

EDGE OF MEXICAN STAFF PROTECTED

Guadalajara Banker Thinks Stable Government Soon Will Be Established.

INTERVENTION IS POSSIBLE

A. R. Downs, Formerly of Seattle, Says Revolution Has Cost Millions of Dollars—Japanese Are Flooding to the Republic.

"Mexico will have a stable government within a reasonable time," declared A. R. Downs...

Mr. Downs is a banker and land dealer in Guadalajara. He left there July 23...

"It is not a case of cold feet with me," he said. I simply had some business up here...

"The peons who compose these so-called revolutionary armies are doing 40 or 50 centavos a day, or about 25 cents gold...

Curran operates a chain of stores in the principal cities. They were at the Oregon while here.

Mr. Downs believes that Western Mexico, like the Pacific Coast state of the United States, will be greatly benefited by the opening of the Panama Canal...

Mr. Downs will remain in Portland several days, and will go from here to Seattle.

PERSONAL MENTION.

J. H. Lauderman, of Salem, is at the Seward. D. H. Welch is at the Seward from Astoria.

Mr. and Mrs. W. E. Pearce, of Seattle, are at the Carlton. Mr. and Mrs. F. W. Francis, of Seattle, are at the Peninsula.

Mr. and Mrs. J. F. Long, of Eugene, are registered at the Carlton. J. D. Zurcher, of Roseburg, registered at the Cornelius yesterday.

Mr. and Mrs. F. L. Houghton, of the Dalles, registered at the Seward yesterday. J. H. Raley, well-known Pendleton attorney, registered at the Perkins yesterday.

Mr. and Mrs. Charles W. Isabel and Mr. and Mrs. Alfred Nathan, of New York, are at the Multnomah.

Mr. and Mrs. Horatio L. Brewer and Talbot M. Brewer are registered at the Portland from New York. Mr. and Mrs. J. Hermann were arrivals yesterday from New Haven, Conn. They are at the Cornelius.

NAVAL MILITIA TO TAKE RIVER TRIP

Drills Entailing Landing, Field Work and Camping Will Last for Two Days.

LAUNCH WILL BE TAKEN

Lieutenant Beckwith Proposes to Have Week-End Practice Once Each Month, Following Programme of California.

Putting into execution a plan that has been under consideration for some time, the Oregon Naval Militia will conduct drills on the lower river Sunday and Monday in the way of landing parties and fieldwork...

The Boston's steam launch will tow at least one warboat, and while speed is not flaring in the trip, Lieutenant Beckwith thinks they will proceed as far as St. Helena.

The desire to conduct week-end drills at least once each month first prompted the idea of the Oregon Naval Militia.

By the last of September 17 tramp steamers will have reached San Francisco and Puget Sound with coal for the Government of the fleet that began to arrive on the Coast last week.

The Government has either afloat for the Coast or being discharged at San Francisco about 120,000 tons of fuel. The five vessels at San Francisco brought 35,000 tons, and over 50,000 tons are on the way.

Travel between Portland and Middle Columbia River points as far as The Dalles exceeds the number of persons carried last year on steamers of either United Kingdom or Oriental Navigation Company.

Freight offerings have been normal, though the steamer Tahoma had her full share in competition, and has made extra trips in order to clear Oak-street dock. Talk of either the steamer Monarch or State of Washington going on the run has not materialized, though it is said negotiations are pending yet.

COLUSA BRINGING REFUGEES

Columbia River Bar Report. Conditions at the mouth of the river at 5 P. M. smooth. Wind, southeast, 14 miles; weather, hazy.

Tides at Astoria Friday. High. Low. 11:24 A. M.—7.0 feet; 12:15 A. M.—0.4 foot; 10:57 P. M.—9.0 feet; 11:4 P. M.—8.2 feet.

Mexico's first potato factory has been started at Mexico City. Ecuadorian ivory suits are used.

Americans Erect Substantial and Handsome Residences in State of Jalisco, Mexico.

