ACHIEVEMENTS OF YEAR ARE REVIEWED

Chamber of Commerce Officials Report Progress at Annual Meeting.

GOOD WORK IN ALL LINES

Commercial and Industrial Interests of City Actively Promoted During 1907—Great Growth in Shipping Trade.

REFORMS AIDED BY CHAMBER IN 1907.

Creation of the State Railroad Commission.

Assurance from Mr. Harriman that a railroad will be built into Central Oregon in time.

Enactment of law providing for uniform fire insurance policy.

Creation of Port of Columbia, which has been declared unconstitutional, but is before Supreme Court on application for rehearing.

Increased appropriation for the benefit of the shipping from this port.

Assisting to secure appropriation from Congress of $3,500,000 for improvement of rivers and harbors in this state.

Distribution of 50,000 pamphlets advertising Oregon in the East.

Many of the important achievements of the Portland Chamber of Commerce for the year 1907 were enumerated in the report read by S. G. Reed, the retiring president of the organization, at its annual banquet last night. Other reports were presented by Secretary E. C. Giltner and the committees on navigation, transportation and grain standard. In these reports a continuous story of activity was related of the Chamber, which has a membership of nearly 900, dealing with its efforts further to promote the industrial and commercial interests of this city. The report of Secretary Giltner showed disbursements for the year amounting to $17,604, with cash on hand aggregating $1619.73.

The report of the retiring president, Mr. Reed, in part was as follows:

The promise of a substantial increase in commercial activities for the year just closed, as compared with the same period of 1906, has been fulfilled. The financial disturbance of the latter portion of the year has resulted in no extensive permanent injury, and I think we may say for our section of the United States that signs already apparent point to a continuation of the trade expansion we have enjoyed for the past few years. The sentiment is general that the brief check in business growth is a warning to be heeded, lest through overconfidence we shall be led after a period of expansion to a disaster that will take years to outgrow.

Work for Legislation.

I call your attention generally to the bills enacted by the Legislature which were drawn up and presented by sub-committees.

The railway commission bill was passed by the Legislature as a result of the efforts of the transportation committee. It is already proving very effective for the interests of shipping and I cannot fail to be of great value to both the State and the transportation companies.

The uniform fire insurance policy bill, framed by a special committee appointed by the trustees, provides that "On and after October 1, 1907, all fire insurance policies issued in this State shall be uniform and in accordance with the New York standard form." The necessity for such a law was made apparent during the period of adjustment of losses with the fire insurance companies after the San Francisco fire, and the enactment of the law in this State will effectively prevent the insertion of clauses intended to benefit the insurance companies without the knowledge of the policy-holder.

The Port of Columbia bill provides for incorporating into a district of the counties of Clatsop, Columbia and Multnomah, with the purpose of placing the tug and pilotage service at the mouth of the Columbia River in the hands of a commission to be appointed from these counties. This bill was prepared by the rivers, harbors and navigation committee, and was passed by the Legislature, but met with very serious opposition from the people of one of the counties, and a friendly suit was brought in the Supreme Court to test its constitutionality. The decision was adverse, but the bill is still before the court on a petition for rehearing.

The rivers, harbors and navigation committee will report in detail, through its chairman, the important work accomplished for the benefit of the shipping of this port. We believe that too much cannot be said, or done, to bring to the attention of Congress the increasing importance of our foreign and coastwise trade with a view of an increase in the appropriations for the work of improving the conditions at the mouth of the Columbia, and for the opening of both the Willamette and Columbia Rivers to navigation.

Publicity for State.

In June an edition of 50,000 copies of the book on Oregon was received from the press and was distributed in reply to inquiries, and through various railway advertising agents, to all parts of the world. Excepting a few copies held by the secretary to be used in connection with correspondence, the edition is already exhausted. The volume of inquiries for information is constantly increasing and attention to these has been a very important part of the work of the secretary and his assistants.

In closing my report, I wish to acknowledge the obligation of this body to the Senators and Representatives at Washington for their never-failing interest and prompt attention to all matters referred to them.

