

ROOFTOPERS INSPIRED BY LESSON OF TRIP

Californians Enthusiastic at "Pull Together" Spirit Fostered by Visit.

PORTLAND FOLK THANKED

Movement to Have a Biltshire Oregon Lead Navies Through a Panama Canal Warmly Supported by Exposition Men.

Warm words of appreciation for the reception and entertainment accorded them by the commercial bodies of Portland were telegraphed to the Oregonian last night by members of the party of San Francisco Panama Pacific Exposition boaters, from Edgewood, Cal.

At the same time the Californians conveyed to the people of Oregon the assurance that they would aid the movement directed by C. C. Chapman, secretary of the Oregon Development League, to have the 1912 civic resolutions of this state include the resolution adopted at the banquet in this city Saturday night urging the Federal Government to have the battleship Oregon lead the navies of the world through the completed Panama Canal in 1912.

This resolution was presented at the banquet by Frank L. Brown, director of the publicity department of the big San Francisco fair, who preceded his remarks with a brief statement of the magnitude of the 1912 exposition, which will be the largest in the history of the world, and a recital of the benefits to be derived by the entire Pacific Coast.

The resolution was adopted unanimously with great enthusiasm. It follows: Whereas, it is the plan of the United States Government to invite the nations of the world to join in the celebration of the centennial of the signing of the Oregon Treaty in 1846, and to participate in the grand opening of the Panama Pacific International Exposition at San Francisco, California, in 1915, and to celebrate the completion of the great engineering feat, the Panama Canal, in 1914.

Whereas, the battleship Oregon, which was built at the Union Iron Works, San Francisco, by the United States Navy, in honor of the great state of Oregon, and christened Oregon, by reason of her wonderful achievement in time to participate in the historic sea trip through the Panama Canal, not only for defensive purposes, but commercial as well.

Therefore, be it resolved, that the Commercial Club of Portland and the Chamber of Commerce of this city, with the Panama-Pacific International Exposition delegation now present and pledge themselves to use their utmost endeavors to prevail upon the Federal Government to name her as the ship of war to lead the navies of the world through the Panama Canal, and further be it resolved, that the Commercial Club of Portland and the Chamber of Commerce of this city, with the Panama-Pacific International Exposition delegation now present and pledge themselves to use their utmost endeavors to call upon the Federal Government to use every effort to bring about the fulfillment of the desire of the people of Oregon and California and of the Nation.

Lesson Learned in Schoolhouse. "The best lesson on this trip was taught us in the old village schoolhouse at Latourelle Falls, where the exposition supporters of Oregon and California learning the lesson of pulling together," said Mr. Brown in an interview at Edgewood yesterday.

"The A. B. C. of cooperation and unity of purpose, by means of which the Pacific Coast States will use our 1915 Exposition as an expression of the wonderful spirit of the Pacific Coast, and the great development that awaits this part of the United States as a result of the completion of the Panama Canal and the holding of our great Exposition."

"Another equally important lesson was the great efficacy of those 'booster' trips, remembering that in purpose the Pacific Coast and the Western states, and clarifying the thought that the Exposition is for all the Pacific Coast, and Western states, and that San Francisco is the central point where all the people of the Pacific Ocean, Europe and the United States can best assemble to celebrate the completion of the greatest engineering achievement, the Panama Canal."

Are to Blame in Awies. Charles S. Fee, passenger traffic manager of the Southern Pacific Company and a director of the Exposition Company, said that the staff of the Chamber of Commerce and the directors of the Panama-Pacific Exposition, had proved to be at the opportune moment. It not only served to emphasize the community of interests of California, Oregon and Washington, he said, but brought home to every one the necessity for speedy and concerted action to the end that the exposition may rank not only well to the fore, but ahead of any exposition of its kind heretofore held.

"The people of Oregon, and especially the cities of Portland and Astoria," he said, "realize that a new prosperity was ushered in with the Lewis and Clark Fair in 1866. The growth and development of the state and its cities, including the metropolis, during and since that time, have been substantial and rapid."