Portrait of a man in a suit, standing in front of a building. Dwelling in the Colonia Seattle, near Guadalajara.

Chicagos, Aug. 25.—(Special.)—The following from Portland are registered at Chicago hotels: Congress, J. E. English; Majestic, H. Coniff; Great Northern, Fred J. Blakely.

TAX EXEMPTION TESTED

Suit Brought to Fix Status of New Household Goods Law. To test the constitutionality of the law exempting from taxation household goods, a suit was filed in Circuit court yesterday by G. H. Watson, president of the Baltimore Restaurant Company, in this city, against Sheriff Wood.

District Attorney Evans has given his opinion that the law does not apply to 1915 taxes.

PUPILS TO LEARN OF CITY

Lecturers at Reed Will Tell How to Run Municipal Affairs. Members of the City Commission yesterday promised support to officials of Reed College in a series of lectures to be given next fall on municipal government.

FAMILY TIES CONSIDERED

Qualification Made Before Missouri Extradition Is Honored. Only after an officer from St. Louis had consented to take the prisoner's wife and child along, so that they would not be left stranded in Portland, would District Attorney Evans consent to the extradition to Missouri of C. A. Stuewe.

Notice to Mariners. Columbia River—Enterprise Landing Range light to be moved the night of Monday, September 1, 1915, to a location on a dolphin...

EFFECT OF DEEP CHANNEL LOW

Warrenton Member of Ports of Columbia Body Cites East Coast Cities.

CELIO CANAL FACTOR HERE

In a letter to Dr. Alfred Kinney, of Astoria, accepting membership on the Ports of the Columbia committee, which is working for the speedy opening of the Columbia River to the largest ships in the world through the deep channel, Warrenton says in part: "That 40 feet of water is required across the bar north of the mouth of the river, Charles Dodge, of Warrenton, says in part: 'The Columbia is beyond question. That it will be accomplished, and quickly, too, is not problematical when we take into consideration what dredging has done on the Atlantic. The Government has just completed a 40-foot channel into New York harbor; has dug and deepened the waterway from Philadelphia into Philadelphia and has dredged, or is dredging, bars to the entrances of every seaport on the Atlantic. That their expenditures in this line have been fully justified is evidenced by the following report from the Department of Commerce and Labor, 1912, which is the report of the Survey of the United States as \$4,000,000,000: 'New York, 40-foot channel, \$2,000,000,000; Boston, 30-foot channel, \$1,300,000,000; Philadelphia, 20-foot channel, \$154,000,000; Baltimore, 30-foot channel, \$118,000,000. 'This proves that trade always will finally seek the water-level grades to the lowest possible cost. The advantage of water-grade, the advantage of deep water, is the advantage of the largest vessels.'—James J. Hill.

"This is an astonishing record. In 1852 Boston was the queen city of the Atlantic, and Philadelphia and New York were third and seventh, respectively. One naturally asks, 'What wrought this great change?' The answer is 'water-level grades and deep water.' The New York Central Railroad, through the Hudson River, through the Mohawk Valley, along the lakes into Chicago, taps the great centralization point and delivers New York, over Boston, Philadelphia and Baltimore, the advantage of water-grade, the advantage of deep water, is the advantage of the largest vessels.'—James J. Hill.

"The same report gives the traffic on the Pacific as: San Francisco, \$105,000,000; Portland, \$12,000,000; Astoria, \$12,000,000.

"This shows plainly that the trade and traffic to and from the inland Empire to the extent of \$3,000,000,000 annually is being transhipped on the Sound, bearing the mountain-grade freight rate, and that this trade can be readily regauged to the Columbia with 40 feet of water on the bar.

"The Port of Columbia not only has the only down-grade haul on the entire Pacific coast from the interior to an ocean-seaport and a landlocked harbor, but in addition is the greatest fresh-water harbor in the United States.

"So much is said these days about the Celio Canal that the importance of the Celio Canal in this relation is little spoken of.

