INTERSTATE FAIR ASKS PORTLAND AID

Vancouver Wants Clubs to Take Share in 90th Birthday Celebration.

RESOURCES TO BE SHOWN

Exhibit of Clarke County Products and Features of Attack Upon Fort by Indians to Be Some of Events of Festivities.

Leading clubs of the city are being urged to participate in the preparations for the interstate fair at Vancouver, September 7-12, when that city will celebrate its 90th birthday. A meeting was held at the Commercial Club yesterday to outline plans to assist in the event.

The Vancouver committee who were the guests of the Portland committee at luncheon yesterday are as follows: George P. Larsen, J. W. Shaw, J. P. Stapleton, C. C. Turley, E. E. Beard, J. H. Elwell.

The Portland committee is: J. E. Werlein, chairman; Marshal N. Dana, Philip S. Bates, O. M. Plummer, John F. Carroll, Tom Richardson, George L. Baker and M. E. Smead, secretary.

The Portland committee promised its co-operation and is sending a letter to the Portland Ad Club, Rotary Club, Progressive Business Men's Club, Transportation Club and East Side Business Men's Club, forwarding the appeal.

Vancouver served notice upon the Portland delegation that it would call at the Portland Commercial Club at 11:15, August 4, with automobiles and transport the Portland committee to Vancouver, where the rail facilities and the fair buildings will be inspected. A luncheon, at which time many final details will be arranged, has been planned.

The letter which is being sent out, urging co-operation of clubs of Portland for the interstate fair, follows:

"From September 7 to 12, inclusive, Vancouver, Wash., will celebrate her 90th anniversary.

"The wonderful agricultural resources of Clarke County will be exhibited, and as additional attractions, reproductions of the attack on the log cabin of Fort Vancouver will be staged, participated in by Indians and troops. Frontier life will be depicted by a wild west exhibition which we are assured will equal, if not surpass, anything of like character ever presented in the Pacific Northwest. This exhibition, or fair, is backed by the citizenship of Clarke County, Washington, and held under the auspices of the Columbia River Interstate Fair.

"Your orgnization is respectively requested to appoint a committee of three to co-operate with like committees appointed by other commercial bodies of the city for the purpose of inciting Portland's interest in this exposition."

INTERURBAN TILLERS AIDED

Traction Company Employs Agricultural Expert.

The Portland Railway, Light & Power Company has created an agricultural department, in charge of H. E. Cross, of Gresham. Mr. Cross is an expert in farming and agricultural problems and his services will be at the disposal of all farmers living along the interurban lines of the company.

Mr. Cross has been investigating the Estacada country and arranging for permanent exhibits for use at the Canby Fair, the Estacada Fair and at the Portland Show. It is the intention of the railway company to furnish farmers in this section with the proper information regarding the raising of feed for hog and cattle-raising. This line of work is similar to that being done by the Hill and Southern Pacific lines in the other western points.

Clackamas County expects to be well represented this Fall with exhibits at the Portland Show, besides making a good showing at their two local fairs, to be held in Canby and Estacada.

PLANS OF BRIDGE RUSHED

Engineering Firm Says Bids Can Be Asked in 60 Days.

That Waddell & Harrington, the engineering firm who will supply plans for the interstate bridge, are well along with the preliminary work, is the news sent the Board of County Commissioners yesterday by the interstate bridge committee of Clarke County, Washington. An exchange of telegrams has passed between William N. Marshall, Auditor of Clarke County and secretary of the interstate bridge committee, and Waddell & Harrington, and copies of this correspondence were sent to the Commissioners for their information.

John Lyle Harrington, of the engineering firm, sent word that it is expected to have them sufficiently advanced so that bids may be asked within 60 days. It is stated that all surveys and data necessary to prepare plans and War Department advices regarding requirements have been secured.

FINAL TEST IS PLANNED

Notice of Appeal in Suit Over Auditorium Site Is Given.

