

TEXAS CANDIDATE LEADS CLUBWOMEN

Observers Say California's Support Means Much to Mrs. Pennypacker.

SUFFRAGE ISSUE LOOMING

Many Delegates Feel Subject Is Fraught With Dangers to Federation and Would Avoid It If They Could.

SAN FRANCISCO, June 30.—(Special.)—After a quiet day that was given over to out-of-town trips and receptions, the National Federation of Women's Clubs will convene tomorrow for the closing week of its convention. The coming week will be by far the most important in the history of the organization.

First and foremost there will come on Wednesday the election of officers. The two candidates are Mrs. Philip Carpenter, of New York, and Mrs. Percy Pennypacker, of Texas. No personalities have been indulged in, the two women being close friends. For the time, however, they are rivals. According to the newspaper men who have been covering the convention, the star of the Texas delegate seems to be in the ascendancy thus far. California has come to the support of Mrs. Pennypacker, and that means much.

Mrs. Hearst Is Hostess.

Today there was a scattering of the delegates. Some of them took the trip up Mount Tamalpais, as the guests of the women of San Francisco. Others of the delegates went to Pleasanton, where they were entertained by Mrs. Phoebe Hearst, who came to the large state delegations such as New York, Missouri and Ohio, had receptions of their own.

Next week is to be an especially active one for the convention. Of delegates from the General Federation of Women's Clubs and will see the most important acts of the convention. Of the most vital, and what may be the most crucial one for the Federation, is whether the constitution should officially give its indorsement to woman suffrage. This is not formally on the schedule of business, but will in all probability come before the convention in the form of a resolution when the resolutions committee makes its report on next Saturday.

To many delegates some of them leaders in federation work, this subject is fraught with grave danger to the present satisfactory status of the organization. While nearly all the delegates are in favor of the principle, some of them, notably from the southern part of the country, are doubtful about the wisdom of its application in their states. There are many who do not believe that it should be made an issue in the convention.

On the other hand, there is a large faction that does not consider that the convention can with consistency take any other course but officially to indorse woman suffrage. They point out that the general federation is largely founded on the principle of unification of the endeavors of women's clubs, and that all admit that every ideal and aim of the clubs could be more effectively promoted if woman suffrage were the right of suffrage in every state of the Union.

Many Favor Radical Action.

Many of the delegates are prepared to urge radical action, but the plan which seems to be favored is one which favors the action proposed by the Indiana delegation to have the convention pass a resolution referring the question to each affiliate club for its own club action. This action is to be reported to the convention when it next assembles in 1914.

While this means delay, it is pointed out that it adheres to the policy of conservatism, which the organization has always tried to pursue.

The suffrage question will be touched upon deeply in a session at the pavilion tomorrow night, when the legal and economic status of women will be discussed by the most able of the delegates. Dr. Jessenia B. Petticoat, Ph. D., of the University of California, will speak upon women in industry and in the home; Mrs. Philip N. Carpenter, LL. D., of New York, will speak on suffrage among the states, and Mrs. Sarah Platt Decker, of Colorado, former president of the federation and a famous suffrage leader, will tell of the status of other women.

After the speeches it is predicted that the delegates will not be in a humor to permit the definite question of suffrage to go unnoticed by the convention.

Tomorrow morning the question of conservation of natural resources will be taken up. In the North and the West, the question of conservation is mostly interested in the preservation of forests. In the South the clubwomen's interest is mostly centered in the improvement of waterways. Two men of national reputation in conservation work are scheduled to address the meeting—Captain J. H. White, president of the National Conservation Congress, will bring greetings to the clubwomen from his organization, and also tell them of the work it is doing; Overton W. Price, of the National Conservation department, is scheduled for a talk on "Forestry."

Among the leading figures in the convention is Mrs. C. H. McMahon, who, as chairman of the program committee is credited with having more than any other woman to make the convention a success.

200 KILLED IN TORNAO

(Continued From First Page.)

topped over, the timbers being piled on the tracks.

Across the railway tracks several of the largest wholesale houses in the city were unroofed, their heavily laden floors falling as their supports were loosened.

Power Wires Useless.

All electric light and power wires are useless and the city is in darkness. All conveyances were pressed into service to convey the dead to the morgues and the injured to the hospitals.

