# PARTIAL TO SOUND

Many Portland Grainmen See Harm in O.-W. R. & N. Move, Others Expect Equality.

#### T. B. WILCOX IS CHARY

Portland Flouring Mills' Head Expects Bad Result Due to Cheaper Shipping North - Adjustment of Charges Here Urged.

Emphatic protest against the action of the O.-W. R. & N. Co. in granting Puget Sound ports a rate on wheat equal to that enjoyed by Portland, is roiced by many Portland grain dealers, ahippers and millers, who view the move of the railroad as one discriminatory against this city.

As a result of the Harriman road's decision to meet the competition of the Milwaukee and the Northern Pacific roads on shipments from non-competitive points in Eastern Oregon, Eastern Washington and Northern Idaho to Puget Sound, Portland will be required to place itself in a position where it can export grain on the same basis as prevails in Seattle and Tacoma, they

Theodore B. Wilcox, president of the Portland Flouring Mills Company, said:
"I can't foresse what effect it will have. It is a new idea to me for a transportation company to short haul

such a commodity as wheat.
"It seems to me that with frequently cheaper ships on the Sound, and lower rates for grain handling-charges a shipper would be foolish to maintain separate shipping facilities in Fortland

#### Expense Higher Here.

"I apprehend that a good deal of wheat that formerly came here is likewheat that formerly came here is theely to go to Seattle and Tacoma. There is a tendency for lower rates on both sail and steam tonnage there than here. Then, too, they pay stevedores 25 cents there while we pay 55 cents; grain handlers get only 25 or 30 cents, while here we pay 46 cents. Pilotage while here we pay 40 cents. Pilotage charges here are three times as much as they are there. The Sound has an outlet to South America, to Europe and to the Hawaitan Islands by steamer,

which we do not enjoy.

"The territory in the affected district has been established and fostered by the railroads operating to Puget Sound, and the O.-W. R. & N. Co. desires a

share of this business.

"However, there has been no special demand on the O.-W. R. & N. Co. by the millers of Puget Sound for the Portland tariff on wheat that was not accompanied by the alternative demand to take out the tariff on flour and coarse grain. This condition enabled millers on the O.-W. R. & N. line to invade the Puget Sound field while the Puget Sound millers were prevented

Fuget Sound millers were prevented from using this territory.

"The O.-W. R. & N. Co. had the option of taking out the rate on flour, but it has elected to take the short haul on wheat and give the Northern Pacific the long haul.

#### Reasons Not Given.

"What the purpose of the action was or on what grounds it was taken are matters on which I am not Informed. Had it granted the rate through Portland to the Sound it would have been easy to obtain from the Interstate Commission a lower rate for this city on the long and short "Whether it will be necessary to be-

"Whether it will be necessary to be-gin proceedings now to establish a rate from the interior to Portland based on the water level haul down hill as compared with the haul across the Cascades I am not prepared to say. "If the railroads can make a profit on the haul across the mountains their profits should increase on the haul own the Columbia.

The action of the O.-W. R. & N. Co. was uncalled for, but I am not informed as to the reasons for taking it. formed as to the reasons for taking its apprehend that a large portion of wheat in territory heretofore tributary to Portland will go to the Sound."

Whether the decision will have a detrimental effect on Portland cannot be determined until after the grain territory but all classes are

starts to move, but all classes are agreed that it will have a tendency to equalize rates between the Sound ports and Portland.

#### Plan May Be Equalizing.

"It is possible that the reduction of prices in Seattle and Tacoma, where of prices in Seattle and Tacoma, where they always have been higher than in Portland, will have a tendency to attract wheat to this city—or to divert it from the Sound, as the high prices there in the past have served as a imagnet for much grain originating in competitive points, said David A. Pattullo, manager for Balfour-Guthrie & Company, yesterday.

"In the past Seattle and Tacoma have been compolled to bid higher for their

been compelled to bid higher for their grain than Portland to keep it from coming here and the result has been that shippers on the Northern Pacific who have had the choice of the two ports—the Sound and Portland—have been forced to send their products to the Sound. A few cents difference on a bushel is a great item to the farmer and he naurally will ship to the place

norts will be the same the cause for a higher market at the Sound will be removed and prices will be equalized. With this advantage removed from Seattle, farmers have no economic reason for preferring one place to the other.

#### Adjustment Here Urged.

"The new rate will permit farmers at competitive points to store their grain in warehouses on either road. Heretofore those who have preferred the Puget Sound market have stored in Northern Pacific warehouses. Now, if they store in O.-W. R. & N. houses some of the grain that heretofore has gone to the Sound may come to Portland."