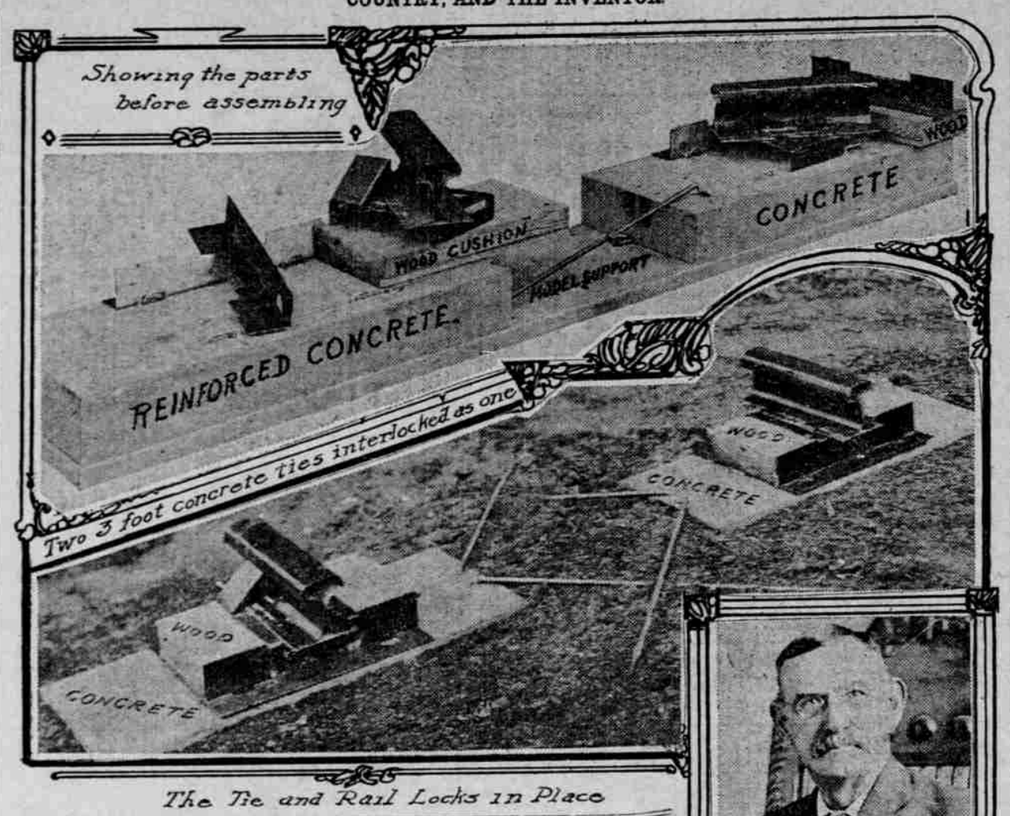
Notice was served on City Attorney La Roche yesterday that an appeal will be taken to the Supreme Court in the suit to determine the right of the city to use the Market Block for a site for the public auditorium. The appeal will be taken by attorneys representing Gordon Lang and other property owners who have brought the friendly suit.

The case was brought in the Circuit Court and decided there by Judge Davis in favor of the city. It is from this decision that the appeal is to be taken. The purpose of the suit is to settle beyond all doubt the question of whether the Market Block can be used for anything excepting a public market. An effort will be made to get an early decision from the Supreme Court.

Progressives Select Committeemen.

At a meeting of the Multnomah County Progressive Central Committee, held in the Central Library, committeemen were selected for precincts that did not elect representatives at the primary election of May 15. T. A. Sweeney, country chairman, was authorized to appoint an executive committee of five members and a Congressional committee of the same number. Steps were taken to perfect an active organization in every precinct in the county.

TIE WHICH IS EXPECTED TO CHANGE METHODS IN CONSTRUCTION, PARTICULARLY IN ARID COUNTRY, AND THE INVENTOR.



The Tie and Rail Locks in Place

E. S. Gordon
The Inventor

PAVING WORK NEARS

Bids for Large Contracts to Be Opened Today.

AWARDS 40 DAYS AWAY

Public Works Department to Pass on Figures and Then Return Them With Recommendations to Council for Action.

