

EX-MAYOR ROWE, IN NEED OF REST, DIES

Sudden Death on Ranch Comes Following Talk With Son of Insomnia.

RAILROADS LOSE PIONEER

As Boy of 13 He Learns Telegraphy and Goes to Work for Milwaukee Road, Rising Rapidly to Position of Prominence.

Henry S. Rowe, pioneer Oregon railroad man and Mayor of Portland from 1900 to 1902, died yesterday morning of heart failure at his ranch on the lower end of Sauvie's Island, near St. Helens. His death was altogether unexpected, as he had been in fairly good health.

Donald Rowe and John Harrington went to the ranch yesterday and will return to Portland today with the body. Funeral arrangements will be made to-day.

Mr. Rowe was born in Bolivar, Allegheny County, New York, October 11, 1851. When a child he moved with his parents to Elmira, Wis., where he received a public school education. While yet a boy he learned telegraphy, and when he was 13 years old he went to work there for the Chicago, Milwaukee & St. Paul Railroad. Going to Lawrence, Kan., in 1870, he was engaged as clerk in the freight-house of the Leavenworth & Galveston Railroad, now the Santa Fe.

Promotions Came Rapidly.

After a year he was made terminal agent, his duties including opening all the offices in the frontier districts and the starting of the new towns that sprung up along the line of the road. From that position he was promoted to be general agent, and in 1878, when the Gulf and the Leavenworth, Lawrence & Galveston railroads at Kansas City, remaining there until 1880. While a telegraph operator he worked for J. Harting, now president of the Milwaukee system, and they always remained intimate friends.

On the purchase in 1880 of the uncompleted railroad extending into Oregon, Mr. Rowe came to Portland, and was at once retained by the Oregon Railroad & Navigation Company. For a time he acted as the company's steamer agent. On the starting of the company's train service in 1882 he was made general superintendent, which position he held until 1885, when he was leased by the Union Pacific in 1887, when he retired from railroading for the time being.

An enterprise which had already engaged a portion of Mr. Rowe's attention was the Weed & Rowe Hardware Company, which had stores at Elmsburg and Yakima in Wash., selling out the store in Yakima in 1889. He became president of the Yakima National Bank.

Albina Bank Organized.

In 1892 he organized the Albina Savings Bank in Portland. He was president of the bank, but in 1893 he sold his interest in it in order to give his time to real estate enterprises. Mr. Rowe returned to the hardware business in 1902, when he became general agent for the Northwestern Pacific Coast for the Chicago, Milwaukee & St. Paul, and in 1903 he was connected until about two years ago when he resigned to devote himself exclusively to his real estate interests. Mr. Rowe was prominent in politics and was prominent in the political activities of the party. He was elected Mayor of Portland in 1900 and served his term with credit. His policy of economy being one of the strong features of his administration. For several years he was president of the Portland Board of Commissioners, and was a member of the Water Board during the development of the municipal water system.

Mr. Rowe was a member of Portland Masonic Lodge, No. 55. He was also member of the Elks, the Woodmen of the World and the Modern Woodmen of America. He was a member and prominent in the councils of the Portland Commercial Club and Portland Chamber of Commerce.

He is survived by Mrs. Rowe, who was Mrs. Agnes J. H. Rowe, to whom he was married in Independence, Kan., in his younger railroad days. There are two sons, David, an employe of the local firm of Westmaster & Harrison, and Harry, who is in the employe of the Milwaukee railroad at Seattle. The Rowe home is at 389 East Fourteenth street, North.

POLK OFFICES SOUGHT

TWO REPUBLICANS FILE FOR THE TREASURERSHIP.