Boise, Nampa and Caldwell Will Be Corners of Triangle. BOISE, Idaho, Aug. 20.—(Special.)—Boise, Nampa and Caldwell will within the present year be the three corners in a perfect triangle of electric roads, a good part of which are now constructed and in operation. The third will be built this year parallel to the Oregon Short Line, connecting Boise and Caldwell with Nampa. There is lively bidding for the construction of the latter link.

Connecting Boise with Nampa is the Boise & Interurban electric line. The Boise & Interurban connects Boise and Caldwell.

Coox Grows More Fruit. MARSHFIELD, Or., Aug. 20.—(Special.)—P. M. Hall-Lewis, County Fruit Inspector, is touring the county to examine the orchards and instruct fruitgrowers how to spray and care for their trees. Reports show that apples are rapidly coming to the front as a fruit-growing district. At Coquille, the county seat, and its immediate vicinity, the inspector found 125 orchards with a total of about 3000 trees. The number of trees under cultivation this year will be much larger than last year, as several new orchards have been planted. The fruit growers' organization will market the crop again this year as they did last season.

Clover Test Under Way. HOOD RIVER, Or., Aug. 20.—(Special.)—For the purpose of determining the action of clover crops and what benefits may be derived from them, the Hood River Fellowship Association will conduct four experiment stations in different sections of the valley. Professor W. H. Lawrence, of the agricultural department of the association, has chosen as locations for his work the

SHIPPER AWAKEN TO RATE DANGER

Waterhouse Threat Results in Formation of Company to Reduce Port Charges.

LOWER PILOTAGE SOUGHT

W. D. Wheelwright Says Steamship Chief Proved Immediate Reform Necessary to Meet Creaper Sound Rates.

A visit to Portland several weeks ago by Captain James Graham, who came to look over the shipping field as a representative of the Whipple fleet, followed about two weeks ago by Mr. Waterhouse himself, who conferred with shippers and threatened to stop running his line into Portland unless port charges could be reduced, has resulted in the formation of a new company, which is expected to have powerful influence in persuading the Port of Portland to reduce pilotage rates to Portland and bring about more nearly an equality of rates with those of Puget Sound.

The new company will be known as the Portland Steamship Company. It will incorporate today with a capital stock of \$50,000.

A committee was appointed at a meeting of 15 shippers and members of the Port of Portland, August 19, with W. D. Wheelwright as chairman, to see if arrangements could be made for pilotage rates here equalized with those on the coast. W. J. Burr, of Balfour, Guthrie & Co.; C. M. Clark of the Clark-Watson Lumber Company; C. E. Curry of the Northwest Lumber Company; and Brockwell Statter, representing Frank Waterhouse & Co. in Portland, were with Mr. Wheelwright on the committee.

This committee decided Friday to draw up articles of incorporation and to take up equalization of pilotage rates with the Port of Portland.

Not more than \$15,000 of the stock of the company is to be held at present, the remainder being held subject to call. A tentative option has been secured from the McCabe Company, which has been operating in Portland for the last three years, on the greater part of its equipment.

Mr. Wheelwright says that the shipping board for watercraft on Oregon, which Mr. Waterhouse had it was necessary to act at once to help the shipping of this port, and that this was made doubly urgent by the recent rate Washington and Idaho points to the Puget Sound cities, making the tariff the same as to Portland.

Figures Are Convincing. Figures given by Mr. Waterhouse demonstrated, he said, that it costs a minimum of 87 1/2 per cent more to handle cargo at Portland than on Puget Sound.

Besides the higher pilotage rates in Portland, it is said that there is a difference of about 80 per cent in the dock charges here and in the Sound cities, and that the charges for handling cargoes, with overtime for longshoremen, is from 10 to 25 cents lower there than in Portland.

Members of the new organization say that it is not its purpose to make conditions harder for waterfront labor, but to facilitate handling of cargoes of vessels coming to this port. They deny that any attempt will be made to break up the waterfront labor, but believe that the new company will place shippers in better position to secure what men they desire to attend to their cargoes, a condition which they declare has not existed here in late years.