Bids for street improvement contracts amounting to several hundred thousand dollars will be opened this morning by the City Commission. These bids will be the first received on street paving contracts which have been held up for several months while the City Council and the city Department of Public Works have been bickering over new paving specifications and reclassification of the various types of pavement.

The bids will be referred to the Department of Public works, where recommendations for awards will be arranged. They will be returned to the City Commission in a week. It will be about 40 days from then that the contracts finally will be awarded and the paving operations started.

List of Projects Given.

Following is the list of improvements for which bids will be opened:

Sixty-ninth street Southeast from Whitman avenue to the north line of Millard avenue.

Fifty-eighth street Southeast from Fifty-second avenue Southeast to Forty-fifth avenue Southeast.

East Market street from East Fiftieth street to the east line of Hawthorne Place.

East Seventh street from Webster street to Sumner street.

Portions of Forty-first avenue Southeast, Forty-eighth street Southeast, Forty-ninth street Southeast and Fiftieth street Southeast, as a district.

Princeton street from Westanna street to the easterly line of Carey boulevard.

Tenino avenue from the easterly line of Grand avenue to the west line of East Nineteenth street.

East Fifteenth street from Shaver street to Prescott street.

Portions of Wilson street, Vaughn street, Upshur street, Twenty-fifth street, Twenty-sixth street and Twenty-seventh street, as a district.

Leo avenue from East Seventh street to East Thirteenth street.

Oak street from Tenth street to Burnside street.

Couch street from Front street to First street.

Davis street from Front street to Second street.

Portions of East Clay street, East Market street, Stephens street, East Twenty-sixth street, East Twenty-seventh street, East Twenty-eighth street and East Twenty-ninth street, as a district.

Albina avenue from Prescott street to a line 40.4 feet north of and parallel with said north line of Prescott street.

Tibbetts street from East Tenth street to East Eleventh street.

Michigan avenue from Alberta street to Prescott street.

Others to Be Released.

Ten more of the improvement projects which have been held up for some time will be released this morning. Bids for these improvements will be received in a week. They are as follows:

East Caruthers street from East Thirty-Fourth street to east line of Stratford Sydney Addition.

San Rafael street from Union avenue to East Seventh street.

East Twenty-seventh street from south line of Logan's Addition to East Davis street.

Texas street from Macadam street to Virginia street.

Fremont street from East Thirty-third street to west line of County road No 316.

Aspen street from west line of blocks 32 and 33, Willamette Heights, to south line of lots 2 and 3, Blythswood.

East Forty-ninth street from south line of Newport extended easterly to East Harrison street.

Beech street from Mallory avenue to Garfield avenue.

Greenwood avenue from Francis avenue to Gladstone avenue.

Cornell street from line drawn southwesterly at right angles to street from northwest corner of lot 15, block 24, King's Addition, to Johnson street, extended westerly.

CHURCHES TOLD NEEDS

ST. JOHNS IS URGED TO WORK FOR MORE BIBLE STUDENTS.

Rev. J. A. Goode Says but 10 Per Cent of Population Attends Town's Sunday Schools and Action Urged.

That a vigorous campaigun should be waged to increase the attendance of the Sunday schools of St. Johns was the advice offered by Rev. J. A. Goode at the afternoon session of the district institute of Bible schools in the First Baptist Church of St. Johns yesterday.

"The population of St. Johns is 5000 and the attendance at the Sunday schools only amounts to about 500, which is a shockingly small proportion," said Mr. Goode. "What we must do is to go out into the highways and byways and gather in all the children of school age."

Rev. Daniel Thomas spoke on the qualifications of teachers, and Rev. W. E. Ingalls made a comparison between the Sunday school teachers of the past and the present and offered a prognostication of what their qualifications would have to be in the future. Mrs. S. W. Ormsby, state superintendent of the secondary work in Sunday schools, gave an address on "Building Up the Secondary Class," and Mrs. Olive Hudson, state superintendent of the primary department, spoke on "Helps for the Primary."

At the morning session Rev. E. P. Borden, on the topic, "Value of Object Lessons," presented a number of conjuring tricks and showed that he was an adept in the art of sleight-of-hand.

