

STEAMSHIP LINES FORCED TO QUIT

Trans-Pacific Companies Hard Hit by Interstate Commerce Commission.

GIVES FOREIGNERS TRADE

Portland Not Seriously Affected Because Oregon Products Comprised Bulk of Outward Cargo Carried by Local Asiatic Lines.

That the steamship lines doing business between Pacific Coast ports and the Orient cannot continue in competition with water carriers from the Atlantic Coast, in view of the Interstate Commerce Commission's decision forbidding them to make secret changes in the land proportion of rates to the Orient is the belief of railroad and steamship men alike. The traffic now carried by the various transportation lines will be handled, it is said, by the Japanese lines, which are kept alive by virtue of subsidies by the Japanese government. The United States has refused to grant subsidies to the American lines and they cannot compete with the foreign lines which are aided by the government.

From the Atlantic Coast, business will be handled by an all water haul by way of the Suez Canal instead of being carried across the continent by rail and then re-shipped from the ports of the Pacific Coast. It is generally agreed that the American steamship lines now plying across the Pacific from the coast to the Orient will be forced out of business.

Portland Not Seriously Affected.

However, it is believed that Portland will suffer less than any other Pacific Coast port on account of the fact that Portland has managed to secure less of this transcontinental freight order for the Orient than other Pacific Coast ports. The only way in which the new order of things will adversely affect Portland, it is thought, is the effect the decision will have in preventing the full interests from putting on a steamer line to the Orient from Portland upon the completion of the North Bank road from Spokane. It was expected that such a steamship service would be put on from Portland.

It is not thought by shipping men that the loss of business will be such as to cause the taking off of the lines of steamers operated out of this port by the Portland & Asiatic Steamship Company. There is always a large quantity of four of cargo for these lines and this has been their chief reliance in the past. Should this line be taken off, however, it is said Portland's interests would not be very much affected for the exporters here depend very largely upon tramp steamers at the present time.

W. E. Coman, assistant general freight agent for the Harriman lines, is not at all alarmed at the situation in regard to the Interstate Commerce Commission's ruling making rates to this coast rather than to the Orient on freight destined for Asia from the interior. He says he thinks there is no cause to feel apprehensive as far as this port is concerned and the most encouraging feature of the situation is the quantity of four sent away from this port, so that transcontinental freight is not necessary to complete the cargoes. Water Transportation Versus Rail.

"It is plain to everyone," said a shipping man yesterday, "that the railroads can not haul goods across the American continent and transship to the Orient at the same rate the freight can be sent by water by the Suez route or by the Panama Canal at a later date. Traffic can be carried from New York, via the Suez route, to the Orient for \$4.50 per ton, while the best rate that has been made to the ports of China and Japan from this coast is \$2.50. Plainly, the railroads cannot compete with the water route."

The Commission's ruling, it is understood, because it has no power, under the act of Congress, to regulate commerce between an interior port in this country and a non-adjacent foreign port. With no jurisdiction over the water rates, the commission found itself compelled to ask the railroads to make specific rates to the Pacific seaboard on goods carried across the Pacific so that the tariffs would be on file with the Commission, in common with all other domestic railroad rates. They cannot, however, continue their through rates, changing them whenever necessary to meet the competition with their steamship lines of tramp steamers, they cannot expect to get the business formerly handled.

Commercial organizations of the city do not consider the matter serious and have not called for action, but have not shown a disposition, so far at least, to take up the subject.

JAPANESE ARE FOR TAFT

Viscount Terauchi Says Election Would Strengthen Friendship.

TOKIO, July 29.—In an interview granted exclusively to the Associated Press, General Viscount Terauchi, Minister of War, and acting Minister of Foreign Affairs, today expressed himself as having the keenest desire for the maintenance of peace and a continuance of the friendliness of relations between Japan and the United States.

Viscount Terauchi intimated that the entire Japanese Nation, himself included regarded America as a real friend, and that in the event of the election of W. H. Taft to the Presidency in the coming campaign these bonds of friendship would be drawn even closer. He said he believed the result would be cause of three lengthy interviews with Mr. Taft at the time of his visit to Japan. He (Viscount Terauchi) felt that they had reached in the course of their talks a mutual understanding of the purposes and attitudes of both countries that would make to that end. Viscount Terauchi intimated that the future policy of Japan would not tend toward military expansion, but, on the contrary, would see the entire energy of the country devoted to the direction of productive instead of unproductive expenditures. In the course of the interview Viscount Terauchi said:

"I know that in certain quarters the impression is this: 'The Japanese Government is harboring designs for an adventurous policy. This impression is entirely unfounded owing to the fact that Premier Katsura presides over the new Cabinet and because I, a soldier, am in temporary charge of the Department of Foreign Affairs.'"