Peter Kerr of Kerr. Gifford & Co. declares that Portland will be com-pelled to adjust its port charges so that it will be on an equality with the Sound on export business as well as on freight rates and market prices. He points out that pilotage, docking and grain-handling cost more here than they do at Seattle and that it is for -e Chamber of Commerce and others who are laboring for the interests of the city to adjust the situation. The railroads if they expect to do business, naturally will meet competition as they find it, he said yesterday, and this, in his opinion, is all that the O.-W. R. & N. Co. has done in making a rate to the Sound equal to that to Portland.
"I don't think Portland will be hurt

#### RATE CHANGE HELD Merchant Marine Growth Is Seen by Railroad Official

Head of Harriman Lines Sends Message of Optimism to Astoria-Oregon Opportunity Great, He Declares.

STORIA. Or. Aug. 17.—(Special.)

—The great strides that have been made since the founding of oriz 100 years ago, and the bright pre that awaits this city and all of gon, were the keynotes of an adis delivered by Hon. W. D. Fenton. Wilsburg. Or. 10.06 miles. Opened for traffic July 17, 1211. Cost \$1,105,570.

Lines under construction at the present time. Astoria 100 years ago, and the bright future that awaits this city and all of Oregon, were the keynotes of an ad-dress delivered by Hon. W. D. Fenton, general counsel of the Southern Pacific Company, at the railroad day exercises here Tuesday. The address was pre-pared by Judge Robert S. Lovett, head of the Harriman lines. It follows:

of the Harriman lines. It follows:

Mr. President, Ladies and Gentlemen:
Upon behalf of Judge Lovett, president
of the Union Pacific Railroad and the
Southern Pacific Company, and Mr. O'Brien,
personal representative, and apeaking in
their names. I bring you this brief word of
performance and prophecy. It is significant
that upon the centennial of the establishment of the first American settlement west
of the Rocky Mountains, we should meet at
Astoria, which 100 years ago was an outpost
of American civilization, exploration, adventure and daring enterprise—now the
guardian of an immense commerce that
moves into and out of her harbor and is
destined to be the antropot of a mighty
opean-going traffic—upon completion of the
Fanama Canal. The full meaning of the
fundamental changes that must follow this
international event is not now appreciated,
and they forceshadow in a larger sense what
transportation experts may properly say in
"Cregon's Opportunity." The readjustment
of rail transportation to meet the readjustmen of economic and commercial forces
made necessary by the great development
of internountain traffic, and the mileage
rate must be made, with as little disturbance of the fixed relations of trade, both
state and interstate, as is possible, but this,
in the final analysis, in spite of countervalling and antiquated statutes means the
restoration of the merchant marine, either
under the American fiag, or if probabiled
by a short-sighted policy, under the flags
of rival, competing and alert, commercial
nations.

Market Is Antematic.

Market Is Automatic.

Commerce will seek its ultimate destination, the best market in the world, and this results, from free sexchange of all commodities, between individuals that in the aggregate are called nations. This trade requires transportation, and as it necessitates increase, its movement becomes elemental. Thus in a large sense, great lines of railways with their trans-ocean commercitions, become the arteries of all commerce. The chief factor in the development of any community—county, state or nation, is, at present, the steam railway, and these great internal lines of transportation must be supplemented and strengthened by a net work of interurban electric railways, branch steam lines, great interstate well-built roads or furnpikes, state roads or turnpikes and local feeders—interfacing community roads or highways—adjacent to every quarter, section of highly cultivated isnd. There is no need more pressing for intelligent solution than that of the rural highway. Lying at the foundation of all wealth and of the prospectry of all people is the pursuit of agriculture.

This vocation needs and must have its fullest encouragement and no factor premises more for the success of the American farmer than a same, economical and perfect highway system employed in building and maintaining the common highway, which leads to the nearby market, whether station, village, town or city. We have much to learn in methods of readbuilding and can greatly reduce the cost of ultimate transportation of farm products to the markets and greatly add to the profits of agriculture in all its branches, not by reduction of tariffs of all kinds upon the artificial line of transportation altogether, but by the efficient construction, operation and maintenance of the highways that lead by the American farmer's home. There is greater need of self help than ever before.

Much has been and may be said in favor of railway building in Oregon and of the demands which seem to press upon the existing lines that perform their part in the work of stats development. The tendency has been to assume that those added lines, when built, will in and of themselves bring great prosperity and wealth to our people.

has been to assume that those added lines, when built, will in and of themselves bring great prosperity and wealth to our people.

Settlement is Urged.

We shall not detract from this conception, but it may be truly said that a larger and greater work remains to be performed by the people of the state when such lines are built. We need quick and active response to the demand for increased population and of that class of men and women who are anxious and glad to buy and improve our undeveloped land and who will create from our rich and fertile soil the tomage essential to employ and maintain these lines.

A few sawmills, here and there, may give employment to a few thousand losgers, lumbermen and a few hundred families, and succeed in supplying a railway traffle but little desired and only slightly profitable. These in their way are helpful but the state needs and must have permanent and contented homes upon well developed farms and these boines must be those of men and women who are able to bring wealth to themselves and in a collective sense to the great commonwealth of which they are and must always remain the chief founders.