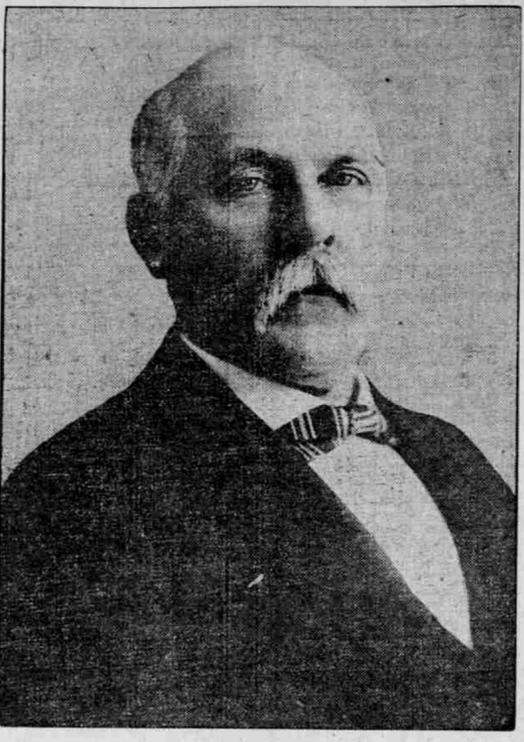
Robert A. Booth Reported to Be Developing Strength and Likely to Carry County With Ease.

DALLAS, Or., March 20.—(Special.)—F. J. Holman, a Black Rock, for several years postmaster at Lincoln, and Charles Dunsmore, of Independence, for many years active as a clergyman, but more recently identified with the Good Roads movement and the Commercial Club life of Independence, and both Republicans, filed their petitions for the Republican nomination for the office of County Treasurer. Hugh Black, Democrat, whose friends have been urging him to make the race for County Treasurer, has announced his intention of remaining out of the fight.

As yet no Democrat has filed for the nomination for the office of Joint Representative for the counties of Lincoln and Polk, and S. J. Irvin, of Newport, Republican candidate, has an open field. Until yesterday indications were that Thomas Brunk, candidate for the Democratic nomination for Representative from Polk County would have no opposition, but L. D. Butler, an attorney of Independence, in Dallas yesterday and announced that he intended entering the primaries against Mr. Brunk for the Republican nomination for this office, no one has filed as yet, but it is said that Walter L. Toze, an attorney of Dallas, will file within a few days.

It is not believed that the Prohibition party will have a county ticket this year. Robert A. Booth, candidate for the Republican nomination for United States Senator, is growing stronger in this section every day. It is conceded here among both Republican and Democratic leaders that Mr. Booth is likely to carry Polk County by a large majority.

EX-MAYOR OF PORTLAND, WHO DIED SUDDENLY YESTERDAY MORNING



H. S. ROWE.

PORTLAND BANKERS ASK FOR NO CHANGE

Commercial Paper as Defined in Federal Law Deemed Sufficiently Generous.

ACTION EXPECTED APRIL 1

Eastern Financial Paper, Considered Authority, Puts This City on List as One of 12 Reserve Centers to Be Formed.

Commercial Paper, as Defined by the new Federal currency law, covers so broad a scope of banking activity that the Portland Clearing-House has decided that it is not necessary to prescribe further what shall be included under that elastic term.

The description of commercial paper in the Federal law is so general, the Portland bankers think, that it will include all classes of paper that the banks of this territory will be called upon to handle. Any specific request that the "commercial" paper should be made to include lumber paper or fish paper or grain paper or any other kind of paper peculiar to this part of the country would be superfluous and a mere waste of words, in their opinion.

"The law covers the ground so thoroughly," says A. L. Mills, president of the First National Bank and president of the Clearing-House, "that it is not necessary for us to tell the Federal Reserve Board what kind of paper we want to have available for rediscounting."

When Secretary Mcadoo and Secretary Houston were in Portland conducting a hearing preliminary to the organization of the new banking system, it was the opinion that the Portland Clearing-House to specify the kind of paper that it would be desirable to have subject to discount. Members of the Clearing-House considered the subject and concluded that any definition further than that already contained in the bill would be unnecessary.

No Change Expected.

Neither have the Portland bankers taken any action with reference to one-name and two-name paper. They are confident that under the new law the practice in this particular will continue as at present.

Bankers in this part of the country of the East are asking that all paper discounted under the new system shall bear two names, many Portland bankers are of the opinion that this will be unnecessary, they point out that the man to whom the banks are willing to loan without any indorsement produces a higher grade of paper than the man whose signature requires an additional name.