BOAT METHODS ARE SCANNED. Washington Commission May Cause Complete Readjustment. OLYMPIA, Wash., Aug. 20.—(Special.)—That there will have to be a complete readjustment of the methods of doing business employed by the various boat companies operating in Washington is now certain, for the Public Service Commission is constantly running into problems that can only be solved by having the customs altered. It is not charged that discrimination has been practiced, but discrimination is feasible under the present set of things.

One of the problems for the Commission has arisen in the verbal request for permission for a big boat company to quote a 20-ton rate for a big shipper, the tonnage to move at the option of the shipper. This request the Commission will deny, for it means that the line cannot be drawn under this system nothing would prevent a boat company from estimating the business of some big house for a year and quoting a rate on 1000 tons to be moved any time within a year. The other shippers could not avail themselves of the rate and the Commission declares it would do double work in sailing ships.

Before long the Commission must hear the protest entered by four persons against the method used by the Inland Navigation Company in sailing ships, and in this instance a rate of \$1 was advertised for a trip to Hood

Canal. The regular fare is \$25. The boat left Seattle at 1 o'clock in the morning. At midnight the ticket office closed. This party went aboard at 12:30, but when they offered the \$1 it was refused and they had to pay the full fare or be put off at the first landing. They paid the money under protest and appealed to the Commission. There is no question but that a refund will be ordered, and for a time the proposition of having the Attorney-General start suit for a recovery was considered.

LUMBER IS MOVING RAPIDLY. Coos Bay Captain Expects to Move 85,000,000 Feet in Year. MARSHFIELD, Or., Aug. 20.—(Special.)—Captain Olson, of the C. A. Smith steamer, the Nann Smith, is endeavoring to make a new record for handling lumber by water. He started the first of the year to transport 85,000,000 feet of lumber from Coos Bay to Bay Point, Cal., within a year, and so far has kept up with the schedule. The new electric loading device which has been installed makes it possible to load more quickly than before.

About 100,000 feet an hour can be loaded, the vessel exclusively in carrying lumber from the Smith mill in this city to the company planing mill at Bay Point, and she has been making a round trip five days. She can carry about 1,500,000 feet of heavy fir timber.

MORE DESTROYERS ARRIVE. Lieutenant Commander Richardson Here on Flagship Whipple. Steaming into the harbor at 3:30 o'clock yesterday afternoon the third division of the torpedo boat destroyer fleet at Astoria, consisting of the Whipple, flagship, the Truxton and the Hull, anchored off East Oak street.

Almost before the vessel was settled at anchor they were surrounded by boats and launches, bearing visitors, who thronged aboard at once to be courteously welcomed by the crew.

Lieutenant Commander Richardson is here on the Whipple. The flagship is captained by Lieutenant J. G. Chubb, and the Truxton by Lieutenant R. S. Jones. During their stay in Portland the three ships will receive visitors from the city and the county. They will remain in port until Wednesday morning, at 5 o'clock, when they will weigh anchor and run down to rejoin the fleet at Astoria.

The Whipple will remain in Astoria for one day after the return of this division these three ships, and will then leave for San Francisco. With the exception of the Whipple, which is a harbor tug, which were left at the Bremerton yards, the entire fleet has been able to visit Portland this month.

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ROTARY DELEGATES SET TOWN A-WHIRL

Convention Visitors Capture Portland for Three Whole Days.

MORE COMING ON SPECIAL

Local Rotarians to Take Invaders Up Columbia on Excursion Today. With Camp-Fare Under Big Trees at Bonneville.

Beginning at 7 o'clock this morning and continuing for three days, between 100 and 200 delegates to the second annual convention of the National Association of Rotary Clubs of America will have possession of Portland.

The convention will be formally called to order with an address by Paul F. Harris, of Chicago, National president, in the assembly hall of the Portland Commercial Club at 10:30 o'clock this morning. Tonight a reception will be tendered the visiting delegates by the members of the Portland Rotary Club at the Commercial Club.