In this great work there must be and where properly appreciated will be a community of interest between the money invested in railways and other means of transportation and the money invested in railways and other means of transmills, stores and trade. The great problem of today is: How to unite these interests for their common good, not how to further estrange and entangle them, resulting in final destruction of both.

Speaking for the Harriman lines in Oregon and without elaboration of details, those in control have undertaken to do their fair share towards the sofution of this problem. Within the year ending June 30, 1911, new construction, including completion of announced plans, they will have expended \$35,000.

#### Many Miles Are Opened.

The lines constructed during the past five years are: Umatilia Central Railroad Company, Pendleton to Pilot Rock, 14 miles. Opened for traffic December 17, 1907; cost \$252,000.

Eigin branch extension, Eigin to Joseph, oregon, 62.3 miles. Opened for traffic from Eigin to Wallowa, 59.1 miles. September p

"if port conditions are adjusted to a parity with those at the Sound."

O.-W. R. & N. by Change Does What Commission Wanted It to Do.

OLYMPIA. Wash., Aug. 17,-(Special.)-Members of the Public Service commission were surprised today when the O.-W. R. & N. Railroad filed a petithe O.-W. R. & N. Railroad filed a peti-tion asking permission to put into ef-fect from the territory north of Wal-lula and Pendleton a joint rate on wheat to Puget Sound equaling the through haul on the Northern Pacific.

through haul on the Northern Pacific. This application, which will, without any doubt, he granted, startled the Commission, as the O.-W. R. & N. has fought for several years to have the Commission's order, putting the rate into effect, set aside, and the case is pending before the United States Supreme Court on appeal. The railroad now asks permission to do what the Commission has been trying to make it do without any success ever since it do without any success ever since the Railroad Commission was organ-ized in 1905.

The new arrangement will give shippers at non-competitive points on the O.-W. R. & N. system equal advantages with the shipper at competitive points and in the testimony prepared for the Supreme Court it is shown that this condition has at times made a difference of from 1 to 5 cents a bushel in the price of wheat in favor of the man at the competitive point. Members of the Commission are spec-

ulating as to what caused the O.-W. R. & N. to quit after all these years. The prevailing belief is that the road is doing it to protect its own tonnage, as farmers are hauling wheat for long distances to competitive points, although the new system will give the Sound markets access to the territory which was formerly exclusively held by Portland.

The consent of the Interstate Com merce Commission is needed before the omes effective, but the consent Oregon Commission is not

needed. needed.

It was announced today by members of the Public Service Commission that they would be in Portland September 2, for a conference with the members of the Oregon Commission and a representative of the Interstate Commerce Commission. opinion, is all that the O.-W. R. & N.

has done in making a rate to the sentative of the Interstate Commerce und equal to that to Portland.

T don't think Portland will be hurt this arrangement," said Mr. Kerr, this arrangement, said Mr. Kerr,

Lines under construction at the present time:

Deschutes Railroad Company, Deschutes to Redmond, Or., 123 miles, of which 35 miles is joint with the Oregon Trunk Railway, Line opened for traffic between Deschutes and Madras, 100 miles, Juns 4, 1911. Total estimated cost, 18,775,000.

Pactific Railway & Navigation Company, Hillsboro to Tillamook, Or., 89.7 miles. Completed June 29, 1911, 77.7 miles. Total estimated cost of line, 34,547,000. Line open for traffic between Hillsboro and Timber, distance 18 miles.

Oregon Esstern Hailway Company, Natron to Klamath Falls, Or., 1914 miles, approximate total cost 316,513,000. Track laid from Natron southerly 24.4 miles and from Klamath Falls northerly 25.1 miles. Not open for traffic. Expenditures to June 20, 1911, 45,688,000.

Lines which will be under construction during the facal year 1911-12:

Willamette & Pacific Railway Company, Eugene to Marshfield, Or., distance about 125 miles. Estimated cost, 57,000,000 to \$8,000,000.

Work to Be Rushed.