My own thanks are extended to the board of trustees for support and co-operation; to the various committees for the successful work they have performed; to the secretary and his assistants for their services in attending to all matters efficiently and with discretion.

In submitting the report of the committee on navigation, Chairman W. B. Ayer called attention to the equalization of the differential which had existed for many years on wheat cargoes in favor of Puget Sound. This work was begun by the committee in 1906 and much of the credit for the successful termination of the negotiations was acknowledged to E. W. Wright, who attended a conference of the Foreign Ship Owners' Association as the representative of the Chamber.

Wheat Shipments Compared.

It was pointed out in the report that during the season of 1903-4, the year before the 30 cents a ton differential was levied against this port, Portland handled 86 per cent and Puget Sound ports 24 per cent of the business to ports afterwards affected by the differential. In 1904-5, the first season following the imposition of the differential, Portland's percentage shrank to 57, that of Puget Sound points increasing to 43 per cent. The following year Portland dropped to 36, Puget Sound points reaching the high record of 64 per cent. In 1906 a good crop in the Portland territory and a short crop in the Puget Sound territory enabled Portland to overcome the effect of the differential and the business was equally divided between the two ports.

"The shipments for the current season," says the report, "including the fleet now loading and to clear this month, show Portland to have handled 54 per cent of the business which was formely subject to the differential, with excellent prospects for this percentage being increased before the close of the season.

"The grain fleet in Portland harbor during the closing days of 1907 was the largest on record, the aggregate carrying capacity of the ships in port December 28th, 1907, being more than 150,000 tons.

Big Gain in Flour.

"While flour shipments are not directly affected by the differential on wheat, it is interesting to note that for six months ending December 31 Portland showed a gain of 50 per cent over the corresponding period in 1906, while for the same period there was a decrease of 20 per cent in the Puget Sound shipments as compared with those for a similar period in the preceding season."

After reviewing the history of the Port of Columbia legislation, which has been declared unconstitutional, the committee recommended the enlargement of the powers of the Port of Portland in the following language:

We would suggest that it might prove wise to enlarge the power of the Port of Portland Commission by an initiative petition and submit to the voters of Multnomah County at the election next June, empowering them to purchase tugs and towboats and thus operate a towage system, not confined to the bar, as was the case with the Port of Columbia, but extending from the sea to the head of navigation on the Columbia and Willamette Rivers. This would leave the pilotage service in separate hands, but it is possible that at some time the personnel of the pilotage board may be such that it would work harmoniously with the Port of Portland to the interest of all the commerce that goes over the bar.

LINCOLN DINNER PLANNED

Union Republican Club Will Give Banquet February 12.

The Union Republican Club will give a Lincoln banquet February 12, which is Lincoln's birthday. The affair will be held at the Commercial Club, and promises to be a very pleasant occasion. Prominent speakers will be on hand from many parts of the state. The list is not yet complete, but Judge George H. Williams and D. Solis Cohen are among those who will be invited to speak.

It is planned to make the banquet an enthusiastic rally for all Republicans in this section of the state. Plates for the banquet will cost $1. The time and place for the dinner was decided last night by the executive committee of the club. John Gill, president of the Union Republican Club, was made the head of the committee on arrangements. Other members of the committee are F. E. Beach and W. M. Davis.

The Union Republican Club plans a smoker for the night of January 17, to be held in the A. O. U. W. Hall in the Selling-Hirsch building. It is the intention to hold these smokers once each month, to bring the members of the club together and arouse their enthusiasm in the political work undertaken by the organization. The club has displayed a great deal of energy in politics since it was formed about a month ago, by the union of the Portland and Beaver Republican Clubs.

DELIGHTS MUSIC-LOVERS

The display of Grands and Baby Grands now being made in the windows of Eilers Piano House, and the exhibit in the salesrooms and Grand Piano Parlors of the firm, have attracted widespread attention. Not only has the attention of music-lovers been centered in the display, but numerous sales have been made during the past week. The special prices now in force certainly prove an incentive to buying at this time. It is unquestionably the most favorable opportunity for anyone who has a desire to own a Grand piano, and with such a magnificent assortment of world-famous makes to choose from as are included in the sale, it is possible to select to exceptional advantage. As you pass the corner of Park and Washington streets, notice the window display, which includes nearly a dozen of the costliest instruments, valued in the aggregate at nearly $10,000.