"The Panama Canal, which means the Celio Canal, will bring the competition to the present common-point rates enjoyed by the Sound and San Francisco, and the Columbia Harbor will forever determine the freight rate to and from the interior upon the water-grade haul.

"Freight travels by wagon ten miles for 30, by rail 17 miles, by lake steamer 1250 miles and by river barge 3000 miles. With the completion of the Celio Canal, the Columbia will cut a heavier lever for greater distance than any navigable river in the United States. We will, therefore, be carrying freight on the Columbia in 1915 in competition with the railroads that feed this territory at a rate of one-half a mill per ton mile, giving us a rate of 25 cents per ton for 1012 miles to Puget Sound.

Two 'apud' for dredges in service on the Panama Canal will be shipped from the plant of the Portland Lumber Company on the steamer San Ramon tomorrow and they will be reloaded at Astoria.

United States Inspectors of Steam Vessels Edwards and Fuller have set Tuesday as the date for investigating the launch of the 'Lara' at Astoria.

By the appointment of two assistant secretaries and the formation of a new committee on management, the membership department of the Portland Young Men's Christian Association has just been greatly strengthened.

Y. M. C. A. STAFF GROWS

Membership Work Will Be Placed on Different Basis. With the appointment of two assistant secretaries and the formation of a new committee on management, the membership department of the Portland Young Men's Christian Association has just been greatly strengthened.

The new committee will be headed by L. C. Cunningham and will have general supervision of membership activities. W. B. Platt will continue as membership secretary and will be assisted by E. W. Harris and S. Poling.

Mr. Harris is present in social secretary and Mr. Poling is employed in a railroad office. He is the son of Rev. C. Poling, pastor of the First United Evangelical Church.

Mr. Poling will do most of the office work, leaving Mr. Platt and Mr. Harris free to work on the outside. They endeavor to increase the association's enrollment and in addition will see that men joining are put in touch with the phases of the work in which they are especially interested.

The principal object of the changes in the department is to see that members are given the opportunity to get the full benefit out of their connection with the association.

Switching Rates Protested

The St. Johns Commercial Club has started a movement to have the switching charges from that point to Astoria also to be secured a more uniform rate on lumber shipments on the river and to interior points. At the last meeting of the club a special committee was appointed to take up the matter with the proper officials.

It was asserted at the meeting that the charge of \$5 a car is too heavy a burden on the shippers made out of St. Johns and amount to a large sum in the course of a year.

WARRENTON MEMBER OF PORTS OF COLUMBIA BODY CITES EAST COAST CITIES.

COLUMBIA RIVER BAR REPORT

FEDERATION SCORES UNION

Regular Longshoremen Supported in Clash with Independents. As further evidence that marine organizations affiliated under the banner of the Waterfront Federation will not labor harmoniously with the Independent Longshoremen's Union recently formed, a resolution has been adopted forbidding any member from working with the Independents.

At the same time Local No. 5, the regular longshoremen's union, is backed in its opposition to the newcomers.

No trouble has been reported between the unions during the past few days though when the Independents attempted to load the schooner Omega with lumber a fight ensued that led to several blooded affrays.

The resolution is as follows: Be it resolved by the Water Front Federation, in regular meeting assembled, the 25th day of August, 1915: That we place ourselves unreservedly on record as condemning the so-called water front Independent Longshoremen recently organized against Longshoremen Local No. 5. I. L. TUCKER, Secretary.

Marine Notes. Harbor police yesterday took possession of two women's hats and a rowboat found near Sellwood and returned them to their owners.

On the steamer Yellowstone, which left the harbor last evening for the South, was a large amount of door and window frame stock being shipped to San Francisco, that was recovered from a recent fire at Fisher, Thorson & Co.'s.

Har cargo of lumber for Antofagasta being stowed, the schooner Wm. Nottingham will be shifted from the Eastern to Western mill to the stream today.

The schooner Omega is expected to be ready in a day or two.

The last of the grain to be loaded aboard the British ship Milverton will be in place this morning at Irving dock and she will go to the stream.

