene from the south at 9:35 o'clock. It consisted of three coaches, a diner and a baggage car and was drawn by one of the big Mogul engines.

On board the train in conference with Mr. Harriman was a joint committee from Roseburg and Marshfield, who were interviewing him in regard to the construction of the Dram-Coos Bay line. The committee kept him in the car for 15 or 20 minutes after the arrival of the train here. The local reception committee, consisting of the officers of the Commercial club, the members of the board of governors and the trustees, waited for the magnate to get through with the Southern Oregon delegation and when he finally alighted from the train he was greeted with the usual handshakes. Mr. Harriman was at once escorted to an automobile, E. J. Frasier's big red Rambler, driven by W. O. Williams, of the Eugene Auto Co., and followed by several other autos, in which were the other officials of the railroad and prominent citizens of the city, he was driven through the business streets and up East Eleventh street to the University.

It was planned to take Mr. Harriman to the top of Skinner's butte to allow him to get a better view of the city, but it was announced by Manager O'Brien that he would not have enough time to make the trip. However, he was so well pleased with the looks of that portion of the city which he had seen, that when the butte trip was mentioned he requested that it be made. Returning from the butte the party was taken to the depot and the train pulled out at 10:50 o'clock, after more than an hour's stay here. It was intended to remain in Eugene only about twenty minutes.

Delighted With Eugene. Mr. Harriman expressed himself as being delighted with Eugene and the country adjacent. He admired the paved streets, the splendid residences on East Eleventh street and the buildings and grounds of the University. He stood up in the automobile as it was driven through the University grounds so that he could secure a better view of everything. He expressed his interest for the trees on the campus. He was delighted to get such a splendid view of the city and surrounding country as the trip to the top of the butte afforded. He inquired as to the resources of the country and the population of the city and asked numerous other questions which were all gladly answered by those in the car with him.

**Looks Like His Pictures.**  
Mr. Harriman looks very much like his pictures, which everybody has seen so many times. He is small of stature. He wore a gray suit and he had on the tan on his face showed the effects of his summer outing at Pelican Bay. He wore his big glasses, as shown in all of his published pictures. Everybody recognized him as he was driven down Williamette street in the automobile.

**Drain-Coos Bay Road.**  
The joint committee from Roseburg and Marshfield who interviewed Mr. Harriman on the train on the way to Eugene consisted of L. Wimbury and J. D. Zuercher, of Roseburg, and J. E. Oren, Wm. Grimes and Dr. E. Mingsu, of Marshfield. Two other Roseburg men got off the train and returned home before it reached Eugene. Mr. Harriman promised the committee that he would at once send a man to Coos Bay to investigate conditions there. He further stated that if he could be assured four per cent interest on \$5,000,000 for a period of ten years by the construction of the road he would order work resumed at once on a line into Central Oregon. He stated that the road from the Columbia south to Klamath Falls would at once be built, and that the Oregon Eastern, or the Natron extension, would follow by easy stages.

Included in the party with Mr. Harriman was John Muir, the great naturalist, who has been with him at Pelican Bay. W. W. Cotton, attorney for the Northwest lines of the Harriman system, General Manager O'Brien, General Superintendent Calvin and several minor officials.

It is needless to say that Harriman was well pleased with Eugene and the reception accorded him while here. The fact that he intended to spend only twenty minutes here, but prolonged his stay an hour or more on account of so much to see, is testimony to that statement.

**FRIENDLY SELLS FIVE ACRES FOR \$5000**  
S. H. Friendly yesterday sold his five-acre tract of land lying on the east slope of College Hill, just north of the General hospital, to a new corporation just formed by local capitalists, for \$5000. The corporation filed articles with the county clerk this morning. It is composed of M. J. Duryea, recently from Fredericktown, Mo., A. C. Dixon, a member of the Booth-Kelly Lumber Company, and E. O. Potter, the well-known attorney. The name of the corporation is the Hill Crest Co. It is their intention to lay the tract off into city lots and place them on the market in the near future. They will first build streets, cement sidewalks and curbs, pipe each of the 26 lots with city water and make other improvements to the property before they attempt to sell the lots. This is a most sightly and beautiful place for a residence.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**IMMIGRATION EXPERT DEAD OF STOMACH TROUBLE**  
Washington, Sept. 4.—Frank P. Sargent, commissioner of immigration and labor, died today of stomach trouble. For seventeen years he was chief of the Brotherhood of Locomotive Firemen. He was a thirty-second degree Mason. He was appointed to office by President McKinley.

