

J. B. PILKINGTON IS CHOSEN PRESIDENT

Convention of Nurserymen Is Said to Be Most Vital Held in America.

CLEVELAND CITY FOR 1914

New President Credited With Having Not Only Brought American, but Also Pacific Association to Portland.

J. B. Pilkington, of Portland, will be president of the American Association of Nurserymen for the coming year. He was unanimously elected at the closing formal session of the annual convention of that body at the Multnomah yesterday morning.

While Mr. Pilkington was not an active candidate for the honor, the sentiment of the convention early swung to his service as a member of the association of many years' standing, who had always taken an active part in promoting its best interests.

Mr. Pilkington succeeds Thomas R. Meehan, of Dresher, Pa., who had some supporters for re-election. Mr. Meehan was not an active candidate and his friends joined in making Mr. Pilkington's nomination and election unanimous when the strong sentiment in his favor became apparent.

A tribute to the years of faithful service of Secretary John Hall, of Rochester, N. Y., was rendered by his re-election with one exception.

Other officers elected are: Vice-president, Henry B. Chaso, of Chaso, Ala.; treasurer, Peter Youngers, of Geneva, Neb.; secretary, Fred W. H. Dayton, of Dayton, Ohio; one-year term, P. A. Dix, Roy, Ind.

Cleveland was unanimously selected as the 1914 meeting place, and it was decided to hold the convention the last week in June, because it will be easier for delegates to leave their nurseries at that time than earlier in the month.

San Francisco's Claim Strengthened. Mr. Pilkington's election as president is regarded as a strengthening of the San Francisco demand for the convention the year of the World's Fair, as he, being a Western man, is expected to fight for the city.

The report of Secretary Hall showed the association to be growing in membership, and that of Treasurer Maloy proved it to be in excellent financial condition.

With the adoption of the reports of the Eastern and Western legislative committees it was decided to make a fight against the present Federal horticultural law, regarded as crippling to the industry because of its severe provisions. An attempt will also be made to have horticultural inspectors pass an examination, which shows them to be qualified, before appointment.

The members of the convention yesterday enjoyed a trolley excursion to Orengo, and today will see the curtain rung down on what is declared by delegates to be the most important gathering of nurserymen ever held in America. An excursion will be made up the Columbia on the steamer Bailey Gatzert, for which nearly all the delegates have remained, to be followed by a farewell banquet at the Multnomah.

Chase Denies Demise. An amusing feature of yesterday's session occurred when Secretary Hall, in reading the names of members who had died since the previous meeting, pronounced that of John C. Chase, of Derry, N. H. The delegates rose in token of respect for the dead, and just as they were sitting down again, Mr. Chase, who had indiscreetly remained seated, arose and denied his demise. He declared that he was present in the flesh, and that the name of Chase, who had passed on was his cousin, Benjamin Chase, with whom he had always been associated in business. A stenographer's error in transcribing the names was responsible for the mistake.

ACTORS COMING IN SPECIAL. "Hanky Panky" Will Arrive Tomorrow Morning From Eugene.

A special train will be operated over the Southern Pacific early tomorrow morning to bring the "Hanky Panky" company from Eugene to Portland. The train will leave Eugene soon after midnight and will arrive here early in the morning. The company will consist of two compartments, one standing and one Pullman, a diner, two baggage cars and one parlor observation car.

The company has been carrying this equipment ever since it left New York and has been running "special" all the way. There are 73 persons in the party, although some shows with an equal number of people prefer to travel in the regular trains, the "Hanky Panky" managers declare that the added convenience of the special service more than discounts the added cost.

PERSONAL MENTION. C. H. Payne, of Lewiston, is at the Annex. C. J. Shedd, of Shedd, Or., is at the Perkins. R. F. Kernan, of Great Falls, is at the Annex.

Miss Irene White, of Houlton, Or., is at the Carlton. D. J. Burdick, of Metolus, Or., is at the Multnomah. Mr. and Mrs. J. F. Luce, of Sutherlin, are at the Imperial.