"That such a misapprehension can be so seriously entertained is due either to ignorance of the actual situation or to misdirected prejudice. I am sure that the idea finds absolutely no echo in the thoughts of unbiased observers of the progress of affairs in this country. 'Nobody appreciates more keenly the blessings of peace than those who have

experienced the awful scourge of war. In the case of Japan, scarcely three years have passed since we emerged from the most sanguinary struggle that history has ever recorded. All the horrors of war are still in the memory of our people and should these circumstances it is only natural that the government should direct its undivided attention to the readjustment of national finances and the improvement of economic conditions.

"In order to obtain this object the maintenance of peace is manifestly of the most vital importance to Japanese, and any departure from that policy would inevitably end in failure."

ASKS UNIONS FOR AID

Peace Congress Says Workingmen Should Refuse to Bear Arms.

LONDON, July 29.—The relation of the workingman to the peace movement was the principal topic of discussion in today's session at the Universal Peace Congress. The general trend of the debates was in favor of the idea that the workers of the world should absolutely refuse to take up arms until the quarrel had been limited to an impartial tribunal.

A resolution was adopted to invite representatives of trade organizations to attend further peace congresses, on the ground that the cause of peace lay largely in the hands of the laboring man.

ELEVATED TRAINS COLLIDE

Cars Balanced on Edge of Track. Firemen Rescue Passengers.

NEW YORK, July 29.—Four passengers were injured, one fatally, in a rear-end collision between two trains on the elevated railroad at Eighty-sixth street this afternoon. The rear car of the head train, carrying 20 passengers, was telescoped by the first car. The forward car balanced on the edge of the elevated structure. Many passengers were taken from the train to the street by firemen with ladders.



Charles H. Meyer, Re-elected President Western Federation of Miners at Denver Convention Yesterday.

TAFT BECOMES SHOVELMAN

(Continued From First Page.)

was lucky we were not closer to the shore. I saw the man plainly, and at first thought him merely an enthusiastic celebrator. I do not like to believe the shot was fired with malicious intent, and it may have been only chance that the spent charge struck just below where Mr. Taft was sitting."

SHERMAN'S SUCCESSOR CHOSEN

W. B. McKinley, Chairman of Congressional Campaign Committee.

UTICA, N. Y., July 29.—James Sherman, Republican Vice-Presidential candidate, has announced that he would be succeeded as chairman of the Congressional Campaign Committee by Representative William B. McKinley, of Illinois, who has heretofore held the office of treasurer. The new treasurer will be Charles G. Dawes, former Controller of the currency. Henry Casson, sergeant-at-arms of the House of Representatives, will be assistant secretary, a position that is now created. Mr. Sherman will at once turn over his duties to his successor.

Hitchcock Tells His Plans.

WASHINGTON, July 29.—Frank H. Hitchcock, chairman of the Republican National Committee, and James T. Williams, his secretary, arrived here this afternoon from Cincinnati. Mr. Hitchcock stated that he would not be ready to announce the appointment of a vice-chairman of the advisory committee of the National Committee for about a week. He will leave Washington at midnight Thursday for New York, where on Friday he will take up the duties of the headquarters of the National committee.

Fairbanks for Clean Politics.

WARSAW, Ind., July 29.—We have never seen more need of an awakening among the people, the necessity of clean politics, both in theory and in practice, is an extract from a letter received today by a thousand by residents of the Winona Boy City, from Vice-President Charles W. Fairbanks. His letter continues: "There are too many who profess decency in politics but who do not carry their professions into effect."

Paying Teller Short \$15,000.

RACINE, Wis., July 29.—John Schultz, paying teller of the First National Bank, is short \$15,000 in his accounts and has disappeared. A bank inspector had entered Schultz's case when he suddenly left the bank, saying he would return in a moment. He failed to return. The money in the vault was counted and found to be short \$15,000. Schultz had been with the bank 20 years. He is from one of the leading families of the city.

Warships Leaving Quebec.