In Seattle, however, the banks have attempted to define more particularly what class of paper shall be acceptable for discount and have submitted their draft of ideas to the Federal reserve board at Washington. It will be the duty of this board finally to pass upon the various ideas suggested from all parts of the country and make a ruling on the several classes and kinds of discountable paper.

Bankers in this part of the country are hopeful that the new system will be organized and in operation in time to handle this year's crops. The Federal reserve board, it is understood, will be appointed by President Wilson on April 1 and the reserve districts will be established at the same time.

Portland may be named. Although bankers of the Northwest seem agreed that no reserve bank will be established in this section, reports from Eastern cities indicate that organization of the maximum number of districts with a regional bank in Portland, is contemplated by the Federal authorities.

A recent issue of the American Banker, which is considered among banking men as an authority on financial affairs, in discussing the probable make up of the Federal reserve districts, includes Portland in its list of 12 reserve centers. It says: "The organization committee and President Wilson are agreed in expecting that everything will be in readiness for the establishment of the new regional reserve system on the first of April next. It is announced that the organization committee has definitely decided to divide the country into 12

LARGEST SHIP YET IN HARBOR DOCK

Cardiganshire, 520 Feet Long, First of Eight Royal Mail Liners to Arrive.

PUBLIC RECEPTION SUNDAY

Big Vessel Is Typical of Most Recent in Maritime Architecture and Fulfills Advance Tales of Size. Cost Represents \$1,250,000.

Tales told of the size of the 520-foot Royal Mail liner Cardiganshire, her speed, cargo capacity, accommodations, gear for handling freight and kindred features, were true word pictures, in the opinion of a crowd of mariners, shipping men, Federal and municipal officers and others who stood on the North Bank dock at 6 o'clock last night, as the Cardiganshire, the first of a series of eight big carriers under her berth, thereby reaching the terminus of the Royal Mail route and ending a voyage that began at Antwerp December 4.

The Cardiganshire is typical of the most recent in maritime architecture, which has gradually advanced until a dock in the city is the largest and the best of a series of vessels that will fill the demands of the general Pacific trade, as well as comply with the conditions and requirements of the Panama Canal.

The Cardiganshire is a combined freight and passenger carrier, though as yet only 12 cabin staterooms have been equipped, while provision was made in the tween decks for additional staterooms that could be fitted on short notice and accommodate 150 first-class travelers. The staterooms will take care of 1500 and the ship carries boatage for 1500 persons. Incidentally, her 22 officers and others in the crew number 137.

River Pilot Praises Ship.

Captain Archie Pease, who piloted the Cardiganshire from Astoria, says that with all that has been said relative to the vessel's coming here, being the largest yet to enter the harbor, he did not once back her, and only slowed down at a few places, where there was danger of injuring vessels and property because of the amount of water she displaced.

"I never saw a better steering ship and she made from 13 1/2 to 14 knots on the way," said Captain Pease. Frank Waterhouse, of Frank Waterhouse & Co., North Pacific Coast agents for the line, who made the run from Seattle, and Captain G. E. Warner, master of the steamer, arranged for a public inspection to be held tomorrow. The ship will be open during the day.

ROAD CHANGE IS PLANNED

Protest Made Against Altering Sea-side-Astoria Route.

ASTORIA, Or., March 20.—(Special.)—If the plans of the State Highway Commission prevail the route from Astoria to Seaside will be changed materially along Clatsop Plains.

Recent surveys show that the Commission contemplates building a road to start near the railroad right of way at Columbia Beach and lead south along a low stretch of land to a point near Clatsop to a connection with the old county road.

The Pacific Grange, which represents all the interests on Clatsop Plains, held a meeting this afternoon to protest formally against the change, and will so notify the State Highway Commission. The proposed survey provides that the road shall follow along a straight line on a lake level grade, vacating the present highway for a considerable distance. In the change of the route, it is said, there will be no scenic advantage, which is considered detrimental to the welfare of the Summer resorts along the Oregon coast.

NEWPORT TO HAVE RECTOR

Episcopal Archdeacon Promises to Supply Pastor Fortnightly.