A. G. Magers, of Salem, is in the city.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

# E. H. HARRIMAN WAS IN EUGENE FOR AN HOUR

E. H. Harriman, the "Wizard of Wall Street," has come and gone. The special train bearing the great railroad magnate arrived in Eugene from the south at 9:35 o'clock. It consisted of three coaches, a diner and a baggage car and was drawn by one of the big Mogul engines.

On board the train in conference with Mr. Harriman was a joint committee from Roseburg and Marshfield, who were interviewing him in regard to the construction of the Dram-Coos Bay line. The committee kept him in the car for 15 or 20 minutes after the arrival of the train here. The local reception committee, consisting of the officers of the Commercial club, the members of the board of governors and the trustees, waited for the magnate to get through with the Southern Oregon delegation and when he finally alighted from the train he was greeted with the usual handshakes. Mr. Harriman was at once escorted to an automobile, E. J. Frasier's big red Rambler, driven by W. O. Williams, of the Eugene Auto Co., and followed by several other autos, in which were the other officials of the railroad and prominent citizens of the city, he was driven through the business streets and up East Eleventh street to the University.

It was planned to take Mr. Harriman to the top of Skinner's butte to allow him to get a better view of the city, but it was announced by Manager O'Brien that he would not have enough time to make the trip. However, he was so well pleased with the looks of that portion of the city which he had seen, that when the butte trip was mentioned he requested that it be made. Returning from the butte the party was taken to the depot and the train pulled out at 10:50 o'clock, after more than an hour's stay here. It was intended to remain in Eugene only about twenty minutes.

Delighted With Eugene. Mr. Harriman expressed himself as being delighted with Eugene and the country adjacent. He admired the paved streets, the splendid residences on East Eleventh street and the buildings and grounds of the University. He stood up in the automobile as it was driven through the University grounds so that he could secure a better view of everything. He expressed his interest for the trees on the campus. He was delighted to get such a splendid view of the city and surrounding country as the trip to the top of the butte afforded. He inquired as to the resources of the country and the population of the city and asked numerous other questions which were all gladly answered by those in the car with him.

**Looks Like His Pictures.**  
Mr. Harriman looks very much like his pictures, which everybody has seen so many times. He is small of stature. He wore a gray suit and he had on the tan on his face showed the effects of his summer outing at Pelican Bay. He wore his big glasses, as shown in all of his published pictures. Everybody recognized him as he was driven down Williamette street in the automobile.

**Drain-Coos Bay Road.**  
The joint committee from Roseburg and Marshfield who interviewed Mr. Harriman on the train on the way to Eugene consisted of L. Wimbury and J. D. Zuercher, of Roseburg, and J. E. Oren, Wm. Grimes and Dr. E. Mingsu, of Marshfield. Two other Roseburg men got off the train and returned home before it reached Eugene. Mr. Harriman promised the committee that he would at once send a man to Coos Bay to investigate conditions there. He further stated that if he could be assured four per cent interest on \$5,000,000 for a period of ten years by the construction of the road he would order work resumed at once on a line into Central Oregon. He stated that the road from the Columbia south to Klamath Falls would at once be built, and that the Oregon Eastern, or the Natron extension, would follow by easy stages.

Included in the party with Mr. Harriman was John Muir, the great naturalist, who has been with him at Pelican Bay. W. W. Cotton, attorney for the Northwest lines of the Harriman system, General Manager O'Brien, General Superintendent Calvin and several minor officials.

It is needless to say that Harriman was well pleased with Eugene and the reception accorded him while here. The fact that he intended to spend only twenty minutes here, but prolonged his stay an hour or more on account of so much to see, is testimony to that statement.

**FRIENDLY SELLS FIVE ACRES FOR \$5000**  
S. H. Friendly yesterday sold his five-acre tract of land lying on the east slope of College Hill, just north of the General hospital, to a new corporation just formed by local capitalists, for \$5000. The corporation filed articles with the county clerk this morning. It is composed of M. J. Duryea, recently from Fredericktown, Mo., A. C. Dixon, a member of the Booth-Kelly Lumber Company, and E. O. Potter, the well-known attorney. The name of the corporation is the Hill Crest Co. It is their intention to lay the tract off into city lots and place them on the market in the near future. They will first build streets, cement sidewalks and curbs, pipe each of the 26 lots with city water and make other improvements to the property before they attempt to sell the lots. This is a most sightly and beautiful place for a residence.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

**WRIGHT AIRSHIP MADE SUCCESSFUL FLIGHT IN FRANCE**  
Lemans, France, Sept. 5.—Wilbur Wright, the aeroplaneist of Dayton, O., made a magnificent flight here today. His machine was in the air almost 20 minutes, covering fifteen miles in a remarkable series of evolutions. Wright was overwhelmed with congratulations upon alighting.