QUEBEC, July 29.—The two French battleships are the only ones left in the harbor, the sailing of the indomitable with the Prince of Wales on board, having been postponed by the departure of the New Hampshire and all the British ships. Vice-President Fairbanks, Count Montcalm, George Wolfe and other official guests left during the day.

Two Towns Get City Delivery.

OREGONIAN NEWS BUREAU, Wash., D. C., July 29.—Emperor William arrived here today on board the imperial yacht Hohenzollern from his three weeks' cruise in northern waters.

Kaiser Back From Cruise.

SWINMUNDE, July 29.—Emperor William arrived here today on board the imperial yacht Hohenzollern from his three weeks' cruise in northern waters.

MEYER WINS AGAIN

Miners Reject Candidate of Industrial Workers.

CHANGES AMONG OFFICERS

New Secretary in Haywood's Place. Federation Closes Most Important Convention, Making Alliance With Coal-Miners.

DENVER, July 29.—The Western Federation of Miners today completed its convention work by selecting Denver as its headquarters for the ensuing year and also as the place for the next convention, and elected the following officers:

President, Charles H. Meyer, Denver; vice-president, Charles E. Mahoney, Butte, Mont.; secretary, Ernest Mills, Greenwood, B. C.; members of executive board: District No. 1, Fred Clough, Goldfield, Nev.; District No. 2, Joseph Hutchinson, Butte, Mont.; District No. 3, J. C. Loney, Butte, Mont.; District No. 4, Roderick Mackenzie, Silverton, Colo.; District No. 5, W. E. Tracy, Terry, D.; District No. 6, William Davidson, Salt Lake City, Utah; District No. 10, William Jackson, Flat River, Mo.

Alliance With Coal-Miners.

The convention has been one of the most important in the history of the organization. Action was taken completely repudiating the Industrial Workers of the World and declining to recognize its traveling and withdrawal cards. A strike fund of \$100,000 was ordered raised. A jurisdictional line was established with the United Mineworkers of America, and both organizations will from now on lend their entire strength to either in time of test. Provisions were adopted that no local union shall order a strike without consent of the executive board, and that ten local acting jointly may submit any question to the executive board for a referendum vote.

Steps were taken to raise a defense fund for the four Mexicans under arrest in California charged with inciting riot and rebellion in Old Mexico.

All amendments to the constitution proposed by the convention must be submitted to a referendum vote of the locals.

Meyer Wins on Test Vote.

A test of strength with the Industrial Workers of the World came when Mr. Meyer defeated P. W. Flynn, of Butte, their candidate for president, by 23 to 8 votes.

In accepting the presidency, Mr. Meyer announced that the policy of the past would be the policy of the future.

A resolution was adopted extending sympathy to the Order of Railroad Telegraphers to confer regarding alleged violations of the nine-hour law. H. B. Perham, of St. Louis, president of the order, declared that the investigation would relate particularly to the Rock Island Road.

Nine-Hour Law Violated.

CHICAGO, July 29.—Commissioner Neill met here with the representatives of telegraphers to confer regarding alleged violations of the nine-hour law. H. B. Perham, of St. Louis, president of the order, declared that the investigation would relate particularly to the Rock Island Road.

BIDS FOR COLLIERIES HIGH

Navy Department Rejects and Will Invite New Tenders.

WASHINGTON, July 29.—Acting Secretary of the Navy Newberry announced today that of the bids submitted for colliers under the provisions of the naval appropriation act of last year, only one of Congress none will be satisfactory. He announced also that, as no emergency existed requiring immediate delivery of a collier, the Navy department will invite tenders of colliers to be delivered within 12 months, specifying in the invitations the general characteristics, speed, carrying capacity and equipment necessary for the naval service.

The appropriation was \$225,000 for each vessel and the wording of the act was such as to afford no advantage to the Massachusetts Company, which had three colliers practically ready for delivery. The department decided that the bids were excessive and did not meet all the requirements. The announcement of the rejection of all bids was made after a conference held by Mr. Newberry with Admiral Converse, president of the Board of Construction, and with representatives of the companies which submitted bids.

FIST FIGHT IN JURY-ROOM

Results in Mistrial of Criminal Case in Chicago.

CHICAGO, July 29.—Personal violence in the jury room yesterday brought to a sudden termination the case of Eugene H. Hobson, manager of a "Turkish" theater in an amusement park, on trial before Judge Beltzer for presenting an indecent show. The jury was given the case for consideration, and a disagreement was announced about two hours later, when heated arguments were heard. Then a water goblet came hurtling through the glass door of the jury room, and Judge Beltzer ordered Bailiff James Hart to quell the disturbance.