Van Lindsey, is registered at the Carlton from Seattle. Q. McBride is registered at the Carlton from Berkeley, Cal. P. R. Stenstrup is registered at the Imperial from Medford. J. D. Rhodes and E. E. True, of Spokane, are at the Imperial. C. C. Clark is registered at the Imperial from Arlington, Or. L. B. Howe, president of the Western

Laundry Machinery Company, of San Francisco, is registered at the Oregon. Floy Davidson, of The Dalles, is registered at the Corneliuss. Mr. and Mrs. Roy Williams, of Walla Walla, are at the Multnomah. Mrs. J. A. Pattison is registered at the Corneliuss from Heppner. Mr. and Mrs. N. Brannan, of Vancouver, B. C., are at the Corneliuss. Mr. and Mrs. W. C. Gibson are registered at the Annex from Salem. Ernest E. Jones, a business man of Ridgefield, Wash., is at the Perkins. Mr. and Mrs. W. M. Ward are registered at the Corneliuss from Oakland, Cal.

Mrs. H. V. Kleppel and party, of Los Angeles, are registered at the Multnomah. Mano A. Zan, a prominent business man of San Francisco, is registered at the Multnomah. Theophil Mann, of Frankfort-on-the-Main, is registered at the Oregon. He is touring America. Blanche Bates, the actress, has taken a suite at the Multnomah during her Portland engagement.

Mrs. Elizabeth Shultz, formerly of this city but now of Seattle, is in the city visiting friends. Mr. and Mrs. S. F. Perkins, of New York, arrived yesterday, and are registered at the Annex. C. F. Atkinson, of the firm of Atkinson, Mentzer & Co., Chicago publishers, is registered at the Portland. John A. Wilson, of Hood River, is at

the Corneliuss, en route home from the Grand Army encampment at Newberg. Hathaway Yocom, a business man of Falls City, Or., is registered at the Perkins. He came in for the pioneers' meeting. Mr. and Mrs. F. H. Sanborn, C. H. Callender, Mel Callender, T. B. Lawrence and W. E. Schenck, of Astoria, are registered at the Portland. J. M. Brownell, assistant manager of the Oregon, went to Seaside last night, where he will remain a few days recuperating from a recent illness. W. Scott Neal and family came in from Boise yesterday and registered at the Perkins. They were en route to Seaside, where they will spend the summer. Mr. and Mrs. C. W. Steiner, of San Francisco, are at the Oregon. Mr. Steiner is assistant manager of the Emporium, one of that city's largest department stores. S. C. Clough, of Warren, Pa., and C. L. Baker, of Erie, Pa., heavy owners of timber in the Pacific Northwest, who have been spending several days trout fishing down the Willamette with great success, are registered at the Portland. Dr. P. C. Donovan, of Winnipeg, was in Portland yesterday making arrangements for material to be used in the construction of a power line to his mine, the Nellie Wright, near Gold Hill. He will install a quartz mill on the property. He left last night for Gold Hill, accompanied by his young sons, Bert and Patrick.

The United States District Attorney Reames returns yesterday from Carson City, where he was called by the serious illness of his sister, Mrs. C. L. Horton, who is now in the hospital at Jacksonville. He found Mrs. Morrison so much improved that he was able to bring her with him to Portland, and she will be cared for by Mrs. Reames during her convalescence.

JEWISH COLONY THRIVES

EXPERIMENT IN OREGON SAID TO BE MARKED SUCCESS.

Band Located Near Bend Prospers First Year According to Report and Others Are Expected.

A communication from the secretary of the Jewish Agricultural Association to the state immigration agent, indicates that the success of the first Jewish agricultural colony established in Oregon has been exceedingly good during the first few months of its organization. Less than a year ago the colony, consisting of 20 families from Portland, was established at Fort Rock, about 60 miles from Bend. Fifteen of these families are now permanently established on their farms in that section. Credit has been extended them by the banks of Bend and they have stocked their farms and are now well launched into their first, and what now appears to be a prosperous year. Five of the families in the original colony are now settled near Bend. The society which established this colony organized and raised a fund of several thousand dollars for the purpose of planting this first Jewish agricultural colony and other colonies will be organized and established as rapidly as organization and funds can be completed. Many colonists are established by the National organization in other states and a committee is coming from St. Louis in July to look over the field in Oregon with a view to securing 3,000 acres upon which to place a colony of 150 Jewish farmers who will be brought from the East. Oregon has been recommended by the National organization as one of the best states in the Union for the purpose of establishing agricultural colonies.