Arizona Copper.

A careful study of Choenstone, the new copper mining district of Arizona, by Rufus Steele, appears in January Sunset Magazine. It is well pictured and tells all about this fast developing region. For sale by all newsdealers.

HALF PRICE—KISER CALENDARS. 10c up while they last. 248 Alder.

NEWLY-ELECTED OFFICERS OF PORTLAND CHAMBER OF COMMERCE

ENDS WITH BANQUET

Annual Meeting of Chamber of Commerce Held.

NEW OFFICERS ELECTED

Charles F. Swigert Made President and E. C. Giltner Retained as Secretary—Governor Chamberlain Among the Speakers.

NEW OFFICERS OF CHAMBER OF COMMERCE.

President—Charles F. Swigert.
Vice-President—William McMaster.
Secretary—Edmund C. Giltner.
Treasurer—Ladd & Tilton.
Trustees—George M. Cornwall, R. L. Darrow, J. W. Ganong, W. B. Glafke, Sig Sichel, Lloyd J. Wentworth.

Satisfied with the record of its accomplishments in 1907, the Portland Chamber of Commerce last night ushered in another year with its possibilities of even greater achievements, by giving a successful banquet at the Portland. Over 300 of the members of the organization attended the gathering, which was marked by the best of good feeling. Harmony, through which only good results are produced, is a prominent element in the work of this commercial body, and the election of officers for the present year was made last night by acclamation, in accordance with the recommendations of the committee on nominations.

The further and permanent improvement of the rivers and harbors of the country was the keynote of the different addresses and the sentiment expressed by the speakers and in the reports of the various committees of the Chamber indicated that tangible results will attend the efforts of this energetic commercial body in that direction. After the reports of the officers and from the different committees had been read, R. R. Hoge, chairman of the nominating committee, after first proposing a vote of thanks to the retiring officers, which was adopted unanimously, submitted the list of nominations. The report was adopted and the candidates were elected by acclamation.

In assuming the presidency of the Chamber, Mr. Swigert complimented the organization on the work it had been doing and assured his associates that he would strive earnestly further to extend its usefulness. He recognized in the Chamber of Commerce of this city the foremost commercial organization of the state and perhaps of the Pacific Northwest and pledged his best efforts to keep it where his predecessors had placed it.

Governor First Speaker.

Governor Chamberlain was the first speaker of the evening, his address consisting principally of a report of the Inland Waterways convention at Memphis, Tenn., which he attended recently as a delegate from the Chamber. He reminded the members of the organization that the Portland Chamber of Commerce is no longer a local body, but has attained a position of National reputation by reason of the good work it was accomplishing and the tremendous influence it was exerting.

While the Memphis convention was primarily called for the purpose of seeking favorable legislation for the benefit of the Mississippi River alone, he said the delegates, before dispersing, had become converted to the need for a general co-operation for the improvement of rivers and harbors throughout the land. Such a policy, he said, had already received the indorsement of President Roosevelt, who had committed himself to the improvement of the Columbia River as well as that of the Mississippi and its tributaries.

"There are 38 states that are directly interested in waterway improvements for rate regulation and for relieving freight congestion," he said. "These states have 76 Senators and 376 Representatives in Congress, or more than enough to carry through any legislation that may be agreed upon. So it will be seen that by co-operation the problem of river and harbor improvements can be solved."

In concluding, he said it was largely a work of education if the people are to be brought to see the need for this class of improvements. He insisted that it was the duty of the people themselves in this state to proceed with the opening up of its different streams, even if Congress refuses to give any assistance.

Bishop Advertises Oregon.

Bishop Charles Scadding, of the Episcopal Diocese off Oregon, expressed his pleasure for the opportunity to address the "Chamber of Commerce of the Pacific Northwest," and told of doing some good work towards advertising Oregon and its unsurpassed resources during his recent Eastern trip. Having supplied himself with numerous views, Bishop Scadding said he had given many lectures in many of the principal cities of the East, where he found a wide interest in the Pacific Coast States. He told of having visited President Roosevelt while in Washington, where he found Senator Bourne "looking as happy as a man who has everything he wants"—a statement that provoked much laughter in view of recent developments at the National capital.