"The Organized Bible Class" was the subject of an address by Charles A. Phipps at the evening session, and Dr. Earl Else gave an interesting talk on "Workers' Meeting in the Graded Schools." A combined orchestra from all of the St. Johns Sunday schools furnished the music.

All the churches of St. Johns joined to provide a substantial lunch in the basement of the First Baptist Church at noon.

ROTARIANS' GAINS CITED

F. C. Riggs Reports on Trip to Texas and Planting of Roses En Route.

The growth of the "Rotary idea" was toched upon in the address of F. G. Riggs, newly-elected vice-president of the Pacific Coast division of the International Rotary Clubs, at the luncheon of the Portland organization in the Benson Hotel yesterday. Mr. Riggs was one of the four delegates from Portland who attended the recent convention in Houston, Texas.

"In the past year," he said, "we have grown from 82 clubs to a total of 121 clubs, 104 of which are in the United States, nine in Canada and eight in Great Britain. The keyword of Rotary is 'service' and it is a keyword that is bound to have its influence even on business orgnizations that are not affiliated with the Rotary clubs."

Other speakers of the day were Estes Stredecor, N. G. Pike and Fred Spoerl. Mr. Pike told of the rose planting by the delegation in every city through which it passed on the way to Houston, and gave an account of the ritual used at the plantings.

BUILDING COMPANY FORMS

Industrial Center Investment Concern Also Incorporates.

Articles of incorporation were filed with County Clerk Coffey yesterday by the Clark Building Company, with a capital stock of $1000. The company expects to engage in a general construction business and is organized by the folowing: F. N. Clark, E. A. Clark and W. A. Lovett.

John A. Lee, Neil Sullivan and A. G. Tindolph incorporated the Industrial Center Investment Company, which announces its purpose to buy and sell properties, develop townsites, trade in industrial sites, etc. The capitalization is $25,000.

The Tochle Painting Company was incorporated by J. H. Clifton, Earl C. Bronaugh and Franklin F. Korell, with a capital stock of $850. This concern expects to engage in a general painting and papering business.

The Star Manufacturing Company filed articles yesterday, intending to engage in the manufacture of candy and confectionery. The capitalization is fixed at $1000. C. N. Shafer, A. W. Dye and I. Scharpf are incorporators.

Articles of incorporation were filed also by the Journal Market, Inc., with a capital stock of $2500. The purpose is to engage in buying and selling farm produce. The incorporators are: T. Takami, Y. Kawamoto and H. Hamano.

SHORTAGE IS UNLIKELY

Mr. Daly Says One Bull Run Pipe Will Suffice During Repairs.

Although one of the two Bull Run pipelines is out of commission while repairs are being made, City Commissioner Daly reported yesterday that no shortage of water is expected during the Summer. He believes the one pipe will be able to meet the demands.

Mr. Daly made a trip yesterday to the city water department headworks in the Bull Run reserve. On the way he inspected work of repairing the damaged Bull Run pipeline, and found everything progressing satisfactorily.

The purpose of his trip was to make preliminary plans for the construction of a dam at the headworks in order to increase the amount of available water there. Workmen will start at once clearing off a basin at the headworks which will be converted into a reservoir. The construction of the concrete dam will cost between $80,000 and $100,000, but will not be undertaken until next year.

REMARKABLE FILM STAR APPEARS IN ALICE CHAPIN'S NOVEL AT PEOPLE'S THEATER.

MARY PICKFORD IN "THE EAGLE'S MATE."

BRISKER WIND FANS TRYON CREEK FIRE

Forest Flames Are Carried to Boone Ferry Road—Woods and Farms in Path.

SHIFTING BREEZE FEARED

Second-Growth Timber Now Is Being Attacked on South and East Sides, Threatening Big Growth Toward Oswego.

Forest fires in the Tryon Creek country took a new tack last night, when a brisk wind from the northwest carried the flames east to the Boone Ferry road, threatening the heavy woods and small farms on the other side of the gulch.

