

BITTER FIGHT ON
FOR RECOGNITION

Southwestern Washington Is
Determined to Get Some
Improvements.

CONVENTION IS AROUSED

Development Association Deplores
Monopoly of State Benefits by
North and East—Seattle and
Tacoma Realize Danger.

RAYMOND, Wash., May 27.—(Special.)—The Southwestern Washington Development Association announced its determination to secure a fair division of the taxes expended through the state treasury for good roads, advertising and river and harbor improvements, has declared against exclusive control of these matters by the Northern and Eastern portions of the state and will attempt, through concerted action, to force recognition by directing trade from this section of the state to friendly cities.

Realizing the force of the movement, the Seattle Chamber of Commerce sent C. E. Fowler to the convention. Tacoma is represented by W. A. Summers.

Fowler asked the privilege of the floor before the first adjournment today and tendered the "olive branch" by saying that all the resources at the command of his organization were freely offered the Southwesterners. Summers followed suit.

Exhibits Are Wanted.
Both envoys said they wanted permanent exhibits sent them for display in their buildings.

Sam Heath disposed of the offer by congratulating Seattle and Tacoma on ascertaining that the Southwest was on the map, and raised a laugh by inquiring solicitously if Spokane had sent anybody.

The report of Secretary J. E. James, of Centralia, will show that he has made a visit to every town of any consequence in Southwestern Washington since the meeting in March and that without exception they have organized commercial bodies in order to join the movement.

The association has already forced the state government to act on state roads numbers 5 and 42. Surveys have been completed and money for their construction made available.

Patterson in Chair.
President C. O. Ginchik, of Chehalis, is not here. President W. J. Patterson, of Aberdeen, is presiding. Miss Edna Cameron, of Goldendale, the only woman delegate, was made assistant secretary.

Raymond, the lumber metropolis of Willapa Harbor, is handsomely decorated with the National colors, while the streets are lined with banners predicting the future of that portion of Washington represented by the organization.

During the afternoon two new steel bridges were dedicated to the public. They span both branches of the Willapa River and are each 285 feet in length and cost \$35,000 each.

Committees Are Named.
The following committees have been appointed:

Resolutions—Arthur Chapman, of Goldendale; E. C. French, of Aberdeen; S. M. Heath, of Hoquiam, and E. E. Teacher, of Chehalis.

Executive committee—A. B. Coffman, of Castle Rock; E. B. Hubbard, of Centralia; E. L. Maynard, of Elma; H. E. Hewitt, of Hoquiam; Senator Fred Stewart, of Klaskan; A. C. Chapman, of Klilkitt; H. J. Clarke, of Lytle; G. E. Hubbler, of Montesano; C. C. Skates, of Oakville; A. C. Little, of Raymond, and J. A. Hood, of Aberdeen.

Good roads—R. J. Leonard, of Castle Rock; George Dymart, of Centralia; L. L. Wakefield, of Elma; S. M. Heath, of Hoquiam; George Hyatt, of Klilkitt; Tom Branton, of Lytle; C. E. Calder, of Montesano; M. C. Welch, of Raymond; and G. N. Powell, of Aberdeen.

Louis W. Hill, president of the Great Northern, sent a representative of the road's publicity department to attend the meeting. He has promised to grant anything reasonable in the way of cooperation.

Goldendale representatives are making a fight to take the next convention away from Hoquiam, that city having been designated for the honor at the March meeting. The temper of the convention seems to be to stand by the first selection. Goldendale was asked to retire on a promise of future recognition.

The convention will name a permanent rivers and harbors committee for the purpose of exercising an influence on both state and National legislation. A proposition will be submitted to Seattle asking for unity in support of a better harbor district law.

H. W. McPhail, president of the Raymond Commercial Club, welcomed the delegates. W. J. Patterson and Tom Richardson, of the Portland Commercial Club, spoke.

REUNION ATTRACTS CROWD

Umatilla Pioneers' Gathering Is Attended by 2500 at Weston.

WESTON, Or., May 27.—(Special.)—Weston entertained about 2500 people today at the fifteenth annual reunion of Umatilla County pioneers. Mayor O. C. Turner delivered the address of welcome and the response was by J. T. Llewellyn, president of the Pioneers' Association. The annual address was ably given by Judge S. A. Lovell.

Other programs featured were humorous readings by J. E. Keefe, Jr. and Zane Lansdale, school songs and choruses, solo by Miss Zilla Simpson and Clark Wood and music by the Weston Ladies' Band.