President Harris and about 100 delegates from Eastern States will arrive in Portland at 7 o'clock this morning in a special train. The excursion party will also include the delegates from Seattle and Tacoma.

San Franciscans Already Here. These delegates will be received at the hotel by the reception committee, representing the local organization, which met yesterday and completed plans for greeting the delegates and escorting its members to Rotarian headquarters at the Perkins Hotel. Among the members of the local reception committee are: J. T. O'Neill, J. C. Wright, Phil Grossmeyer and C. V. Cooper.

Prominent among the delegates to arrive yesterday were those from San Francisco, Los Angeles and Oakland. Included in this delegation are C. J. Wetmore and C. M. Elliott, of San Francisco, who were members of the San Francisco Chamber of Commerce party of Chamber of Commerce boaters who passed Saturday in this city.

They remained over and with their associates from San Francisco will endeavor to secure for the "exposition" the convention of the Rotary Clubs in 1915. Mr. Wetmore is a prominent manufacturer in San Francisco, while Mr. Elliott is vice-president of the Portland Chamber of Commerce of that city.

Other members of the California delegation arriving yesterday were: R. R. Rogers and Charles H. Victor, of San Francisco; Waltham J. Wood, R. B. Woodruff, of Los Angeles; and Robert Robertson, of Oakland.

Tomorrow the delegates will be entertained by an excursion up the Columbia to Cascade Locks on the steamer Monarch, including a picnic dinner served under the trees at Bonneville. The steamer will leave at 7 o'clock of Washington street at 7 A. M.

Routine business will be considered Tuesday night and at the day session Wednesday. The convention will end Wednesday at the Commercial Club Wednesday night.

BIG ENGINE TO PLOW LAND. Hood River Men to Make Tract in Camas Prairie Fertile. HOOD RIVER, Or., Aug. 20.—(Special.)—B. E. Duncan, Noah E. Bone and E. R. Butman, all of Hood River, who own a tract of several thousand acres of the land to be drained by the big ditch now being dug at Conboy Lake, in the Camas Prairie district, are planning to plow the land with a large caterpillar engine.

Mr. Duncan and Mr. Bone, accompanied by Howell brothers and C. H. Marcy, owners of one of the machines, which they have been operating in Sherman County, near Wasco, are plowing the tract with a Caterpillar engine yesterday. They plan to transport the engine to White Salmon, whence it will proceed across the country to the region to be plowed. The section is deep and fertile soil, which, however, for the greater part of the year has been covered with water. In summer the wild grass, which grows luxuriantly, has furnished much hay for the former owners of the land. With the draining of the lake the land will become tillable. The plowing is a problem because of the heavy soil.

White Salmon Is Rich Valley. HUSUM, Wash., Aug. 20.—(Special.)—That the White Salmon Valley has been advertised as being principally a timber-growing section does not signify that other inducements are not offered to the homeseeker.

From the mouth of the White Salmon River and adjacent lands to the foothills of Mount Adams, lies a country with typical conditions for diversified farming, which in many instances is taken advantage of. With the investment of canals for irrigation, among the best opportunities are offered of any in the state. Another item of importance in the valley is that only a small transportation facility to make them valuable.

Movements of Vessels. Astoria, Or., Aug. 20.—Condition at the mouth of the river, under cloudy, wind northwest, sea smooth. Sailed at 6 A. M. Steamer Astoria, for San Francisco; sailed at 7 A. M. Steamer Barlow, for San Francisco; British steamer Lucerne, for Portland; sailed at 7 P. M. Steamer Earl of Portland, from Noxa.

Seattle, Aug. 20.—Arrived—Fairweather from Southern Alaska steamer M. F. Plant, Columbia, Eureka, Fairweather, Col. E. L. Drake, towing Barge No. 10, from San Francisco; steamer Rialto, from Prince Rupert; steamer Ramona, from Skagway; sailed—passenger steamer from Skagway; steamer Prince Rupert, for Portland (anal); barge B. David, load of 100 tons of lumber, for Seattle; steamer Alaska, for Astoria.

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Tides at Astoria Monday. High. 11:30. Low. 4:45. Tides at 10:30 P. M. High. 11:30. Low. 4:45.