The French bark Jean is to finish discharging ballast at Irving today.

Bound for San Francisco, the steamer Saginaw left down from Linton last evening and will stop at Astoria to complete her lumber load.

The schooner bridge on August 5, the Willapa cleared for Raymond in ballast and the Yellowstone cleared with 600 tons of wheat and 450,000 feet lumber.

Carrying 623 tons of New York cargo and about 50 tons of bonded stuff, the steamer Paraiso, operating under the American-Hawaiian flag, sailed for San Francisco yesterday and will begin discharging at Albers dock Monday.

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3 Days' Outing for \$3

Thamook County Beaches

LABOR DAY

ACCOUNT VIA THE SOUTHERN PACIFIC RAILWAY. THE EXPOSITION LINE—1915. You can leave Portland on the morning or afternoon train, spend Saturday afternoon, all day Sunday, and up to the 25th when they moved to Forest Grove. She leaves the following children—L. H. J. N. F. T. W. S. Charles S. and J. C. Reynolds, Mrs. Vina M. Bacon, Mrs. Mary E. Johnston and Mrs. Alice M. Mury. The funeral took place yesterday, interment being at Buxton cemetery, Forest Grove. Services were held by Rev. B. C. Cook, assisted by the Woman's Relief Corps.

December 6, 1873, and was married to J. J. Reynolds, in 1895. They resided in Illinois until 1895, when they moved to Forest Grove. She leaves the following children—L. H. J. N. F. T. W. S. Charles S. and J. C. Reynolds, Mrs. Vina M. Bacon, Mrs. Mary E. Johnston and Mrs. Alice M. Mury. The funeral took place yesterday, interment being at Buxton cemetery, Forest Grove. Services were held by Rev. B. C. Cook, assisted by the Woman's Relief Corps.

Property-owners on East Seventeenth street yesterday filed with City Auditor Barbur a long remonstrance against the proposed franchise of the Portland & Oregon City Railway Company for an interurban electric line from Oregon City to the West Side business district of Portland.

Objection is based on the fact that the district is now well supplied with streetcar service and that the new line, as proposed, would be purely for interurban service. Objection is made on the ground that the line would run along East Seventeenth street, which fact has aroused the ire of the residents.

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95 MERCHANTS COME

Other Acceptances Are Expected Soon. Secretary Chairman, of the Commercial Club, up to yesterday had received 95 answers from buyers and merchants accepting the invitation to come to Portland for Buyers' Week, September 1 to 6.

PLANS MAKING PROGRESS

Widely Separated Towns of Northwest Represented—Committees Are Appointed to Take Charge of Visitors. Headquarters for the buyers will be opened in room 1, of the Commercial Club building. Additional committees were announced yesterday as follows: Thursday evening—John D. Birkhead, chairman, Washburn & Co.; B. E. Bristow, Carman Manufacturing Company; A. M. Cronin, P. J. Cronin Co.; H. D. Curti, The Guild Company; J. J. Englehardt, W. Fuller Company; Max Hirsh, C. R. Kline, J. W. Lang, Lyle & Co.; H. E. Lewis, Lewis Ironing; H. M. Marshall, Marshall & Co.; W. F. Norman, Fairbank, Morse & Co.; W. J. Huppé, Gorman-Redwood Company; G. C. Tamm, Fair, Thorson & Co.; P. S. West, Goodyear Rubber Company.

Friday evening banquet—Ed Ebrham, chairman, J. W. Lang, Lyle & Co.; E. H. Ames, Ames, Harris, Neville Co.; John S. Beall, Coast Calvert & Plume Company; A. T. Bessent, Bessent Bros.; E. C. Bruns, Pacific Hardware & Steel Company. Friday evening banquet—Ed Ebrham, chairman, J. W. Lang, Lyle & Co.; E. H. Ames, Ames, Harris, Neville Co.; John S. Beall, Coast Calvert & Plume Company; A. T. Bessent, Bessent Bros.; E. C. Bruns, Pacific Hardware & Steel Company.

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