At 8 o'clock twelve bodies had been sighted in the ruins and several had been taken to the morgue.

The storm continued northwest from Regina, through Central Saskatchewan, doing great damage, but no loss of life is reported outside of Regina.

Heavy losses to buildings are reported from Qu'Appelle and also Melville.

Contractor's Funeral Held.

Charles W. Hughes, a contractor, who died last Wednesday, was buried yesterday at Rose City Park Cemetery. The funeral services were held in the chapel of the Skewes Undertaking Parlor at 2 o'clock. Religious services were conducted by Rev. Mr. Mont in the chapel. The services at the grave were in charge of Webfoot Camp 26, Woodmen of the World.

SALT LAKE WOMAN TO WHOM CREDIT IS GIVEN FOR SUCCESS OF WOMEN'S FEDERATION PROGRAMME.



MRS. C. H. McMAHON.

STRIKE IS THREAT

Railway Shopmen Ask for Conference With Managers.

WORKERS FAVOR WALKOUT

Officials of Harriman Lines West of Chicago Belittle Situation and Say Talk Is All "Bluff."

CHICAGO, June 30.—(Special.)

Representatives of the International Union of Shop Employees on all railroads running west of Chicago have addressed a joint letter to W. A. Garrett, chairman of the General Managers' Association, asking for a conference to present certain demands. In the event that the conference is denied the officers have been authorized to order a general strike.

The general federation is largely founded on the principle of unification of the endeavors of women's clubs, and that all admit that every ideal and aim of the clubs could be more effectively promoted if woman suffrage were the right of suffrage in every state of the Union.

At a conference in St. Louis, June 24-25, the recent vote taken among the shopmen on the Western railroads was canvassed by the international officers, and showed an overwhelming majority in favor of a strike, unless immediate settlement is reached on the Illinois Central and Harriman lines, where the shopmen have been on strike for nine months.

While the vote of the men is for a strike, the matter has been left in the hands of the executive council of the Federation of Federations, which is composed of the international presidents of the nine crafts involved.

Some of the general managers are taking the situation seriously, while others are not. It is believed that there will be no trouble. One manager said today that "it is a case of pure bluff."

Should the strike be called it will involve about 100,000 men on the different railroads, but the managers believe that many will refuse to obey the order.

BRYAN ANSWERS CLARK

(Continued From First Page.)

agers is as objectionable as his own inactivity. They have been in constant co-operation with the reactionaries. If Mr. Clark did not authorize them to act, he has, so far as I know, failed to rebuke them for acting. I take it that he granted that he does not object to the action of his managers in soliciting, or at least in accepting without protest, the support of the 90 wag figures which Mr. Murphy, under the unit rule, uses to carry out the will of the predatory interests."

Clark Will Have Chance.

"The public is not much interested in Mr. Clark's opinion of me; he will have ample time in which to express his opinion after the convention, whether he is nominated or not, but if I am any judge of the news value of items, the people would like to know immediately whether he believes that the New York delegation, which is completely under the domination of Mr. Murphy and which contains among its numbers, representatives, attorneys, or agents of nearly every predatory interest that is oppressing the people—whether he considers that this delegation thus controlled by one man who is controlled by the interests, stands in the same position as delegates that represent the masses and whether he has any objection to a nomination made possible only by the support of the New York delegation.

Word Not Personal.

"In using the word 'disappointment' I do not use it in a personal sense, for I have no desire to impose my advice upon him; but I feel that it is not presumptuous for me to assume that I am better acquainted with the sentiment of the people than those who have had his ear, and I am sure that I speak for a larger number.

"I am sure, too, that I am as interested as those upon whose counsel he relies, for I have no interest in the subject except my interest in the principles and policies which can be advanced through the election of a Democratic President. I believe Mr. Clark is right at heart, but during the last

PICTURE SHOWS ARE GOOD

Star Theater Depletes the Death of Saul on Canvas.

The fate of a child alone on a runaway engine was vividly depicted in a motion picture at the People's Theater yesterday, and it attracted much attention. The rescue of an actress from a burning theater is another very graphic and realistic film. "The Heat Wave" is a satirical comedy and the pseudo Sultan shows vignettes of the comedian Bunny at his best. The trio aided by a brilliant array of potted plants and an electrical display sang a pretty sentimental song that made a substantial hit with the Sunday crowd.