NEWPORT, Or., March 20.—(Special.)—Archdeacon H. D. Chambers, of the Portland Episcopal diocese, who came here accompanied by Rev. J. D. Cummins, vicar of Albany, addressed the congregation of the Newport Episcopal Church on the reorganization of the congregation this morning following a Lenten service.

Dr. Chambers agreed to supply a rector to hold fortnightly service until Summer, when there would be regular services, and if attendance warranted the appointment of a vicar in Newport, to hold services at Yaquina and Toledo as well, by Fall, he said that a regular rector would be appointed at that time. Mr. Cummins will take charge of the Newport services at once.

ALBANY BUILDING TO START

Commercial Club Arranging for Postoffice Celebration Saturday.

ALBANY, Or., March 20.—(Special.)—Plans are being developed by the Commercial Club for a noteworthy celebration of the commencement of work in Albany's Federal building next Saturday.

The Commercial Club has invited the members of McPherson Post, No. 3, Grand Army of the Republic; Camp Phillips, No. 4; Spanish-American Veterans, Fifth Company, Coast Artillery Corps, Oregon National Guard, Toledo, to hold services at Yaquina and Toledo. Albany fire department, the students of Albany College and the Albany public schools, city and county officials, and the members of the Women's Civic Improvement Club to attend the exercises in a body.

ROYAL MAIL SENDS PRIDE OF PACIFIC FLEET TO PORTLAND FOR ORIENTAL AND EUROPEAN CARGO



BRITISH STEAMER CARDIGANSHIRE

BRITISH SHIP TAKEN

A. Carpenter Charters Inverbernie to Load in Europe.

Tramp Steamers Carry Good Loads, Getting Business That Should Be for Regular Liners if Tariffs Were Lowered.

A Carpenter has chartered the new British steamer Inverbernie to load cargo on the European Continent for Pacific Coast ports. Portland included, if offerings are sufficient, and she will follow the River Forth, previously announced as in the Carpenter service.

With news of the engagement of the Inverbernie also comes information that the reported action of the Royal Mail line in eliminating the differential against Portland on cargo from Europe, which is from 25 to 50 shillings more than is paid for delivery on Puget Sound, has not been followed by other regular fleets, though it is admitted by steamshipmen that the cut must be made.

In the operation of outside steamers by Mr. Carpenter and others there is every reason to expect a material reduction in rates. Incidentally the service should bring about a more approachable demeanor on the part of lines running from Europe direct to the coast, which, in the past, have contained a stiff tariff and have not more cargo was offered than is required to attract the vessels to Puget Sound.

River Forth has a full cargo, and it is regarded certain that the Inverbernie will fare as well, while the Tymeric, which is coming from Glasgow to send steamer, is being owned by owners, Andrew Wier & Co., was well supplied with freight on her departure, so the regular fleets have lost three full cargoes to the Pacific Coast. The natural inference is that some concessions have been made to shippers. In certain quarters it is believed that the tramps cannot hold out against the regular lines, and the competition will continue until the canal is opened, when more opposition should be offered and a tariff made available more in keeping with trade conditions.

R. Stanley Dollar Named Trustee.

RANDON, Or., March 20.—(Special.)—R. Stanley Dollar has been appointed as trustee for the Seelye-Anderson Logging Company. The liabilities of the company are given as \$110,000. R. Stanley Dollar is a trustee for the Lyons & Johnson Lumber Company. Mr. Dollar is a partner in the shipping firm of Robert Dollar Steamship Company. One of the company's launches, the Grace Dollar, which makes this port, in addition to lumber, it is stated, will carry coal from the Coquille River to San Francisco.

News From Oregon Ports.

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The British steamer St. Theodore sailed this morning with a cargo of lumber for China from Portland. The British steamer Cardiganshire, of the Royal Mail line, the largest vessel which ever visited the Columbia River, arrived this morning from Seattle and left for Portland, where she will take on a part cargo. Frank Waterhouse, president of Frank Waterhouse & Co. and Captain W. J. Multhead, the company's dock superintendent, accompanied the vessel from Seattle.

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If the dock is not turned over today to the Commission by the Lewis A. Hicks Company it will be formally transferred Monday. As yet no definite arrangements have been entered into by steamship companies to use the structure, but several applications have been received and it is believed negotiations will be closed soon by the first line.