Ex-Governor's Portrait Viewed. WILLAMETTE UNIVERSITY, Salem, Or., June 20. (Special.)—The life-sized painting of ex-Governor T. T. Geer, the work of William Caldwell, of Wallingford, D. C., has been on exhibition in Eaton Hall commencement week. The portrait is considered one of the best pieces of work in this line seen here and has been admired by hundreds of commencement visitors. Following the plan started by President Homan a couple of years ago toward the collecting and mounting of the portraits of the old Oregon pioneers for Willamette's coming Pioneer Memorial Hall, citizens of Salem, the state and graduates of Willamette are contributing toward a fund for this purpose.

CITY FEELS NEED OF MORE DOCK SPACE

Shippers and Vessels Suffer Handicap by Lack of Accommodations.

STARTLING FACT EXPOSED

One Merchant Forced to Unload Cargo at Tacoma and Reship by Rail—Advocates of Public Wharves Feel Vindicated.

Two events of the current and past week proved that Portland has no spare dock space within available business distance, and that the public dock will become a most important factor in taking care of some of the new lines planning to reach this port following completion of the Panama Canal. One company dispossessed of its own dock work of the Commission of Public Docks on the West Side was in the market for space, and at last week another steamship company came to secure facilities for loading one vessel, and possibly extending the service.

The Commission of Public Docks was appealed to, as the organization responsible for the accommodation of shipping. Engineer G. B. Hegardt made trips to the various dock owners within the available distance indicated by the steamship interests, and found that everything was taken, and at last week an extraordinary effort, and at last week able to assure the steamship men the accommodation asked after frequent intercessions.

Public Docks Wanted. It is recognized that high water has a large amount of dock space that is ordinarily available, out of commission for the present, but the study made of the dock situation and the space demanded by the Hamburg-American and the Royal Mail, it seems clear that the port working up against a most serious situation if several lines tried to enter just now.

Through the inquiries being made for the installation of a public dock, it is open it seems certain that several lines will do their best to get business in the port for Atlantic delivery. Some of these will not require much dock space, while others may want large rooms. So far as the representatives for the more cheaply trading lines are concerned, they will prefer a public dock, with its approved terminal connections and independent regulations. Many of them declare their confidence at the prospect of public dock service, and the hope that the work will be so far advanced as to meet their needs when they come.

When the campaign of public docks was inaugurated here, the statement was made in opposition that the port was supplied with private docks, which were idle at the present time. It was also said that 85 to 90 per cent of the outbound shipping business of the port consisted of lumber, wheat and flour, which passed to the ship or over the shipper's own dock. These and many other reasons were advanced why the city should go into the business of providing dock space.

Advocates Feel Vindicated. At the hearing given in this city by the consultation board of engineers, it was revealed by one big shipper of this city that he had his Orient liner landed at Tacoma and brought here on railway, because he could do it in that manner more cheaply than he had been able to accomplish by having the business brought directly to one of the Portland docks by a steamship and trucked to his warehouse. The startling fact proved that inadequate private docks or some terminal arrangement was militating against the best interests of the port.

Now that the representatives of the various shipping lines are coming, and at a very early stage of the game, it is found they are clamoring for public dock service, friends of the public dock construction work feel that they are vindicated for the heavy work they insisted should be done by the city in anticipation of the new regime.

INTEREST IN SHIPPING SHOWN Chamber of Commerce Preparing Data for Inquiring Companies.

Inquiries received almost daily at the office of the Chamber of Commerce from steamship companies making inquiries in the East. In addition to a statement of past business, river and harbor conditions, present and prospective, and port and wharf charges, a compendium of prospective trade is to be prepared and will be furnished along with other information.

Marine Notes. The Norwegian steamer Arma is due July 1 to take wheat and flour to Swanssea via San Francisco. J. H. Roberts has finished lining the

British bark Arracan and she will shift to Irving dock tomorrow morning. Monday she will commence loading wheat and barley for Queenstown, where she goes for orders.