Science, religion, dramatic art and comedy each had a share in the well billed bill at the Star Theater. "The Death of Saul" was a religious spectacle which has seldom been surpassed in films. It was put forth on an immense scale and being hand colored was indeed beautiful. "The School Teacher and the Wait" was a biograph of standard excellence. "What the Driver Saw" was comedy pure and simple and contained many a hearty laugh and a bit of sentiment as well. "The Frog" was an interesting contribution to science, and showed the development of this animal from its tadpole state. Miss Monahan sang in an acceptable manner.

At the Arcade Theater the Pathe Weekly contained first of all a very beautiful description of various parts of the Rose Carnival. That portion descriptive of the children's parade was by far the most impressive. The flight of an airplane from the top of the Mulnomah Hotel was more than thrilling.

The end of the "Train" was a good drama and the other two films were clever comedies. The music and singing were excellent.

Missionary Meetings Conclude.

Salem, Or., June 30.—(Special.)—The marked success of the "Woman's Home Missionary Society in Oregon was the predominant topic at the closing sessions of that body, which has been meeting in Salem. The following officers were elected: President, Mrs. Fletcher Homan, Salem; first vice-president, Mrs. E. Todd, Salem; second vice-president, Mrs. F. J. Hard, Eugene; third vice-president, Mrs. D. W. Hart, Portland; fourth vice-president, Mrs. J. C. T. Harrington, Portland; recording secretary, Mrs. Bales, Portland; correspondence secretary, Mrs. D. W. Hart, Salem; treasurer, Mrs. Staples, Portland; Young People's work, Mrs. Hansen, Portland; heads of departments: Mite box, Mrs. Wiseman, Portland; lamp, Mrs. White, Portland; reading circle, Mrs. Paramougain, Brownsville; training work, Mrs. Hard, Eugene; committee of "Old People's Home," Mrs. Solomon, Mrs. Swafford, Mrs. Higler, Mrs. Penn, Mrs. Moreland, Mrs. Aifred and Mrs. Allen, all of Salem.

Too Late.

A farmer one day noticed two boys looking with covetous eyes at his tempting fruit, so he ordered them away. Some time afterward, when he returned, he saw the boys astride of his orchard fence.

"Didn't I tell you," he roared, "that you couldn't come in here?"

"We're not coming in," answered one of the boys, whose pockets were bulging suspiciously; "we're going back."

Elks Week

Mail to your friends and relatives in the East The Oregonian during the Elks' Convention, including the big illustrated special Elks' Edition, the Sunday before the convention, and the great Sunday edition of July 14th, giving a resume of the entire week.

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HONOLULU WANTS PORTLAND LINE

Largely Increased Shipping Business Forecast by Canal Opening.

GOOD BOAT LINE NEEDED

San Francisco Line Is Overcrowded on Every Trip and Route to Portland Would Be Quicker, Better and Cheaper.

HONOLULU, June 12.—(Special Correspondence.)—With the opening of the Panama Canal within the next 12 or 15 months, the business men of Honolulu are awakening to the possibilities of a largely increased shipping business and the talk of a direct line of steamships between Honolulu and Portland is being revived in many quarters.

A large number of former Oregonians, now influential in Hawaiian affairs, are leaders in the propaganda for a closer connection with the metropolis of the Northwest, and there can be little doubt that a direct proposition will be made within the next month or two to the business men of Portland.

The Oregon Club, formerly known as the Oregon Boosters and Aloha League, intends to take up the matter formally at its next meeting, when it is proposed to issue a circular to be signed by the officers of the various commercial bodies of Honolulu to be forwarded to the Portland Chamber of Commerce. In this it will be proposed that a company be organized "for the establishment of a line of first-class passenger and freight steamships to ply between Portland, Or., and Honolulu, Hawaii, the stock in said company to be subscribed for equally in the cities named."

Further Delay Ill Advised.

H. P. Wood, secretary and moving spirit of the Hawaiian Promotion Committee, who visited Portland last Fall, believes that there should be no further delay in the getting together of the live business men of the two cities. He is of the opinion that both Honolulu and Portland will be the losers if the matter of shipping is neglected until San Francisco and San Diego have taken a further lead in steamship facilities with the center of the Pacific.