# RAILROAD NEWS OF OREGON LAND

Hillsboro, Sept. 4.—Fully 1500 people witnessed the advent of the first train on Hillsboro's first electric railway yesterday.

Townsmen raised a purse and furnished refreshments for the construction gang of 100.

**NEW RAILROAD FOR GRANTS PASS**  
Salem, Sept. 3.—For the purpose of constructing a railroad from Grants Pass, on the main line of the Southern Pacific, to Waldo, in the southern part of Josephine county, in the Siskiyou mountains, a distance of 50 miles, articles of incorporation of the Rogue River & Oregon Southern Railway Company have been filed in the corporation department of the secretary of state. This line proposes to traverse the Rogue River valley for some distance and will tap a rich section of timber country in the vicinity of Waldo. O. S. Blanchard, Glenville A. Collins and H. B. Buddenborg, all of Grants Pass, are the incorporators of record, and the capital stock is fixed at \$1,000,000. An office will be maintained at Grants Pass, but the principal business office is to be at Seattle.

**GRAND ARMY VETS FAVOR SALT LAKE**  
Toledo, Sept. 4.—Salt Lake gets the next encampment of the G. A. R. by a large majority over Washington.

**JAPAN PREPARES TO GIVE FLEET WELCOME**  
Tokio, Sept. 4.—The official program for the entertainment of the fleet was furnished the Associated Press today. Many dinners will be given the officers by the various officials, including the emperor, prime minister, minister of foreign affairs and marine, a luncheon by Baron Terachi, and a garden party by Admiral Togo.

Japanese theatres will be open continuously, and will be free to the men of the fleet at all times. Daily excursions to points of interest in the surrounding country, admission to ball games and various sports will all be free, and passes will be issued to officers on all trains and special trains will be run for the accommodation of officers and men. The street cars will recognize their uniforms. The officers will also be provided with free hotel accommodations and carriages.

Each man will receive a silver

**KILLED WIFE TO GET HER MONEY**  
Oakland, Sept. 4.—Captain of Detectives Peterson does not believe the complications in the Donohue murder mystery ever will be cleared up. In his opinion Daniel Donohue took his wife's life or her money, and bases this theory on the fact that Donohue committed suicide rather than face the charge of murder.

Gustave Ahlstedt, alias Arkell, arrested on suspicion, will be held a few days longer.

**BRYAN PROUD OF WILLIAM JENNINGS BRYAN TRAVIS, HIS NEMESIS**  
Attorney Leo M. Travis, of this city, has received the following letter from the "great commoner" with his autograph attached, which he prizes highly:

En Route St. Paul, Minn., August 31, 1908.  
Mr. L. M. Travis, Eugene, Oregon.  
My Dear Mr. Travis:—I have your telegram announcing the arrival of your son, and notifying me that he demanded the use of my name. Please accept thanks for the honor done me and my best wishes for the health and prosperity of the boy. Very truly yours,  
W. J. BRYAN.  
C. L. Kelsey, of Klamath Falls, is in the city.

**TWO PITTSBURG BANKS ARE CLOSED**  
Pittsburg, Sept. 5.—The Mount Washington Savings Trust Company was closed today by the Pennsylvania Banking Commission, and the Cosmopolitan National Bank of Pittsburg suspended operations today by order of the controller. The latter is a fair-sized institution and its failure created considerable excitement.

The liabilities and resources of the Cosmopolitan bank are nearly two million.

**FOUR TRAINMEN DIE AS RESULT OF COLLISION**  
Missoula, Mont., Sept. 5.—As the result of a head-on collision between westbound passenger train number 5 and a freight train near Paradise on the Northern Pacific today, Engineers Munson and Valentine and Firemen Robinson and Herrick, all of Missoula, are dead. A brakeman and a tramp were seriously injured. The collision is said to have been caused by the failure of an operator to deliver an order to the passenger train.

Later the dead bodies of four more tramps were found in the wreckage.

# FRANKLIN UNION IS COMPLETED IN BOSTON

Boston, Mass., Sept. 2.—When Benjamin Franklin died he left a bequest of \$5,000 with the provision that the fund, "if accepted by the inhabitants of the Town of Boston," be managed under the direction of the "Selectmen, united with the Minister or the oldest Episcopal, Congregational and Presbyterian churches in that Town," who were to make loans under certain conditions to "young married artificers under the age of twenty-five years." The fund was not to be available under 100 years after Franklin's death.