"All through the East I told them we had a country of perpetual green," continued the bishop. "Why talk about the rain all of the time? Why not instead suggest the results of the rain?" concluded the speaker when the applause had subsided.

Bishop Scadding confessed a keen interest in the splendid work the Chamber is doing, and promised his hearty assistance in all things tending to the substantial development of the state, and particularly the Willamette Valley, to which he referred as the "Paradise of the West."

J. N. Teal, who attended the Rivers and Harbors Convention at Washington last month, gave a report of its deliberations and urged the necessity of legislation for the improvement of waterways and the conservation of the natural resources of the West, including irrigation, water-power, preservation of the forests and the coal mines. He deplored the wholesale acquisition of these valuable assets by private individuals for speculative purposes and predicted that in another two years there would not only be made a standing annual appropriation for river and harbor improvements, but that a special department would be created by the Government to be devoted to transportation, rivers and harbors and the preservation and development of all natural resources.

States Must Unite.

He said the probability of a river and harbor bill being passed at the present session of Congress was altogether remote, unless the people of the different states interested should appeal to their Senators and Representatives and demand that legislation.

Homer Davenport, the cartoonist, who was introduced as "a man who had done as much as any other man to spread the name and fame of Oregon," entered humorously into the discussion of the needs of the state for further river and harbor improvements.

"When I left Silverton this morning, being escorted to the station by a tuneless band," he began, "I was told that Governor Chamberlain would probably talk for some time on the need of improving the Columbia and the Willamette Rivers. But I was cautioned not to forget to remind the members of the Chamber of Commerce that there was also need for some improvements to Clear Creek. Where this stream enters Pudding River, its mouth is filled up with sawdust, and until that is removed, fishing on upper Clear Creek is seriously injured."

Mr. Davenport became reminiscent and told a number of interesting anecdotes relating to his early life in his home town, Silverton. He concluded by telling some interesting experiences connected with his recent trip to Arabia.

General Charles F. Beebe, chairman of the entertainment committee, concluded the speechmaking by commenting briefly on the feeling of good cheer and unmistakable evidence of confidence that was expressed through the organization in the future greatness of Portland. He proposed a vote of thanks to Manager Bowers of the hotel company, who had done so much to insure the success of the banquet, and this expression included the season's best wishes. The vote of thanks was extended unanimously.

HIBERNIANS DENY STORY

Local Members Say Order Not Connected With Molly Maguires.

The accusation made by Rev. D. I. McDermott, rector of St. Mary's Roman Catholic Church of Philadelphia, that the Ancient Order of Hibernians is, or was at one time, connected with the Molly Maguires, is denied by Frank Hennessy, who has been until lately president of the Portland branch of the order. He positively asserted last night that the Hibernians, on the Pacific Coast at least, have absolutely no connection with the Maguires, and that he did not believe any connection exists between the notorious criminals and the order in the East, although he admitted that he could not speak with accurate knowledge of local conditions there. He attributes Father McDermott's charges to spite on his part toward the order, or to spite on the part of others, who might have misinformed him.

"The first requirement of any person wishing to join the order," said Mr. Hennessy last night, "is that he be a loyal citizen of this Republic, and that he be conscious of the dignity and glory thereof. He must also be of Irish descent and a member of the Catholic Church.

"It is not true that the Hibernians on this Coast pattern after the Molly Maguires, for I have found them all good American citizens. Something must have happened which has caused Father McDermott to come out with such a statement as this."

Today and tomorrow will positively be the last days for discount on West Side gas bills. Portland Gas Company.

WORK IN AID OF TRANSPORTATION

Chamber of Commerce Committee Reports Accomplishments of the Past Year.

RELIEF GIVEN SHIPPERS

Takes Credit for Good Work Done in Dealing With Freight Congestion in Local Terminal Yards. Many Reforms Advocated.

NEEDS OF PORTLAND THAT CHAMBER IS WORKING TO SATISFY.