The Norwegian steamer Hornelen is due in 10 days from Honolulu to take a cargo of lumber to Australia. Davies & Pehon have obtained the charter.

The Senju Maru will move from the Emerson Hardware Company's dock, where she is discharging heavy hardware logs, to the bunkers at 11 o'clock this morning. After coaling she will go to Inman-Poulsen mill to load lumber for Asia.

The San Jacinto moved down stream from Wauna last night. The Danish steamer Kina, which has been at the dock at Honolulu, will probably finish and clear next Wednesday.

The local United States inspectors, Eugene and Fuller, reinspected the ferryboat City of Vancouver yesterday. The steamship Rochelle entered at the Customs House from San Francisco with 300 tons of asphaltum for the W. H. Construction Company, and cleared with 600,000 feet of lumber for San Pedro. Some will be loaded in Portland and the rest at St. Helena.

The "Big 7" line of coasters is expected at 9 o'clock this morning for California with a full list of passengers and more than 1000 tons of freight.

Shall we have a fishing? The Peruvian bark Mario is short seven in her crew and its master, Captain Johnson, is out trying to get the missing men.

The barkentine Lahaina, at Mahukona, has been chartered to take a cargo of lumber to Africa by Balfour, Guthrie & Company. Her rates are 18 shillings for cargo, 10 pence for discharge and 82 shillings 6 pence for two ports.

Theodore F. Drake, United States assistant district engineer, has returned from Astoria, where he selected a new site for a United States Weather Bureau storm-warning tower. The new tower is to be constructed on the point between Duane and Commercial streets.

The British steamship Strathtillan has completed her cargo of lumber at the docks here and will be expected to clear for Calcutta today. She is under charter to Hind, Rolph & Co.

The Calusa, the latest addition of W. M. Grace & Co.'s steamships, arrived in San Francisco Wednesday from Glasgow on her maiden voyage and will come to Portland to load lumber and shingles for the Fishman and Commission, Panama. The Calusa will go to Puget Sound to discharge cargo and should arrive in Portland about July 1.

Coos Bay Bar Sounded. A summary of soundings of Coos Bay Bar by Captain T. J. Macgregor, of the steamer Breakwater, during May, have been furnished to the Hydrographic Office, of the Portland Hydrographic Office. The summary follows:

Table with columns: Date, Time, Depth. Rows include dates from June 1 to June 31 with corresponding times and depths.

Movements of Vessels. Astoria, June 20.—Sailed at 7 A. M.—Steamer Sus H. Moore, for Tillamook. Arrived down at 2 P. M. and sailed for Astoria at 4 P. M. and left up at 2 P. M. June 21.—Sailed from Portland for Astoria at 4 P. M.—Steamer Johan Poulsen, for San Francisco.

June 20.—Sailed at noon—Steamer Beaver, for San Francisco. Arrived at 11:45 A. M. and left up at 2 P. M. June 21.—Sailed from Portland for Astoria at 4 P. M.—Steamer Johan Poulsen, for San Francisco.

June 20.—Arrived at 8 A. M.—Steamer Breakwater, from Portland. Arrived at 11:45 A. M.—Steamer Johan Poulsen, from Astoria. Arrived at 2 P. M.—Steamer Johan Poulsen, from Astoria. Arrived at 4 P. M.—Steamer Johan Poulsen, from Astoria.

June 20.—Arrived—Steamer M. S. Dollar, from Bellingham; Queen, from San Francisco; Salinas, from Columbia; towing barge Donald D. for Prince Rupert; Jeanie, for Southeastern; and other boats from various ports.

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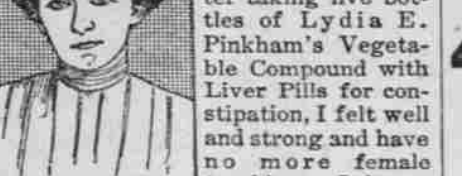
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THESE TWO YOUNG WOMEN

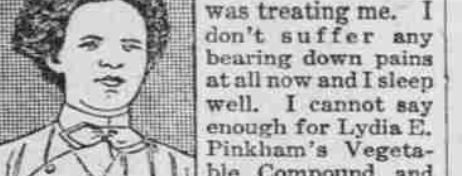
Tell How They Suffered and How Lydia E. Pinkham's Vegetable Compound Restored Their Health and Stopped all Pains.