Weston won a hot ball game against Athena, 3 to 4, after overcoming a lead of four runs.

PERSONAL MENTION.

J. J. O'Neil, of Bandon, is at the Lenox. Dr. Alfred Kinney, of Astoria, is at the Portland.

M. Gorman, a hotelkeeper of Stella, Wash., is at the Imperial.

Frank E. Graves, owner of a clothing store at Pendleton, is at the Nortonia.

John D. Tracy, a contractor of The Dalles, accompanied by his wife, is at the Portland.

Judge John S. Coke, of Coos Bay, and Mrs. Coke registered yesterday at the Cornelia.

John A. Padden, of Vancouver, Wash., is at the Cornelia. Mr. Padden is proprietor of a hotel in his city.

Mrs. M. E. Welch, who has the distinction of being one of the few women

YOU ARE ENTITLED

To the best values obtainable for the money you have to spend. Do you know that we have a most excellent line of MEN'S SUITS at

\$15

In which you will find the greatest possible degree of satisfaction, if you wish to make an economical clothes purchase. Grays, browns, serges, checked and fancy effects in all the new models.

LION CLOTHIERS

166-170 THIRD STREET



LAUNCH CREW GONE

Three Believed to Have Perished in Lifeboat.

PORT TOWNSEND, Wash., May 27.—The tug Gollah, cruising outside Cape Flattery, last night picked up the gasoline launch Gracie L. near Duncan Rocks, waterlogged and abandoned, with the lifeboat missing.

It is believed that three men who were taking the Gracie L. to Grays Harbor were drowned. They were J. M. Brachvogel, of Aberdeen, owner of the launch, and two men whom he engaged at Port Townsend as crew.

The Gracie L. was built at Sequim Bay a year ago and was 40 feet long and 12 feet beam. She was sold a few days ago by E. A. Odell, of Blyn, Wash., to Brachvogel.

At the point where the launch was picked up the shores are steep and there is no chance of making a landing. A storm raged off the cape Tuesday, Wednesday and Thursday and if the men took to the lifeboat they must have perished.

SCHOONER DORA BLUHM LOST
Current Carries Vessel Bound From Coos Bay Out of Course.

SAN PEDRO, Cal., May 27.—The schooner Dora Bluhm, 330 tons, Captain Oscar Johnson, out seven days from Coos Bay for San Pedro, went ashore on Santa Rosa Island Wednesday night and was totally wrecked. Captain Johnson and the crew of six were saved and brought here by the gasoline schooner Santa Rosa Island today.

The Dora Bluhm was owned by the Pacific Trading Company, of San Francisco, and carried 350,000 feet of lumber for the Golden Gate Lumber Company, of this port.

The sea was heavy and the crew escaped from the Dora Bluhm with great difficulty in the ship's boat. They lost all their valuables and personal effects. A heavy swell swept Alexander Winter into the sea. Second Mate John Stevens swam around the wreck, without water or provisions, struck out for the main land. Suffering severely from thirst, hunger and exposure, they pulled at the oars for 22 hours until they were sighted by the gasoline schooner Santa Rosa Island last night, off the west end of Santa Cruz Island.

Captain Johnson attributes the wreck to a strong northwesterly current, which carried his vessel out of her course, the thick fog preventing his seeing the island.

JOINT ROAD IS EXPECTED

RIGHT-OF-WAY AGENTS BUSY IN COWLITZ VALLEY.

CHEHALIS, Wash., May 27.—(Special.)—So active have the Oregon & Washington Railway Company and the Tacoma Eastern become in the matter of a right of way for a feeder to the Cowlitz Valley that R. W. Allen, a right of way agent, has been stationed in Chehalis, to attend to details requiring his attention here with the county officials and others.

The general presumption is that the Milwaukee company and the Oregon & Washington expect to build a line jointly down the Cowlitz which shall connect with the Tacoma & Eastern. A right of way agent of the Oregon & Washington is authority for the statement that the line will strike the Northern Pacific main line at Little Falls, which is in Southern Lewis County, a short distance north of the county line. Just where such a line will leave the people of Toledo and that section of the Cowlitz Valley is problematical. Some well-known citizens of Toledo are under the impression that the projected line will go down Drew's Creek, in which event it would leave Toledo to one side a distance of about a mile and a half. However, having built up a prosperous little city without rail connection in years gone by, Toledo people are still hopeful that the road will hit their town, and take the river route direct.