Hart found a half dozen jurors in a clinch, chairs broken and the room in general confusion. Two jurors were exchanging blows, and the others were striving to separate them. Hart was told that the jury stood eight for acquittal and four for conviction, and that the battle started when one of the men tried to "convince" another.

Judge Beltzer summoned all the jurors before him and lectured the jury as unable to learn any of the details of the combat. He finally dismissed them with a reprimand.

Cowles to Remain in Office.

WASHINGTON, July 29.—Orders were issued by the Navy Department that Rear-Admiral W. S. Cowles, who will retire for age on August 1 next, is to continue as chief of the Bureau of Equipment after retirement until further orders.

Kaiser Back From Cruise.

SWINMUNDE, July 29.—Emperor William arrived here today on board the imperial yacht Hohenzollern from his three weeks' cruise in northern waters.

Change Your "Night-Cap"

Try a dish of delicious, delicate malted-wheat—

"FORCE"

with cream or milk just before going to bed and see how peacefully you sleep.

It means stomach comfort. That means tranquil nerves. That means sound, refreshing sleep. The strengthening elements in the whole wheat combined with the soothing tonic of pure barley-malt.

"FORCE" is made of the best white wheat, steam-cooked, rolled into thin flakes, combined with the purest barley-malt and baked. Always "crisp" it before serving it by pouring into a pan and warming it over. Then serve in large dish with cream, piling the flakes in one side of the dish and pouring the cream in the other side, dipping the flakes as eaten.

Your Grocer sells it. No other Flaked Food is "just as good."

KILLED BY HIS AUTO

Vanderbilt's Stepson Meets Horrible Death.

PARIS, July 29.—G. Winthrop Sands, a stepson of W. K. Vanderbilt, was killed in an accident at 1 o'clock this morning just outside the grounds of Mr. Vanderbilt's beautiful country seat, the Chateau St. Louis de Polsey, 20 miles from Paris. Mr. Sands was riding with the chauffeur when the automobile, which was spinning along at a fairly high rate of speed, left the road and struck a tree with terrific force. The car was overturned and Mr. Sands and the chauffeur were pinned under the wreckage. The gasoline tank probably exploded and the wreck at once caught fire. As soon as help arrived Mr. Sands and the chauffeur were extricated, but horribly maimed and burned. They were carried into the chateau, where Mr. Sands died at 9 o'clock.

His Mother Distracted.

Mr. Sands' mother, Mrs. Vanderbilt, his stepfather and his brother were at the chateau when the accident occurred. All were overwhelmed with grief. Mrs. Vanderbilt was almost distracted when the torn body of her son was brought indoors. It was evident that he was then past mortal aid, but he retained consciousness to the end and suffered terrible tortures from burns and other injuries.

The members of the family were apprised of the accident by telegraph. George W. Vanderbilt is at Dinard, and H. S. Vanderbilt, Jr., left here this morning for London. W. K. Vanderbilt, Jr., is at Aix les Bains.

Mr. Sands left Deauville at half past 5 this morning to come to Polsey. The 600 each, the Massachusetts Ship Company, of Boston, at \$425,000 each, and the Maryland Steel Company, of Baltimore, at \$275,000 each.

EXPIRES IN GREAT AGONY

Tearing Along French Road, Machine Hits Tree, Falls on Occupants and Burns—Young Sands Was Very Reckless Driver.

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DEFENSE MOST VAGUE

J. A. Morrell, Airship Promoter, Excuses His Misstatements.

SAN FRANCISCO, July 29.—J. A. Morrell, the airship builder, who was nearly killed when his huge airship collapsed in Oakland about a month ago and who is now being tried on a charge of issuing pamphlets intended to deceive prospective purchasers of stock in his concern, limped to the stand in Judge Lawlor's courtroom today and testified that the pamphlets, which could easily convey 500 passengers from New York to London in 24 hours and the three-story factory building mentioned in his pamphlets were merely the idea of a substance, the physical representations of which would be an unimportant matter after his plans were worked out.

Wayward Son Gets Little.

NEW YORK, July 29.—While his two brothers and sisters will share most of an estate conservatively estimated at \$12,000,000, Joel Kinney, a son of Francis Sherwood Kinney, who made his fortune by the manufacture of cigarettes, will receive only the interest on \$20,000, and not even that should he make any contest or objection. Mr. Kinney died on April 4, in his home, and his will has just been admitted to probate in Morristown, N. J.