SECRETARY MAY USE TENDER

Head of Department of Commerce to Remain in District Two Days.

William C. Redfield, secretary of the Department of Commerce, who is due here March 27 for a visit of two days, may journey down the Columbia River on the lighthouse tender Heather, which will arrive here March 26, or he may defer his voyage until reaching Seattle, where the tender Manhattan will be available. In both instances, however, the vessels will be on hand while operating in the regular course of duty.

Henry L. Beck, inspector of the Seventeenth Lighthouse District, said yesterday that he had no intimation that Secretary Redfield would use one of the tenders and that he had not requested that they be placed at his disposal. Mr. Beck returned yesterday from Tillamook, where he made an inspection of navigation aids on Tillamook Bay.

BIDS ASKED ON THE GLENOY

Bulky Specifications Cover Repairs and New Equipment.

Marine plants on the Pacific Coast are to be given an equal opportunity in bidding for repairs to the Royal Mail liner, Glenroy, which was damaged over a week ago in the fire that destroyed Columbia dock No. 2 and Montgomery dock No. 1. The last list of equipment was added to the specifications last evening and they number 50 typewritten pages.

It is expected that bids will be received by Wednesday, as men connected with Portland plants have gone over the ship, Seattle firms have had representatives on the ground and some at San Francisco have reports on the draft, and, guided by the specifications, will probably make strong efforts to secure the work. Captain Holman, master of the vessel, there is no choice of ports as to where repairs are to be done, and that the price for good work and time in which it can be completed are the main essentials.

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H. T. Scott, Port Ludlow, for San Francisco, off at 10:30 P. M. Centralia, San Francisco for Aberdeen, 107 miles north of Blunta Reed. Portland, San Francisco for Portland, 107 miles west of Eureka. El Segura, San Francisco for Seattle, 336 miles north of San Francisco. Richmond, Portland for Seattle, 239 miles north of San Francisco. Portland, Portland for San Pedro, 392 miles north of San Francisco. Fenwick, San Pedro for Astoria, 169 miles south of Columbia River. San Juan, Bahia, for San Francisco, 413 miles south of San Francisco. March 19. Astoria, Bahia, for San Francisco, 713 miles south of San Francisco. March 19. Astoria, Bahia, for San Pedro, 15 miles north of San Pedro. San Diego, 25 miles north of San Pedro. Korea, Orient for San Francisco, 1248 miles north of San Francisco. March 19. Enterprise, San Francisco for Hilo, 1339 miles from San Francisco. March 19. J. S. Baker, San Francisco, 1459 miles from San Francisco. March 19. Haeoelua, 806 miles from San Francisco. March 19. Hyades, Seattle for Honolulu, 155 miles from Cape Hatteras. Astoria, Seattle for Astoria, 25 miles north of Astoria. Chanlor, Everett for San Francisco, 683 miles north of Cape Hatteras. Vale, San Francisco for San Diego, passed Pigeon Point at 6:27 P. M. Field, San Francisco for San Francisco, 30 miles north of San Francisco. Point Arena, San Francisco for Portland, off Point Arena. Catania, Port San Luis for Tacoma, five miles north of San Francisco. March 19. Yucatan, Port San Francisco for San Francisco, 30 miles north of Point Arena. Adeline Smith, San Francisco for Coos Bay, off Point Arena. Arzo, San Diego for San Francisco, 24 miles south of Point Arena. Wagon, Seattle for Seattle, 10 miles south of Point Reyes. Hooper, Willapa Harbor for San Francisco, 25 miles north of Point Reyes. Persia, San Francisco for Orient, 83 miles from San Francisco. Drake, Seattle for San Francisco, 120 miles north of San Francisco. Coronado, Gray Harbor for San Francisco, 16 miles north of Point Arena. Phelps, Port Harford for Clear, San Francisco lightship. Smeator, Seattle for San Francisco, 25 miles south of Point Arena. Hyades, Seattle for Honolulu, 391 miles from Cape Hatteras.

RATE REDUCTION EXPECTED

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