Deputy Fire Warden Henry took charge of the fight from the Oswego side of the fire late yesterday and Road Supervisor A. H. White has a crew of road workers backfiring the blaze from the west and north sides of the gulch. Contrary to reports, the residences on Capitol Hill and on White House road are in no immediate danger from the fires, unless the northwesterly winds switch to a brisk breeze from the southwest.

Forecaster Beals predicts that the wind will continue in a northwesterly direction again today, but as to its velocity he was unable to forecast.

Woman Fights Alone.

Miss Pauline Gloar, residing on the east side of the gulch with her 80-year-old father who is an invalid, fought the fires back for two days and nights alone, but when the fresh rush of flames carried by the northwest wind came yesterday, Miss Gloar asked and secured the assistance of neighbors.

Badly burned and completely exhausted, Miss Gloar struggled into the home of E. G. Unger and begged for assistance. Although Unger and two other neighbors on Palatine Hill, John Naegli and Jake Baulman, also were fighting back the fires, all three men took Miss Gloar's place in front of her home and after a few hours' work succeeded in backfiring the flames. The home now is in no immediate danger. Unger, Naegli and Baulman then returned to the defense of their own property. They still were at work at a late hour last night.

Sheriff Criticises Foresters.

Sheriff Word criticises the State Forestry Department and the State Fire Warden's Association. Secretary C. S. Chapman, of the latter organization, is said to have remarked that 15 or 18 men could squelch the forest fire, two miles long and more than one-half mile wide, in a few hours. More than that number have been fighting the fires for the past four days without any visible help from the Forestry Department until yesterday.

The fire now is eating into the second growth timber on the south and east sides of the gulch, and, unless immediately attended to, it is believed the two and one-half miles of timber country between Tryon Creek and Oswego is in danger. The city fire department yesterday attempted to aid the Tryon Creek farmers, but was unsuccessful owing to the lack of water. An engine was sent out, but it shortly pumped out the creek, and the stream went dry.

North Line Fire Dies.

Except for an occasional burst of flame in spots, the north line of the fire died down considerably yesterday. Road Supervisor White, however, employed several more men to retrench on the north and west sides of the fire. Mr. White stated last night that he will enlarge his small band of fire fighters this morning by hiring several more workers.

"All danger is not gone yet, by a long ways," declared Mr. White last night, "and I am going to hire more men in the morning. In the event that the blaze takes a new tack and heads north, it will take a gang to prevent a general conflagation. Ax work and shoveling are what are needed most of all right now, but if the fire gains headway, a whole army cannot prevent it from sweeping the surrounding hills bare."

Sheriff Stands Ready.

Sheriff Word has been keeping in close touch with the conditions at Pine Creek and is ready to rush the inmates of the County Jail and Kelly Butte to the scene if the blaze gains headway

The fire now is fan shaped and is nearly three-fourths of a mile wide in some places, though narrower in others. Besides timber, it has burned the Goodwin Shingle Works, a large barn, two log houses and now threatens the destruction of two large dairies on the east side of the gulch. The fire started Saturday in the Goodwin Shingle Works. The factory and every building, including cookhouses, bunkhouses and stables, now are in ashes.

RAILROADS ARE READY

OFFICIALS DECLARE CARS TO HANDLE GRAIN WILL BE PLENTIFUL.

Crop of 1914 Estimated to Be in Excess of Bumper Yield of 1912—New Equipment Here.

Unless an unusual and at present entirely unexpected situation should develop, such as would require the movement of great quantities of grain at one time, there is every indication that the railroads will be able to move the grain crop now being harvested in the Northwest without difficulty. Rail officials unite in expressing confidence that there will not be any shortage of cars to handle the big crop.

"We have been preparing for the crop movement for some time," said F. W. Robinson, assistant traffic manager of the O.-W. R. & N. Company, Monday. I think we are better ready to take care of it than ever before.

"From the reports we have had from various sections of the grain country it seems likely that this year's crop will be slightly in excess of the large one of 1912, which was about 10 per cent better than that of last year. We will have more cars available than we did in 1912, as an order for 5000 new freight cars for the Union Pacific system has just been filled and the O.-W. R. & N. Company has received its proportionate share of the new equipment."