Placing Celilo Canal under continuing contract.

Extension of State Portage Railroad from Big Eddy to The Dalles.

Approval of all proposed advances in freight rates by Interstate Commerce Commission before they shall become effective.

Improvement of rivers and harbors, including purchase of Oregon City locks, by Government.

Adequate terminal facilities.

A deeper channel from Portland to the sea.

A railroad through Central Oregon.

Improved steamship service between Portland and San Francisco.

Establishment of a line of steamers between Coast points, including Portland and Panama.

A more satisfactory handling of freight between Portland and Tillamook.

Recognizing that transportation is the most important factor in industrial and commercial progress, the Chamber of Commerce during the past year has actively exerted itself to develop further these facilities, both by rail and water. The committee on transportation, of which Henry Hahn was the chairman, representing this organization, gave its financial assistance to every effort having for its purpose the improvement of the rivers and harbors of the state.

During the year, the Chamber of Commerce, through its committee on transportation, co-operated with the railroad officials and gave valuable assistance in relieving a congested condition in the local terminals that seriously interfered with shipping. The committee employed men to check up warehouses and team tracks and very materially aided the movement of freight by expediting the unloading of cars. But with the entrance of the North Bank road, which will have its own terminal facilities, and the probable enlarging of its yards by the North Pacific Terminal Company, the committee does not expect that the same troublesome conditions will be experienced again.

The committee heartily indorses the proposed amendment to the act to regulate commerce, providing that where advances in rates are proposed to be made time shall be given for filing objections thereto, in which event the complaint shall be heard and passed on by the Interstate Commerce Commission and receive its approval before the new rate can be put into effect. Says the committee in its report:

Explains the Amendment.

This proposed amendment is the direct result of the recent arbitrary and abnormal advance in lumber rates from Pacific Coast points which has seriously affected one of the greatest industries of the Northwest, as well as the general business of this entire section. This action on the part of the railroad companies brought to the attention of every shipper the possible abuse of the power to arbitrarily fix rates now resting solely in the judgment of the traffic officials. This is a menace which confronts every producer, particularly so where an advance is based, as it seems to be in this case, almost altogether upon the prosperity of the shipper. The danger of such a basis of rate-making needs no elaboration.

Disgusted with the general inadequacy of transportation facilities and the apparent indisposition of Harriman to do anything to relieve the situation, the Chamber appointed a special committee to take up the subject with the Union Pacific magnate and his associates personally. The result of the interview which followed was included in the report of the committee, which said:

Interview With Harriman.

In September of last year a meeting was held with E. H. Harriman and J. P. O'Brien, looking to the increasing of the transportation facilities of this system. The chairman presented as subjects of immediate importance the following: The building of a railroad through Central Oregon, the bettering of the steamship service between Portland and San Francisco, the building of new docks for these steamers so that freight can be handled expeditiously and economically, the increasing of the terminal facilities of this city, and incidentally the shortage of cars, congestion of freight and other subjects were taken up. Each of these matters were presented fully to Mr. Harriman.

In connection with the building of a road through Central Oregon, he intimated that such a road would in time be built; that the country had impressed him favorably, but that the population was sparse, and at the present time there was not much inducement to build new railroads with money at 7 per cent.

In connection with the steamer service, he stated that it was entirely his fault that new steamers had not been put upon the run; that he had expected to buy some, but had failed in this, but that the matter would receive attention.

On the terminal situation he stated he expected by January, 1908, that matters would be adjusted so that thereafter the yards would be in a condition to handle all the business offered.

The committee must state that they did not feel greatly encouraged from what Mr. Harriman said that his system would do anything towards the building of railroads through Central Oregon in the immediate future.

Continuing, the report says that in the judgment of the members of the committee Central Oregon will receive its first impetus through railroad construction by the owners of the North Bank road which will soon be in operation between Spokane and Portland.

Hope in Hill Road.