General Manager J. P. O'Brien has recommended further appropriations for continuing the Natron-Klamath Falia line, and this, as well as the Eugene-Marahfield line, will be hastened to completion as rapidly as prudent and economical construction and attending conditions will permit. It has been over 41 years since the commencement of the construction of the main line of the Oregon & California Railroad Company from Portland south to the California atate line, and the lines of the Oregon & California Railroad Company in Western Oregon, now under lease to and operated by the Southern Pacific Company, assregate 670 miles, and were constructed at a total cost of about \$49.000,000. The lines constructed and projected within the last five years and construction of which is now well under way, and lines definitely located and which will be under construction during the fiscal year 1911-12, as we have seen, asgregate \$47.25, miles at an estimated cost of \$15,953,960. It is thus seen that, within the present decade, and certainly within two years from this date, there will have been expended by this one railway system in a single state substantially as much money in the construction of substantially the same mileage as that expended by the Oregon & California Railroad Company in more than 49 years. This vast expenditure takes no notice of the large investment made in construction of the line from Weed in California to the large investment made in construction of the line from Weed in California to the large investment made in construction of the line from Weed in California to the large investment made in construction of the line from Weed in California to the large investment made in construction of the line from Weed in California to the large investment made in construction of the line from Weed in California to the large investment made in construction of the line from Weed in California to the large investment made in construction of the line from Weed in California to the large investment made in construction of th Work to Be Rushed. General Manager J. P. O'Brien has re

Prejudice Is Shunned. In this connection, it may not be improper o say there is and should be no antag-nism between these lines and those of any ther railway system. The state gladly wel-omes railway construction by any com-any or financial interest and our mis-ion is and should be in a spirit of just and roper competition to walk to pany or financial interest and our mission is and should be in a spirit of just and proper competition to rush to create the necessary traffic to sustain existing lines and those projected, and in this work of development there is and should be no appeal to passing prejudice or class interest. It seems to me that there is an interdependence of the railroads and all large enterprises and of the public at large, and that there are many reasons why Oregon in this hour of her golden opportunity should co-operate with men entrusted with capital, and with a common purpose seek to develop the country to the enrichment of all. These great enterprises so much desired and so essential to our upbuilding cannet do everything unaided and alone, but they must have the friendly favor and active and sincere co-operation of all the people in order to bring the state into its great inheritance, a rick, contented and happy people, industrially at peace and striving in the larger and better sense to schieve economic, industrial, commercial and political independence, with ample safeguard guaranteed to those whose investments are made in the farm, the shop, the railway and the bank, the city and country alike.

Fair Treatment Asked.

that money to a public use and thereby subjects it and its future earnings to Governmental control and regulation, but he has a right to expect that he will not lose that money or be deprived of a just and fair return by any command of the state or Nation, nor does any fair-minded citizen ask or expect any such result.

The man whose money is invested in the shop, the bank, the store or the farm has a right to expect that his money shall be safeguarded against unjust taxation or unjust tells, whether levied by the state or collected by those whose services are essential to his prosperity, and he can justly complain if his money is confiscated in whole or in part. But these two classes of individuals are silke—private property, entitled to protection, encouragement and preservation, and if I mistake not the signs of the times there is a rising sense of fair play in our people that will do even and exact justice to every man and to every class of men without fear or favor. The country needs assurance along these lines and where thus assured there will be no difficulty in securing and maintaining that hearty co-operation between all the people and the railways which is so much desired and which, in my judgment, is an essential if not a controlling factor in the future prosperity of the country.

#### GOVERNOR WEST THRIFTY

RAILROAD GIVES UP FIGHT Executive Would Let Washington Pay for Man Wanted Here.

> SALEM, Or., Aug. 17 .-- (Special.)-Application for a requisition for Max Sniderman, who is wanted in Portland on a charge of larceny by ballee and is now under arrest in Massachusetts. has been received by Governor West from District Attorney Cameron, of

Multnomah County. Sniderman is also wanted in Washington and for this reason the Governor has not decided to issue the war-rant as he believes the expense of bringing him back to the West may It is alleged be borne by that state. It is alleged that Sniderman secured a \$175 diamond ring, the property of N. Solomon.

#### GUN TOTER NOW SOUGHT

Police Vigilant for Man Who Was Ordered Out of Vancouver.

A warrant was issueed last night for the arest of A. Cannon, on a charge of vagrancy. Cannon is believed to be with "Six Shooter Bill' 'and is said to have been arrested in Vancouver yesterday and ordered out of town. A tip reached the police station last night that Cannon had joined "As Shooter Bill" and the two are surposed to be "working" the suburbs of Portland. Both men carry big revolvers.

The police do not know "Six Shooter Bill," but he is described as being six feet tall, very dark, with a heavy mus-

#### Rostand's Condition Serious.

BIARRITZ, France, Aug. 17.— The condition of Edmond Rostand, the dramatist, who was severely injured in an automobile accident near here yesterday, continues serious today. The dramatist was for sometimes held beneath the wreckage of the overturned machine, receiving painful injuries on the head and body, as well as heing, it is feared, injured internally. He was removed to his vilia, Les Baines.

### CHARTER ISSUES DISTURB HARMON

East Side Committee Is Unable to Reach Agreement on Provisions.

#### DISCUSSION GETS LIVELY

Chairman Opposes Suggestion to In clude Preferential Voting and Proportionate Representa tion in Instrument.