Joel Kinney has been missing for 15 years. As the result of a disagreement with his father, he was sent on a trip around the world in a specially constructed sailing vessel, and his relatives have known little or nothing of him since.

Chinese Editor Loses Job.

HONOLULU, July 29.—The Chinese Consul has made a complaint to United States Attorney Breckons of the utterances of a local Chinese newspaper, the Sang Yat Po, which, he says, calumniate the Chinese Emperor. The Consul asked for the suppression of the paper. As a result of the protest, Louin, the editor of the paper, has been removed by the owners. He will leave for Japan soon.

Destined to Become Popular

A well-known hygienist says that

DR. PRICE'S WHEAT FLAKE CELERY FOOD

is destined to become the most desirable and popular breakfast food upon the market, as its great richness in nutrition, its easy digestibility, its delicious flavor makes this certain. Served hot or cold for a light breakfast or noonday luncheon, it will satisfy any taste and prove most conducive to good health. It is the only food containing celery.

NORTH BEACH

GEE! THE WATER'S FINE, COME IN

TAKE THE POTTER FROM ASH ST. DOCK PORTLAND 8:30 A. M. SATURDAYS 1:00 P. M.

GRAND TRIP—GLORIOUS TIME

PARSONS ORCHESTRA ENGAGED FOR SATURDAY TRIPS

Every convenience provided, including experienced stewardess to look after comfort of lady passengers.

Season Tickets from Portland \$4.00—Saturday to Monday \$3.00

SEND FOR "OREGON OUTINGS" City Ticket Office, Third and Washington Streets

SILVER HILL WALNUT PLANTATION

These walnuts are a sample of nuts of this year's growth, on lands being planted by T. Withycombe on his

23 miles from Portland. Will sell you 10 acres more or less, planted, cared for six years, at only the real value of unplanted land now. It will then be a good commercial proposition at \$200.00 per acre. Have a few more tracts left. Real, first-class walnut land is scarce.

See T. WITHYCOMBE, 600 Commercial Block, Portland, Oregon.

Moclips and Westport Beaches

IDEAL SUMMER RESORTS

Easily Reached Via Northern Pacific Railway With Frequent Train Service.

SUMMER TOURIST FARES \$60.00

For the Round Trip to St. Paul, Minneapolis, Duluth, Sioux City, Omaha, Kansas City, Etc.

CHICAGO, \$72.50. ST. LOUIS, \$67.50.

Ask your nearest Northern Pacific Agent regarding train service, rates, etc., or address

A. D. CHARLTON, Asst. Gen. Pass. Agent, 255 Morrison Street, Portland, Oregon.

NEARBY SUMMER RESORTS

SEE THE OCEAN ALASKA and Back \$66

INCLUDING BERTH AND MEALS.

The grandest vacation voyage in the world is to Alaska via the "Inside Passage"; seasickness unknown, viewing glaciers, totem poles, gold mines, mirages, historic settlements—the land of the midnight sun.

RESERVE BERTHS NOW!!

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E. F. De Grandpre, P. & F. Agent, Main 529 or A-2395. 215 Washington St.

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The Sportsman's Paradise and Ideal Summer Resort for Women and Children. Magnificent scenery, fine lakes and stream fishing and mountain climbing. The leading place.

MARYEMME HOTEL.

Mrs. Rose Saylor-Littleton, Prop. Clallam County, Piedmont Postoffice, Washington. Fine table fare, plenty of fresh milk, cream and vegetables, good rooms, cottages and tents. Lake steamers meet all stages. Rates \$3 per day, \$12 per week. Take Steam Launch Crescent and River.

CASCADE MINERAL SPRINGS

Best mountain resort on Coast, best medicinal water, scenery, hunting and fishing, auto to Albany and return daily. Headquarters at Revere Hotel, Albany. For information, reservations, etc., write or phone to G. M. GEISENDORFER, Cascade, Oregon.

Willhoit Springs Hotel

E. W. McLAUREN, Proprietor.

Stage leaves Oregon City Tuesday, Thursday and Saturday at 9 A. M. until July 1, after that, daily.

High on Mt. Hood. Improved auto service from Willhoit Springs to the top. Season closes Sept. 1. W. W. BARNES, Manager, Hood River, Oregon.