"The history of the roads of which it is a part," says the report, "has been in the line of development, and there is no reason, with the opportunities offered, why they should change their policy now. This road should and will receive all the encouragement possible from the people of this city and state, and any and all other roads which desire to seek an entrance here to do business with us should receive like encouragement, for it is only through the lack of transportation facilities that the development of this state has been retarded. A through route from Portland to Canadian territory has been established by The Oregon Railway & Navigation Company and Spokane & International Railway, thus opening new fields for trade to the jobbers and manufacturers of this city."

The report sets forth that the Spokane rate case is still pending before the Interstate Commerce Commission, while the question of local distributive rates throughout Eastern Oregon over the O. R. & N. awaits the decision of the Oregon Railroad Commission. The committee expects the interests of Portland will be fully protected by the decisions to be rendered in both controversies.

The committee has also registered its vigorous opposition to the proposed elimination by the railroads of rule 16 of the transcontinental commodity tariffs, applying to and from North Pacific Coast Terminals and the substitution of another, which, it is believed, would increase transcontinental rates 20 per cent on at least 70 per cent of commodities, unless the shippers release the carrier from all damages excepting those arising directly from causes under their control.

"Open All the Time".

ABSOLUTE SAFETY OFFERED DEPOSITORS

No interest paid on commercial accounts or daily balances.

4% INTEREST
Paid on Term Savings Accounts

By the old gold—tried and tested

German-American Bank

Corner Sixth and Alder Streets
Opposite Oregonian

WAITING FOR DEPOSITORS

Merchants National Can Resume When They Sign for Certificates.

President Watson, of the closed Merchants National Bank, urges all who have deposits in that institution to sign agreements to exchange their demand deposits for time certificates of deposits. This is practically the only method by which the closed bank can resume business. Many depositors are coming into the bank daily and making the required exchange.

"We have about $3,000,000 deposits," said President Watson, "and we want the greater part of this figure to be taken in time certificates of deposit. Nobody should wait but should act at once for it is to the interest of each depositor in the bank to come in and sign up as soon as possible. The sooner they sign up for these certificates of deposit, the sooner will they have their funds available. If depositors come forward promptly, there need be no longer than a week elapse before the bank can resume."

A Higher Health Level.

"I have reached a higher health level since I began using Dr. King's New Life Pills," writes Jacob Springer, of West Franklin, Maine. "They keep my stomach, liver and bowels working just right." If these pills disappoint you on trial, money will be refunded at Woodard, Clarke & Co.'s drugstore. 25c.

Today and tomorrow will positively be the last days for discount on West Side gas bills. Portland Gas Company.

GENUINE PIANO SELLING

I Will Take Factory Cost for Two Carloads Now Stored at 103 Front Street.

If you can use a fine high-grade piano I will give you a chance to get one for less than half the price that the dealers charge for them. I have two carloads of the very highest grade pianos now stored at 103 Front St., in the City Transfer & Storage Co. warehouse.

They are the best my factory has ever made. They are new pianos, and they contain many patented features not found in any other upright piano. These pianos have been sold right here in Portland by the dealer who formerly held the agency, for $450, $500 and $550. I know of dozens of fine homes in this city where my pianos are in daily use. These people paid the above prices, and they know our pianos are well worth the money.

These pianos were shipped to a dealer here who has met with misfortune. He can't take them now. I have offered them to other houses. They won't buy them. The instruments are here, and the freight is paid on them. My instructions are to dispose of them to best advantage, quick.

Since the dealers will not buy them, I will sell them to anyone who will come to take them. I will willingly accept the dealer's price. Yes, I will do more than this—I will accept the actual factory cost to build these pianos. I have only a few days to devote to this matter, for I must return East at once. If you want a fine piano and want one without paying a dollar of profit this side of the factory that made them, now is your chance.

I am not obliged to get all cash. I will sell on as reasonable payments as any reasonable house would take, and I will sell the piano at cost besides.

Every piano I sell is accompanied by our factory guarantee for five years, and I will also arrange to keep the pianos in perfect tune after they are sold.

This is a bona fide offer, and if you will act quickly you will secure the bargain of a lifetime.

Remember the place is 103 Front Street, between Washington and Stark Streets. Come at once between 9 in the morning and 5 in the afternoon. R. F. Ramacciotti, General Agent.