Belief Is That Milwaukee and Oregon & Washington Will Combine on Valuable Feeder.

WILMERTH HEADS EXCHANGE.
MEDFORD, Or., May 27.—(Special.)—Charles W. Wilmerth, after having twice refused to take the office, has at last been persuaded to act as the agent of the Rogue River Fruit Produce Exchange. For 32 years Mr. Wilmerth has been in the business of jobbing and marketing fruit, starting as a boy in a Chicago commission house.

Missouri Murderer Extradited.
SALEM, Or., May 27.—(Special.)—Governor Benson today granted the requisition of the Governor of Missouri for William Allen, in jail at Marshfield, Or., and wanted in Missouri for killing Hank Gibbs in that state in July, 1907. Allen is said to have confessed the crime to a fellow prisoner in the Marshfield jail. The murder grew out of a quarrel over a gambling debt of \$12.

Gaston Has Rose Show.
GASTON, Or., May 27.—(Special.)—The first annual rose show was held here yesterday, drawing large crowds of visitors. Worthy enthusiasm was noticeable on all sides, resulting in a very successful show. Washington County roses are now at their best.

When the tide is out the table is set at Pacific City.

LAUNCH CREW GONE

Three Believed to Have Perished in Lifeboat.

PORT TOWNSEND, Wash., May 27.—The tug Gollah, cruising outside Cape Flattery, last night picked up the gasoline launch Gracie L. near Duncan Rocks, waterlogged and abandoned, with the lifeboat missing.

It is believed that three men who were taking the Gracie L. to Grays Harbor were drowned. They were J. M. Brachvogel, of Aberdeen, owner of the launch, and two men whom he engaged at Port Townsend as crew.

The Gracie L. was built at Sequim Bay a year ago and was 40 feet long and 12 feet beam. She was sold a few days ago by E. A. Odell, of Blyn, Wash., to Brachvogel.

At the point where the launch was picked up the shores are steep and there is no chance of making a landing. A storm raged off the cape Tuesday, Wednesday and Thursday and if the men took to the lifeboat they must have perished.

SCHOONER DORA BLUHM LOST
Current Carries Vessel Bound From Coos Bay Out of Course.

SAN PEDRO, Cal., May 27.—The schooner Dora Bluhm, 330 tons, Captain Oscar Johnson, out seven days from Coos Bay for San Pedro, went ashore on Santa Rosa Island Wednesday night and was totally wrecked. Captain Johnson and the crew of six were saved and brought here by the gasoline schooner Santa Rosa Island today.

The Dora Bluhm was owned by the Pacific Trading Company, of San Francisco, and carried 350,000 feet of lumber for the Golden Gate Lumber Company, of this port.

The sea was heavy and the crew escaped from the Dora Bluhm with great difficulty in the ship's boat. They lost all their valuables and personal effects. A heavy swell swept Alexander Winter into the sea. Second Mate John Stevens swam around the wreck, without water or provisions, struck out for the main land. Suffering severely from thirst, hunger and exposure, they pulled at the oars for 22 hours until they were sighted by the gasoline schooner Santa Rosa Island last night, off the west end of Santa Cruz Island.

Captain Johnson attributes the wreck to a strong northwesterly current, which carried his vessel out of her course, the thick fog preventing his seeing the island.

JOINT ROAD IS EXPECTED

RIGHT-OF-WAY AGENTS BUSY IN COWLITZ VALLEY.

CHEHALIS, Wash., May 27.—(Special.)—So active have the Oregon & Washington Railway Company and the Tacoma Eastern become in the matter of a right of way for a feeder to the Cowlitz Valley that R. W. Allen, a right of way agent, has been stationed in Chehalis, to attend to details requiring his attention here with the county officials and others.

The general presumption is that the Milwaukee company and the Oregon & Washington expect to build a line jointly down the Cowlitz which shall connect with the Tacoma & Eastern. A right of way agent of the Oregon & Washington is authority for the statement that the line will strike the Northern Pacific main line at Little Falls, which is in Southern Lewis County, a short distance north of the county line. Just where such a line will leave the people of Toledo and that section of the Cowlitz Valley is problematical. Some well-known citizens of Toledo are under the impression that the projected line will go down Drew's Creek, in which event it would leave Toledo to one side a distance of about a mile and a half. However, having built up a prosperous little city without rail connection in years gone by, Toledo people are still hopeful that the road will hit their town, and take the river route direct.