Divorcement of every alien issue from the proposed commission charter as it is to be submitted to the electors of Portland by the people's charter committee (East Side), was insisted committee (East Side), was insisted on at a meeting of the committee last night by A. E. Clark, chairman of the committee appointed by the East Side Business Men's Club. This position by Chairman Clarq was taken following the suggestion of Alfred D. Cridge, a member of the committee, that the commission charter proposed by the committee should include provisions for the preferential voting system and proportional representation.

for the preferential voting system and proportional representation.

Mr. Clark opposed the injection of these two issues into the proposed commission charter, contending that they should be submitted to the voters independently. He insisted that these issues should not be incorporated as a part of the commission charter for the reason that such action would en-danger the possible adoption by the people of the plan of charter rec-ommended by the committee for their

"These provisions," said Mr. Clark "should be divorced from every other consideration which in any way would divide the support for a pure and simple commission charter,

#### Effect on Voters Feared.

"The people of Portland are ready for a commission form of government pure and simple, but other questions and issues, including those of the pref-erential system of voting and proportional representation, should not be in-troduced in that document. We must avoid incorporating into our proposed avoid incorporating into our proposed charter any issue that will tend to endanger its adoption by the people."

Mr. Cridge, in defending his position, insisted that the recognition of these issues would prove a source of strength to the document when it was submitted to the document when it was submitted. to the people. The discussion ended without result as to the ultimate con-

dusions of the committee. clusions of the committee.

A tentative report was submitted by the committee on elections, of which Mr. Cridge is chairman. This report recommended that the initiative, referendum and recall provisions of the present charter be retained. The report also suggested the advisability of incorporating into the proposed com-mission charter the preferential vot-ing system and the idea of proportional representation. Without decision, the report of the cor Without final was received and placed on file.

#### Municipal Ownership Up.

Another tentative report was submitted by H. G. Parsons, president of the committee on municipal owner-ship. Among other things this committee recommended the purchase, through bond issue, of all public utility corporations at the expiration of the franchises under which they are operating. The committee also suggested that the commission be authorized to issue bonds for municipal purileges the child was sent to the Boys' poses to the extent of \$100,000.

This proposal met decisive opposition from Dr. C. H. Chapman, Dr.

Harry Lane and Chairman Clark, who insisted that the issuance of bonds or the contraction of other indebtedness by the commission beyond the esti-mated expenditures of the city for any particular period should be withheld from the commission as a matter of protection to the people themselves It was the contention of Dr. Lane that if reasonable economy were practiced by the commissioners, they would be enabled to save from other funds charged to their custody, sufficient money to meet ordinary emergencies without resorting to the necessity of issuing bonds or otherwise hypothe-cating the assets of the municipality.

#### Citizens' Rights Protected.

The committee unanimously accepted the suggestion of Dr. Chapman that a provision be incorporated in the commission charter by which any citizen should have the privilege of appearing before the commission of five members and submitting a motion in writing, the same to be acted on favorably or otherwise within 15 days. This suggestion was made with the understand-ing that the author of the written mo-tion reserved to himself the right of fail favorably to act on his request. Communications from Charles H.

the initiative should the commissioners Communications from Charles H.
Abercromble, ex-City Attorney of Astoria, and F. H. Humphrey, chairman
of the Health Defense League, were
read and referred to the committee on
commissioners, powers and duties. Mr.
Abercromble suggested a commission of five members whose election should be determined in two elections. Present at last night's meeting of the committee were 10 of the 15 members of the committee, as follows: A. E. Clark, Isaac Swett, N. U. Carpenter, Alfred D. Cridge, Thomas M. Hurlburt, W. C. Benbow, A. D. Hart, H. G. Parsons, Dr. Harry Lane and Dr. C. H. Chapman.

#### PERSONAL MENTION.

W. H. Davie, of Seattle, registered at the Bowers yesterday.
C. W. Eckerman, a broker of Baker,
Or., is at the Cornelius.

C. E. Peterkin, a stockman of Shan-iko, Or., is at the Cornelius. Mr. and Mrs. Horage Lilly, of Mo-Minnville, are at the Perkins. W. A. Wortman, a La Grande stockman, is registered at the Perkins. Will Wright, State Bank Examiner, was at the Oregon yesterday from Sa-

Mr. and Mrs. Bruce Eunis are at the Imperial Mr. Ennis is a merchant of La Grande. M. Sheldon, a business man of

Ashland, registered at the imperial vesterday. Colonel H. R. Newport, a contractor of Hermiston, arrived at the Imperial Mr. and Mrs. John W. Palmer, of Hood River, arrived at the Portland

E. G. Westburg, a merchant of Sa iem, is at the Oregon, accompanied by Mrs. Westburg. W. H. Eccies, of Ogden, a prominent timber operator and capitalist of Utah, is at the Portland.

C. K. Marshal, a Hoof River capital-

yesterday.

Parkins vesterday. Walls, are registered at the Oregon. Mr. Snell is a paving contractor.