"I received considerable encouragement when Mr. Wood," but there was apparently an idea among the Rose City people that there was plenty of time. That may be so, but steamships are not built in a moment and new lines, either railroads or steamers, require many months to be sufficiently well known to obtain any considerable amount of patronage. Portland is in a position to handle a score times the amount of trans-Pacific freight she now takes care of and it will be shortsightedness alone if a large part of the constantly increasing Oriental trade does not pass through Portland's gates."

Other leading Hawaiian boosters, like Governor Frazar, Governor Alexander, Roderick O. Matheson and Charles F. Crane, are all in favor of an Oregon-Hawaii steamship line and are ready to do their share in bringing about its realization.

At the recent convention of the Republican National convention in Chicago, has written that he will return to Honolulu in a few days and will be in business to confer with leading commercial officials in that city.

The Governor is himself a Californian, but is a great admirer of Portland and believes that direct passenger and transportation facilities would mean much to the Oregon city as well as to Honolulu.

Governor of Wealthy Family.

The Governor, in addition to being a man of wealth and enterprise, is a member of the famous Dillingham family—the Morgans of Hawaii—and there can be little doubt, but that such men as B. P. Dill, Alexander B. Dill, and P. Cooke and other capitalists could easily be induced to put up at least half the necessary funds for a first-class line of steamships.

Roderick O. Matheson, the leading journalist of Hawaii, points out that with the newer development of China and the trade of the Pacific Coast, it is bound to increase and that it is in the interest of Hawaii to take advantage of the hour. Honolulu will go at least half way, says Mr. Matheson, for "whatever stronger bond of feeling in Hawaii for Oregon than for any other part of the West, and our people want to be closer."

Since the Oregon-Hawaii project has been so much talked of, the people of Hilo, the second city of the territory, have also commenced an agitation for a direct Portland line. The territory would include three leading citizens, C. S. Brown, Amos L. Peley and Carl S. Carlsmith, to communicate with the Portland Chamber of Commerce. They intend to name one and possibly two representatives to go at once to the Oregon metropolis, armed with a proposition from the island of Hilo. This is one of the largest and most important Hawaiian groups, and is about 200 miles nearer Portland than Honolulu is. But even the Hiloites agree that a Hilo-Portland line of necessity would include Honolulu, where the great trans-Pacific lines now cross each other. They seem to fear that a company largely controlled in Honolulu would not give Hilo its due, but in this they are evidently mistaken, according to the views of prominent Honoluluans.

These latter are all agreed that while the chief city of the territory would naturally be the main port for such a line of steamers, Hilo, almost in the direct sailing path to and from Portland, would be highly favored, and would naturally be much from it commercially and otherwise as it would form a home line. But Hilo has been so long "sidetracked" by Pacific liners that it is exceedingly anxious for a "home" company, and its sponsors say that whether Honolulu comes up to the mark or not, Hilo is bound to have direct connections.

Honolulu Waits on Portland.

County Engineer Whitehouse, one of the best informed men of the islands, spoke at considerable length to the Oregonian representative regarding the proposed line. He said that Hawaiians were alive to the necessity of direct communication with the Northwest and were only waiting for Portland to make some sort of a move.

"Everyone that goes to the mainland from here," said Mr. Whitehouse, "wants to go to Portland, and when they return they all say the same thing—there is no place away from home that suits so well. Therefore, there is a strong local sentiment in favor of the big Oregon city. But there is more than mere sentiment, and there are the best of business reasons



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for the establishment of a good line of ships. In the first place, let us consider the passenger traffic. The San Francisco lines are now crowded on their trips both ways, and the Vancouver line would be the same were it not for the operation of the American coastwise laws which prevent them carrying passengers between American ports. Hundreds of Canadians, as well as Britishers who come to Honolulu each year, are compelled to make the long and expensive train journey south to San Francisco, when if there were a weekly or semi-weekly steamship service from Portland a quicker, better and cheaper route would be open. The people of all the Northwest are similarly situated; but even with these disadvantages Hawaii was filled with Portland, Salem, Tacoma and Seattle people during the past winter, while I understand that more than 200 of our people have made trips to those cities by way of San Francisco or Vancouver during the past three months. It is very easy to see that this number might be increased four, five or even ten times if direct service, the Rose Festival alone, I am informed, took more than 100 Hawaiians to Portland. That number would, I have no doubt, get up to 1000 if a good line of boats between Oregon and Hawaii were running.