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Howell Bros., who own large tracts in Sherman County, expect to cut 2000 acres and then put the engine to work. It is to be summer-fallowed. They expect to get great results from this method of farming, as they can do their work in season and plow their land much deeper than with horses. The caterpillar engine will be the means of putting a great deal more money in Sherman County, as the farmers will be able to do so with from 25 to 30 head of stock, thereby saving the feed of so many horses.

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UNION PACIFIC LIFE INSURANCE CO. OF PORTLAND, OREGON

Table with columns for ASSETS and LIABILITIES. Assets include Mortgages on Real Estate, Collateral Securities, Portland City Bonds, Bonded City Warrants, Bills Receivable, Installments Unpaid, Cash in Banks on Interest. Liabilities include Capital Stock, Premiums, Advance Payments, Interest, Surplus.

TAX LAWS COME UP

Commission and Legislators to Consider Measures.

M'COLLOCH GIVES VIEWS

Baker Senator Says People Should Adopt Constitutional Amendments Proposed and Rebuffs Theory of Single Tax.

Consideration of needed legislation on assessment and taxation, to be submitted to the voters of the state under the initiative in the general election of November, 1913, will be taken up at a meeting of a joint legislative committee and the State Board of Tax Commissioners.

The men to whom this task has been delegated will assemble at Salem next Thursday and will begin their deliberations as soon as they have organized.

"Personally, I am opposed to considering in any way the single-tax theory at this time, neither do I favor submitting to the people next year a great number of initiative measures on this subject which would tend only further to complicate a situation already complicated," said Claude C. McCulloch, State Senator from Baker County, and member of the tax revision committee, at the Imperial yesterday.

"If the voters will adopt the three constitutional amendments proposed by the next Legislature, which will be submitted in the next general election, much will be done toward straightening out the present taxation muddle in Oregon."

McCulloch Gives Reasons. One of these measures repeals the single-tax provision adopted in the last general election. Another provides for the classification of property and the segregation of taxes for state and county purposes. The third inhibits the Legislature from attaching the emergency clause to any act regulating taxation or exemption, thereby reserving to the people the power of the referendum on all legislative acts on this subject.

"If these three constitutional amendments are approved by the people, the effect will be to restore to the Legislature the regulation of legislation affecting state-wide assessment and the segregation of taxes for state and county purposes. Although I am only one member of the commission that has been created, it seems to me that it would be far better to direct our efforts toward securing the adoption of the amendments to the state constitution I have referred to rather than to encumber the ballot with a number of many initiative measures which probably only would create greater confusion in the minds of the voters without accomplishing the object for which they can be plugging the holes in the state constitution by enacting the proposed constitutional amendments."

Sliger Favors Amendments. The commission of which Senator McCulloch is a member was authorized and created through the adoption by the Oregon Legislature last winter of a joint resolution for the purpose of Representative from Douglas County. It provided for the appointment of the respective presiding officers of the two houses of seven members of the Senate, to confer with the State Board of Tax Commissioners to frame and recommend to the people for adoption under the initiative such taxation measures as the commission might deem necessary.

The three constitutional amendments on taxation, submitted by the Legislature, should by all means be adopted by the people," said B. D. Sliger, County Assessor of Wasco. "This is the power to suggest legislation and to the Legislature the power to enact legislation, subject to the referendum. This would simplify the present muddled state of affairs materially."

Sliger is withholding from the Legislature the right to tack on the emergency clause to any bill relating to assessment and taxation. It may be depended upon that the State Legislature would enact only such legislation on these subjects as was demanded by the people, which would best serve the public interest. Otherwise the people could invoke the referendum and undo any unsatisfactory legislation.

HOOD RIVER GETS THEATER. C. O. Bell Will Erect Two-story Brick in Apple City.

HOOD RIVER, Or., Aug. 20.—(Special.)—According to C. O. Bell, owner of the Mount Hood Hotel building, Hood River will soon have a modern playhouse. Mr. Bell, who recently purchased a lot on the corner of