A. W. Norbload, secretary of the Astoria Chamber of Commerce, was reg-istered at the Cornelius yesterday. Norman W. Lupt, a timberman of Saginaw, Mich., arrived in Portland yesterday. He is registered at the Bowers Bowers.

G. Wendling, of San Francisco, is at the Portland. Mr. Wendling is one of the largest timber operators in the Coos Bay district.

Dr. Hartland Law, former owner of the Fairmont Hotel, at San Francisco, is a recent arrival in the city. He is registered at the Portland.

Mr. and Mrs. E. Barnard and Mr. and Mrs. H. L. Bernett arrived yesterday by automobile from San Francisco. They are registered at the Bowers. Rev. James D. Corby, of the First Unl-versalist Church, has returned from his vacation, which was spent in the lumber camps near Rainier and at Boring.

#### ACTOR'S SPREE IS COSTLY

Clarence Wanright Loses \$125 Given to Help Ill Wife Home.

Clarence Wanright, a stranded actor, whose wife is very ill in a hospital, received \$125 fro mthe East Wednesday, went out on a spree and yesterday morning was put to bed by "Bob" Robinson, according to his assertion last night, and robbed of the funds sent to purchase transportation for himself and wife back home. Where Wanright woke up in Robinson's room in the Marion Htel last night, he discovered that his money, suit case and many belongings were missing, and that Robinson not only locked him in the room, but told the chambermaid to not let him out were missing, and that Robinson until he returned.

Wanright's wife has been sick for some time, and he has been soliciting aid to take him back East. A friend in the show business, to whom he appealed, sent him the \$125. Wannight said he had known Robinson about three months. Yesterday morning he went with Robinson to the latter's room, to sleep, but Robinson did not go to bed,

#### 600 SING AT SAENGERFEST

Portland Chorus Heard at Opening Seattle Concert.

SEATTLE, Wash., Aug. 17 .- The sev enth Saengerfest of the North Pacific Saengerbund opened here tonight with the reception concert. Six hundred singers are here to participate in the sangerfest, delegates coming from all parts of Oregon, California, Idaho, Washington and British Columbia. A large delegation came from Los Angeles and San Francisco to urge the campaign of Los Angeles for the next Saengerfest. Spokane is contesting Saengerfest. Spokane is contesting with the California city for the honor. Seattle, Portland and Tacoma choruses

participated in tonight's programme. The visitors were welcomed to the city by Mayor Dilling. Responses were made by A. M. Birkel, president of the North Pacific Saengerbund, and Jacob Schaefer, president of the festival. The first saengerfest concert will be given tomorrow night.

#### der contract to Newell, Gossett & Walsh, of Portland, with F. J. Walsh in charge as resident engineer, The first unit will supply 890 horsepower. The dam contract is with the Puget Sound Bridge and Dredging Company, of Seattle. The machinery contracts BACK WANTED INFANT

Salem Woman Asks Court for Babe She Left With Doctor.

SALEM, Or., Aug. 17 .- (Special.)-Seeking to obtain custody of her natural son, still an infant, Miss Eva Brown, through her attorneys today, started proceedings in the County Court. She alleges that after the child was born, two months ago it was turned over to Dr. C. W. Keene, of Silverton. At that time the child and Girls' Aid Society in Portland when she refused to sign a permit for Dr.

Keene to adopt him. Now she desires to have the child returned to her as she wishes to rear it herself. Miss Brown was formerly a waitress in a Salem restaurant.

#### DAILY METEOROLOGICAL REPORT.

PORTLAND, Aug. 17.—Maximum temper PORTLAND, Aug. 17.—Maximum temperature, 81.2 degrees; minimum, 54.6 degrees. River reading, 8 A. M., 53 feet; change in last 24 hours, 0.1 feet fall. Total rainfall (5 P. M. to 5 P. M.), none; since September 1. 1910, 35.95 inches; normal, 44.76 inches; deficiency, 8.51 inches. Total sunshine, 14.04; possible, 14:04. Barometer (reduced to sealevel) at 5 P. M., 30,03 inches. Observations taken at 5 P. M., Pacific time, August 17:

	K	3	Wind		
BTATIONS	simum tempt.	ecipitation part 12 hours	Velocity	Direction	State of Weather
Bolse	96	10.00	4	NW	Clear
Boston	54	0.00		w	Clear
Calgary	76	00.00	10	8	Clear
Chicago,		0.06		NW	Clear
Denver		0.00		SE	Pt cloudy
Des Moines		0.06		N	Clear
Duluth		0.00		W	Clear
Eureka		0.00		N.	
Galveston		0.00		SE N	Cloudy
Helena	51	0.00	7.0		Clear
Jacksonville		0.00		N	Clear
Kansas City Marshfield		0.00			Clear
Montreal		00.00			Clear
New Orleans		0.82		8W	Cloudy
New York		0.00		SW	Pt cloudy
North Head	62	0.00	12	NW	Clear
North Yakima	92	0.00		NW	Clear
Phoenix		00.00			Clear
Pocatello		0.00	E36	SE	Pt cloud;
Portland	6.1	0.00	132	N	Clear
Roseburg		0.00	412	NW	Clear
Sacramento					Clear
St. Louis		0.00		E	Pt cloudy
St. Paul		0.00			Clear
Salt Lake		0.00		W	Pt clouds
San Diego		0.00			Clear
San Francisco		0.0	51 4	IN	Clear
Siskiyou		0.00	110	N	Clear
Tacoma,	100	0.00	6	W	Clear
Walla Walla		0.00		9	Clear
Washington		0.00		W	Pt cloudy
Winnipeg	70	0.00	10	N	Clear
Yellowstone Park	82	W.00	119	NOW.	Cloudy:

WEATHER CONDITIONS.

WEATHER CONDITIONS.

There has been a quite general decrease of atmospheric pressure within the last 12 hours over the entire country, except on the Pacific Coast and over the eastern Lake region. Relatively high pressure obtains over the immediate Pacific Coast, but elsewhere pressure is generally below normal, and in the Inter-Mountain States, extending from Arisona to British Columbia, conditions are very unstable. Thunder storms, generally accompanied by light rainfall, have resulty accompanied by light rainfall, have really accompanied by light rainfall, have really accompanied by light rainfall, have branks. Arisona, Colorado and in the Ohloradka, Arisona, Colorado and in the Ohloradka, Arisona, Colorado and heavy rain from Southern Louisians. The weather is generally warmer in the Northwest and on the Allantic slope, and it is cooler in Southern Colorado and in the Mississippi and Ohio Valleys. Throughout the country, generally, temperatures are above normal. The indications are for fair weather Friday in Western Oregon and Western Washington, while conditions are favorable for showers and thunder storms, with cooler weather east of the Cascade Mountains.

FORECAST. FORECAST.

Portland and vicinity: Fair; northwesterly Portland and winds.

Oregon: Pair west, showers and thunder storms east portion. Cooler east portion.

Northwesterly winds.

Washington: Fair west, showers and thunder storms east portion. Cooler east portion. Westerly winds.

Idaho: Showers and thunder storms;

THEODORE F. DRAKE, Acting District Forecaster.

## St. was among the arrivals at the Parkins yesterday. George H. Snell and family, of Walla Valla, are registered at the Oregon. BIG DAN IS BEGUN Wicked Germs

8000 Horsepower at Lyle.

Engineering Work Will Be Rushed

in Order to Furnish, Electricity

to Ready Users--Irrigation Will

Be Aided by Big Project. .

LYLE, Wash, Aug. 17.—(Special.)— One of the largest and most important developments ever undertaken in this part of the state, and, with enterprises

contemplated probably the largest in the state under any single private cor-

poration, is that under way at this place under direction of the Northwestern Electric Company. It is a new organization with a capital of \$5,-

000,000, supplied by some of the largest capitalists of San Francisco, headed by Mortimer and Herbert Fleischeimer.

They came into this Washington field and the Portland vicinity of Oregon, where the headquarters are situated.

to take up the work of public service operations into which our corporations have hitherto been reluctant to enter.

B. C. Condit was sent to study the

water power opportunities adapted to reach municipalities, and after nearly

three years of such investigation he has found what he sought in the waters of the principal streams in the southern

of the principal streams in the southern part of Washington. These include the Kalama, the Cowlitz, Toutle, Lewis, and their tributary streams and the White Salmon and the Klickitat, further up the Columbia.

In 1997 the strategic points of the Michigan of the Salmon and the Klickitat, further up the Columbia.

Klickitat had been acquired by George S. Canfield, of Spokane, an operator of

an cannete, of Spokane, an operator of large exprience, who enlisted with him Ham, Yearsley & Ryrie, of that city, The original plans of these men were for a development of the power for a

for a development of the power for a line up the Columbia River, to pump on bottom lands in which that firm had at the time a large interest. At first but a unit of \$500 horsepower near the mouth of the Klickitat was planned. Investigations and surveys, however, disclosed that for each advance up stream, there was about 30 feet of fall to be added. Extensions were made,

to be added. Extensions were made, and continued from time to time, until, with a line of about 11 miles of flume, there was obtained a net head of \$24

feet, which would develop 28,000 horse-power. The pin was set at this point,

power. The pin was set at this point, and that is the present project, its esti-

nated cost is \$2,000,000. Last April a Spokane legal concern connected the Ham, Yearsley & Ryrie

firm, desiring a development, with the new California corporation and a deal

was almost immediately consummated,

the water rights for a sum said to be about \$100,000. The purchasers, the Northwestern Electric, agreed to build

immediately.