Zanesville, Ohio.—"I would have cramping spells, distressed feeling in the lower part of my back, headaches and felt weak and was very irregular. After taking five bottles of Lydia E. Pinkham's Vegetable Compound with Liver Pills for constipation, I felt well and strong and have no more female troubles."



every suffering woman will give you Lydia E. Pinkham's Vegetable Compound to publish what your remedies have done for me."—Mrs. ROY SIMMS, R. No. 6, Box 84, Zanesville, Ohio.

What Ten Dollars Did. Danville, Va.—"I have only spent ten dollars on your medicine and I feel so much better than I did some months ago and after my doctor was treating me. I don't suffer any bearing down pains at all now and I sleep well. I cannot say enough for Lydia E. Pinkham's Vegetable Compound and Liver Pills as they have done so much for me. I am enjoying good health now and owe it all to your remedies. I take pleasure in telling my friends and neighbors about them."—Mrs. MATTIE HALEY, 501 Colquhoun Street, Danville, Va.



being made in co-operation between the state and the Geological Survey. The Portland and Eugene quadrangles have already been published, together with about 50 others in Oregon and Washington. Other quadrangles which have been surveyed and will soon be published are Boring, Troutdale, Oregon City, Albany, Corvallis, Brownsville, Arlington and Pine, and maps of the Deschutes River. The Geological Survey, Bureau of Mines of Oregon will make a geological map of the Sumpter and Northern-Burlington—Electric lighted through train via Billings, Montana.

No Extra Fare to the East via Denver. By all means let me help you plan your Eastern journey and point out how the several Burlington main lines can best be used in making a comprehensive tour of the East.

37 PERFECTLY APPOINTED DINING CARS in BURLINGTON SERVICE. Block Protected Trains.

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Very Attractive Low Rates East

Every Day From This Date to September 30th ROUND TRIP FARES TO

Table with columns: City, Fare. Rows include Chicago (\$72.50), St. Louis (70.00), Kansas City (60.00), Omaha (60.00), St. Joseph (\$60.00), Sioux City (60.00), Denver (55.00), Rock Island (70.00).

Also to many important Eastern cities; good all Summer with stopovers and diverse route privileges

4 High Class Through Trains

THE ORIENTAL LIMITED: To Chicago via Great Northern-Burlington—Electric lighted observation car through train, with all classes of equipment, via Minneapolis-St. Paul, daylight ride alongside the Mississippi—"Where nature smiles three hundred miles."

THE ATLANTIC EXPRESS: To Chicago via Northern Pacific-Burlington—Electric lighted through train from the Northwest via Minneapolis-St. Paul.

MISSISSIPPI VALLEY LIMITED: To Denver, Omaha, St. Joseph, Kansas City and St. Louis, via Northern Pacific-Burlington—Electric lighted, through train via direct main line Southeast, via Billings, Montana.

SOUTHEAST EXPRESS: To Denver, Omaha, Kansas City and St. Louis, via Great Northern-Burlington—Electric lighted through train via Billings, Montana.

No Extra Fare to the East via Denver. By all means let me help you plan your Eastern journey and point out how the several Burlington main lines can best be used in making a comprehensive tour of the East.

37 PERFECTLY APPOINTED DINING CARS in BURLINGTON SERVICE. Block Protected Trains.

being made in co-operation between the state and the Geological Survey. The Portland and Eugene quadrangles have already been published, together with about 50 others in Oregon and Washington. Other quadrangles which have been surveyed and will soon be published are Boring, Troutdale, Oregon City, Albany, Corvallis, Brownsville, Arlington and Pine, and maps of the Deschutes River. The Geological Survey, Bureau of Mines of Oregon will make a geological map of the Sumpter and Northern-Burlington—Electric lighted through train via Billings, Montana.

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