Belief Is That Milwaukee and Oregon & Washington Will Combine on Valuable Feeder.

WILMERTH HEADS EXCHANGE.
MEDFORD, Or., May 27.—(Special.)—Charles W. Wilmerth, after having twice refused to take the office, has at last been persuaded to act as the agent of the Rogue River Fruit Produce Exchange. For 32 years Mr. Wilmerth has been in the business of jobbing and marketing fruit, starting as a boy in a Chicago commission house.

Missouri Murderer Extradited.
SALEM, Or., May 27.—(Special.)—Governor Benson today granted the requisition of the Governor of Missouri for William Allen, in jail at Marshfield, Or., and wanted in Missouri for killing Hank Gibbs in that state in July, 1907. Allen is said to have confessed the crime to a fellow prisoner in the Marshfield jail. The murder grew out of a quarrel over a gambling debt of \$12.

Gaston Has Rose Show.
GASTON, Or., May 27.—(Special.)—The first annual rose show was held here yesterday, drawing large crowds of visitors. Worthy enthusiasm was noticeable on all sides, resulting in a very successful show. Washington County roses are now at their best.

When the tide is out the table is set at Pacific City.

PORTLAND-SPOKANE
FLYER



BETWEEN
PORTLAND AND SPOKANE
DAILY

Leaves PORTLAND at 6 P. M.
Arrives SPOKANE Next Morning 7:30.

A Strictly High-Class Limited Train
Electric Lighted Throughout.

Promptly on Time

Stops at Hood River and The Dalles.

Its superior equipment will include an Observation Car, Drawing-Room and Sleeping Cars, Dining Car, Tourist Sleeping Cars and Free Reclining Chair Cars.

Purchase tickets and obtain all desired information at the City Ticket Office, Third and Washington Sts., or at Union Depot.

WM. McMURRAY, General Passenger Agent, Portland, Oregon

FIRST FUNERAL IS HELD

MAZAMAS BURY WOMAN AT PORT GRAHAM.

Mrs. Edna Watson, Long in Alaska, Is Laid at Rest by Members of Mount McKinley Party.

PORT GRAHAM, Alaska, May 14.—(Special.)—A dozen men stood by the grave of Mrs. Edna Watson today while Frank Rojas, of the Magama Mount

McKinley expedition, read the Episcopal burial service. Mrs. Watson was the first white person to be buried at Port Graham, and this was the first funeral service.

Mrs. Watson died on board the steamer Tonic at the dock here yesterday, after months of intense suffering. She had been keeping a boarding-house at Glacier, 175 miles from Port Graham, but her condition became so serious that she decided to go to Valdez for medical treatment. She was brought part way by dog team and the Tonic brought her the latter stage of her last journey.

Yesterday afternoon Miss Van Vrenken, a trained nurse, living at Seldovia, was sent for, but Mrs. Watson died before she arrived.

A grave was dug in a clump of spruce evergreens, about half a mile up the bay, and the little funeral cortege, in the launch Valdez, conveyed the body to its last resting place. Not often is a funeral service conducted amid such strange surroundings and under such strange conditions.

Mrs. Watson came to Alaska about 1895 and has been here ever since. She was 50 years old. Her last days were made as comfortable as possible, but she died without relatives or close friends to mourn her loss.

Trout to Be Planted in Rogue.
MEDFORD, Or., May 27.—(Special.)—H. C. McAllister, Master Fishwarden, has advised the local Fish Protective Association that he will ship 500,000 eyed steelhead trout to the hatchery on Trial Creek from the hatchery on Trask River, near Tillamook. The resulting fry will be liberated in the headwaters of the Rogue River.



The Cost of Food

In the Capitol at Washington and in nearly every state in the Union, investigations are going on as to the reason for the increasing cost of living. Food expense has become a serious problem in many families, and a nation-wide protest is being made against the present range of food prices.

We have not hitherto featured the economy of

Ghirardelli's
COCOA

simply because it has so many other qualities to recommend it. But in view of the present situation we urge upon every family to begin the use of Ghirardelli's Cocoa. It will prove a delightful surprise to those who have never tasted this delicious beverage, and its use will materially lower the cost of the family food, because it is the most nutritive and satisfying of all foods.

Try it to-day. You will feel better, you will be stronger and you will need less of other foods. It costs less than a cent a cup.

D. Ghirardelli Co.
Since 1852

No investigation of the price of Ghirardelli's Cocoa will be made, for its retail price has remained the same for twenty years.