The dam is to be of concrete and the entire engineering construction is un-

of Seattle. The machinery contracts are with the Pelton Water Wheel Com-pany of San Francisco.

Promoter Would File Bond.

cial.) Lawrence Harmon, a Chicago lawyer, who is seeking a street rail-

VANCOUVER, Wash., Aug. 17 .- (Spe-

m loss. He is not willing to put up

a cash bond of forfeture, to guarantee building of the road within a specified time, which some of the members

of the Council declare they will instat

he should not be made to put up money

for the privilege of building a road which will mean additional taxable

property for this county in the sum of \$3,000,000, equal to the entire amount

of taxable property now. The pro-

moter also announces that before the Council meeting next Monday, when

the franchise will be discussed, he will show that capital is back of him.

Complaint Falls to Arrive.

SALEM, Or., Aug. 17.—(Special.)— The complaint to enjoin the Secretary of State from placing on the ballot the referendum petitions against the Uni-versity of Oregon appropriations did

not return today from S. H. Friendly,

who is at Newport, but, according to

row without fail. If it arrives early

as far as possible the suffering of

such occasions, and endeavor to

health and strength unimpaired.

This she may do through the use

of Mother's Friend, a remedy that

has been so long in use, and accomplished so much good, that it is in

no sense an experiment, but a prep-

aration which always produces the

best results. It is for external ap-

plication and so penetrating in its

nature as to thoroughly lubricate

ex-Justice Slater, will be here tomor-

Attorney Harmon also maintains that

Ham.

on terms agreeable all round. I Yearsly & Ryrie and Mr. Canfield

PORTLAND FIRM

Steal Nourishment From Hair Roots and Cause Filthy Dan-Concrete Structure to Supply druff, Falling and Faded Hair

Kill the germs; that's the only way to stop your hair troubles. You can't have vigorous or beautiful hair as long as the little dandruff germs steal from the hair root the food

that nature intends the hair to have. That's all there is to this "hair scare" that takes up columns in the news papers and magazines. GERMS DIG Let me say at the Hair Root

it again; kill and your hair worries w111 cease. Go to Woodard,Clarke & Co. today, get a 50-cent bot-tle of PARIS-IAN SAGE.

and the next; see the dandruff disappear, notice the luster that begins to show in the hair and won-ders of wonders that itching of the scalp has vanished.

Use PARISIAN SAGE as the directions read, it is guaranteed to destroy dandruff germs, stop falling hair and itching scalp, or money back.
It grows hair, puts a fascinating luster into faded hair and is the most delightful and refreshing hair dressing in the world. Sold by Woodard, Clarke & Co., and druggists everywhere,

enough in the day he says that he will file the complaint immediately with the County Clerk.

# **OPERATIONS**

By taking Lydia E. Pinkham's Vegetable Compound

The following letter from Mrs. Orville Rock will prove how unwise it is for women to submit to the langers of a surgical operation when it may be avoided by taking Lydia E. Pinkham's Vegetable Compound. She was four weeks in the hospital and came home suffering worse than before.

Here is her own statement. Paw Paw, Mich.—"Two years ago I suffered very severely with a dis-

placement. I could not be on my feet for a long time. My physician treated me for seven months without much relief and at last sent me and at last sent me to Ann Arbor for an operation. I was there four weeks and came home suffering worse than before My mother advised me to try Lydia E. Pinkham's Vegetable Compound and I did. Today I am well and strong and do all my own housework. I owe

way franchise and proposes to build 100 miles of road to connect all the towns in Clark County with this city, declares that he is willing to put up an indemnity bond to insure the city from loss. He is not willing to put up Mishigan. Michigan. If you are ill do not drag along until

an operation is necessary, but at once take Lydia E. Pinkham's Vegetable For thirty years it has been the standard remedy for women's ills, and has positively restored the health of thou-

#### SAVED FROM ALCOHOL Eight Years a Slave. Now Free.

sands of women. Why don't you try it?

A report has just come to the White Ribbon Remedy Co., of Boston, from a lady in New York State, that her hus-band practically a drunkard for eight years has been entirely freed from the alcohol habit for over a year, due en-tirely in her opinion to the use of White Ribbon Remedy. White Ribbon Remedy is odorless and tasteless and may be given with or without the knowledge of the patient. Contains absolutely no habit-forming drugs. \$1.00 per box, or \$5.00 for six boxes. At

Woodard, Clarke & Co., Portland, Or.

SAVES TIME AND ENERGY
Lightens All Housework Woodard, Clarke & Co., Portland, Or.

#### It is the duty of every expectant **SAPOLIO** mother to prepare her system for the coming of her little one; to avoid

pass through the crisis with her Cleans, Scours, Polishes from cellar to garret

WORKS WITHOUT WASTE

CLASSIFIED AD. RATES Dally or Sunday. Per Line