When the great philosopher-statesman made his bequest, he calculated that the fund would increase in 100 years to \$655,000. Of this he provided that \$500,000 be then devoted to public uses, and the remaining \$155,000 be allowed to accumulate. At the end of 200 years, as he figured, the sum would reach over \$29,000,000, of which \$15,000,000 was to go to the state and the remainder to the City of Boston.

At the end of 100 years the fund amounted to \$391,168.85, which was apportioned pro rata in accordance with the original terms. The Franklin heirs at that time instituted a suit seeking to restrain the proposed disposition of the fund, which after two years was decided against them. For twenty-five years thereafter, Boston's "Selectmen"—now Aldermen—wrangled over the uses to which the fund should be put. It was finally decided to use the money for the erection, equipment and maintenance of one of the finest trades schools in America. Four years ago, when Franklin's modest \$5,000 had grown to \$408,236.48, Andrew Carnegie added another \$408,396.48.

Today there was thrown open for the inspection of visitors a handsome four-story building just completed at the corner of Berkeley and Appleton streets. It is known as the Franklin Union, the \$850,000 trades school which has been added through the bequest of Benjamin Franklin more than a century ago. Carnegie.

The purpose of the new institution is to afford an opportunity for the practical training of mechanics, draughtsmen, and to fit young men to become skilled and intelligent artisans and workers in whatever trade they undertake. In laying the plans for the institution the foremost trades schools in Germany, France and England were inspected.

The building is a handsome and commodious structure of brick and stone. The basement contains a model boiler room, a steam and electrical laboratory designed for the education of stationary engineers, and an automobile laboratory with equipment for experiments in steam, oil and electricity, an electrical laboratory, and a clay modeling room.

On the first floor are grouped the lobby or exhibition room—the latter for the display of industrial material of various kinds—the offices of administration, the library and the large lecture hall, seating nearly 1,000 persons, and designed especially for the display of scientific equipment of proportion, ventilation, acoustics, light and convenience.

Class rooms are distributed throughout the building on every floor, and there are large draughting rooms, studios, laboratories and special lecture rooms for chemistry and physics. The evening work will be done mainly for the purpose of meeting every requirement of proportion, ventilation, acoustics, light and convenience.

Class rooms are distributed throughout the building on every floor, and there are large draughting rooms, studios, laboratories and special lecture rooms for chemistry and physics. The evening work will be done mainly for the purpose of meeting every requirement of proportion, ventilation, acoustics, light and convenience.

Class rooms are distributed throughout the building on every floor, and there are large draughting rooms, studios, laboratories and special lecture rooms for chemistry and physics. The evening work will be done mainly for the purpose of meeting every requirement of proportion, ventilation, acoustics, light and convenience.

Class rooms are distributed throughout the building on every floor, and there are large draughting rooms, studios, laboratories and special lecture rooms for chemistry and physics. The evening work will be done mainly for the purpose of meeting every requirement of proportion, ventilation, acoustics, light and convenience.

Class rooms are distributed throughout the building on every floor, and there are large draughting rooms, studios, laboratories and special lecture rooms for chemistry and physics. The evening work will be done mainly for the purpose of meeting every requirement of proportion, ventilation, acoustics, light and convenience.

Class rooms are distributed throughout the building on every floor, and there are large draughting rooms, studios, laboratories and special lecture rooms for chemistry and physics. The evening work will be done mainly for the purpose of meeting every requirement of proportion, ventilation, acoustics, light and convenience.

Class rooms are distributed throughout the building on every floor, and there are large draughting rooms, studios, laboratories and special lecture rooms for chemistry and physics. The evening work will be done mainly for the purpose of meeting every requirement of proportion, ventilation, acoustics, light and convenience.

Class rooms are distributed throughout the building on every floor, and there are large draughting rooms, studios, laboratories and special lecture rooms for chemistry and physics. The evening work will be done mainly for the purpose of meeting every requirement of proportion, ventilation, acoustics, light and convenience.

Class rooms are distributed throughout the building on every floor, and there are large draughting rooms, studios, laboratories and special lecture rooms for chemistry and physics. The evening work will be done mainly for the purpose of meeting every requirement of proportion, ventilation, acoustics, light and convenience.

Class rooms are distributed throughout the building on every floor, and there are large draughting rooms, studios, laboratories and special lecture rooms for chemistry and physics. The evening work will be done mainly for the purpose of meeting every requirement of proportion, ventilation, acoustics, light and convenience.

Class rooms are distributed throughout the building on every floor, and there are large draughting rooms, studios, laboratories and special lecture rooms for chemistry and physics. The evening work will be done mainly for the purpose of meeting every requirement of proportion, ventilation, acoustics