W. D. Skinner, traffic manager for the North Bank, which with the O.-W. R. & N. taps the rich wheat belt of the Inland Empire, was equally optimistic.

"I am sure we will have plenty of cars to avoid any shortage," said Mr. Skinner.

NEW TIES OFFERED

Type Said to Solve Problem in Rail Binding.

WOOD FORMS CUSHION

E. S. Gordon Devises Plan to Cut Out Pounding Now Experienced by Fast Trains Where Solid Concrete Blocks Are Used.

Concrete ties, said to have all the advantages of the steel or ordinary concrete tie, with none of the disadvantages, will soon be in general use, according to E. S. Gordon, the inventor of a new style concrete system of rail-binding.

His design is somewhat on the order of the concrete block tie now used on some of the fast lines of the East. The blocks have one disadvantage which he claims to have overcome. The most valuable part of the invention is the wooden cushion, bearing the weight of the rail and train.

Rigid Types Expensive.

Such rigid type ties as are now in use, subject the train to a tremendous pounding, which further than making it more noisy than necessary, means thousands of dollars wear and tear on the rolling stock.

Mr. Gordon's wooden block will do away with this, giving the track the flexibility of the ordinary wooden tie bed with the solidity of the concrete or steel bedded railroad, he says.

His tie consists essentially of two concrete blocks, placed directly under the rail and with a space of 16 inches between them. They are spaced by a steel binder, extending from one to the other.

The "give" at the curves will be taken up by the same steel binder, which is adjustable.

Rail Locks Into Tie.

The rail itself locks into the tie automatically. The weight and alignment of the rail binds the parts in such a manner that they cannot come loose

The key is the same wooden block which will act as shock absorber between the rail and the concrete tie. This block will be about a foot long and six inches wide. Its position allows it to bear the weight without a chance of injury.

It will have longer life than the ordinary wood tie, and when rotted or worn can be knocked from its place with a mallet and another put in almost as quickly.

Center-Binding Eliminated.

To aid in keeping the track rigid on curves, the ties will all be interlocking, braced latterally by diagonal steel rods. The advantages of the two ties instead of one are said to be many.

For instance, it will eliminate the possibility of having a "center-bound" roadbed. This occurs when the dirt falls away from the ends of the ties, leaving only the middle to bear the weight. This condition has caused many accidents, besides uneven running.

Mr. Gordon has had many letters from railroad engineers, commending the design, and he is now in Portland arranging for the manufacture of enough ties to try them out on some local stretch of railroad.

He built the first houses at North Bend. His present invention is the result of several years' study of ties and railroading.

Transportation Club Banquet Set.

Preparations are being made for the second annual banquet of the Portland Transportation Club Tuesday evening, July 28, at the Multnomah Hotel. The members' committee in charge, William Merriman, M. J. Geary and W. O. Roberts, announce that an excellent menu and entertainment will be provided. The banquet will be held in the blue room of the hotel at 6:30 P. M. and a big attendance is expected. J. C. Albright, room 1107 Wells-Fargo building; H. Sheedy, of Eleventh and Hoyt streets, and E. W. Mosher, 105 Third street, are the committee on attendance.

DR. MOORE IS DELEGATE

Osteopaths to Be Invited to Meet in Portland in 1915.

Dr. F. E. Moore, of Portland, has been selected by the Oregon Osteopathic Association to represent it as a delegate to the convention of the American Osteopathic Association, which will be held in Philadelphia in the week beginning August 1. Three thousand osteopaths from all parts of the United States are to attend the convention.

Dr. Katharine Myers, of Portland, and Dr J. A. Van Brakle, of Oregon City, health officer of Clackamas County, also will attend the convention.

Dr. Moore will work to win for Portland the 1915 convention of the American Osteopathic Association. Osteopaths here have pledged a convention fund of $3000.

New School District Formed.

ST. HELENS, Or., July 21.—(Special.)—After the consolidation of School District No. 3, of Houlton, with the St. Helens district, a new school was formed by the inhabitants just outside of Houlton and has taken the number 39. A $4000 schoolhouse will be constructed.