"Hawaii itself is bound to grow wonderfully during the next ten years, and it is strange if Portland business men will remain content to let San Francisco merchants and commission houses monopolize our trade. We are not a manufacturing country, do not want to be, and probably never will be; but our needs are growing tremendously each year and our market is one of the best in the Pacific. Why should not Portland have its big share of Hawaii is bound to become the great military and naval station of the United States in the Pacific, and this means the expenditure of hundreds of millions and the bringing to the islands of thousands of workmen. All this augurs a great and rapid increase in population, and such a population means wealth and trade and increased travel. Why should not Portland and Oregon come in for a share of this? Or, are the business men up there going to let San Francisco and Vancouver shut them out entirely? I cannot believe they will be so short sighted, for their enterprise and stability are widely known."

Courtesy Is Active.

Norman B. Courtenay, himself a Portlander, and at present secretary to the Governor of Hawaii, is busy writing letters these days to friends in Oregon, urging them to awake to the possibilities of Oregon enterprise in these islands. Mr. Courtenay declares, after careful investigation through official and private channels, that the day is near at hand when Hawaiians will be calling loudly for building material from the Northwest, and that once our home people begin buying their day's necessities at hand, the carrying of timber alone would have all it could handle. In the matter of general merchandising, Mr. Courtenay says that San Francisco has at present a complete monopoly.

"I would wish for nothing better than that the splendid editorial page of The Oregonian might give some space to a consideration of this steamship line business," said President Spaulding, of the Honolulu Chamber of Commerce. "Portland and its people are wide-awake and progressive, but I fear that just now their thoughts are all quite centered upon the Panama Canal and what its opening will mean directly. But do they ever think that the great future of their shipping interests naturally lies in the Pacific regions—Hawaii, Japan, China and the Philippines? I am sure that if they would study the matter carefully they must see that Portland ships are what will bring trade and increased prosperity to Portland, and that a dozen canals would not bring them the eminence their city deserves unless a home effort is made.

"I honestly believe that the Portland Chamber of Commerce could do nothing better than push the idea of even an Oregon-Philippines line of steamers, to make calls at Japanese ports, going one way out, and back in to Guam and Samoa the other way. Philippine traffic, passenger and freight, will be tremendous in another ten years and Hawaii will be the great central depot of the Pacific. As things now stand San Francisco will dominate and control the great American trade of the Pacific—in other words be unquestionably the New York of the West Coast, unless Portland looks to her laurels. Portland and the Northwest want the hemp, rice and tobacco of the Philippines and the fruits and sugar of Hawaii. The whole Pacific region needs Portland's fine lumber, rough and finished, her hay, potatoes, grain and manufactured goods, and believe me, she has the best opportunities for making a fine bargain—one that will work well on all ends—is at hand just now in the establishment of a Portland-Honolulu-Manila steamship line. There is an abundance of capital here and in Oregon awaiting just such remunerative investment, and all that is necessary is that the right men take the lead and go forward with business-like plans. If either Honolulu or Portland, or both of them, wait with folded hands until after the canal is opened they will find that when they begin to use them other cities less favored but with more push will have grabbed the biggest plums."

"Speaking for what I am certain are the best interests of both Portland and Honolulu I would say to the commercial

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JUNCTION CITY GRANGE GIVES PICNIC.

JUNCTION CITY, Or., June 30.—(Special.)—The Junction City Grange is to have a picnic July 4 to which all the farmers of this section are invited. Preparations are being made for a big crowd of bodies of the two cities. Get busy at once with the Oregon-Hawaii steamship line; leaders are alone needed now, the money will be forthcoming when necessary."

JUNCTION CITY WOOL POOL.

JUNCTION CITY, Or., June 30.—(Special.)—The farmers around Junction City pooled their wool, until it reached the 200,000-pound mark. This is the largest amount ever pooled in this section. Jackson & Sons purchased the entire amount at 22½ cents a pound, as it is expected that over 200 farmers will be there. The picnic is to be in the grove on Clarence Egan's ranch, one mile east of Junction City.

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