Transportation Committee of Chamber of Commerce Takes Action.

WATER WAY TO THE SEA

Portland Must Do More If It Wishes to Keep Pace With Its Rivals and Must Not Delay in the Matter.

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SOME OF PORTLAND'S NEEDS.

Speedy completion of the Columbia The opening of the Upper Columbia

The extension of the portage railroad to The Dalles. Independent boat lines in both lower

and upper river. Early completion of the work at

Steamship lines to Alaska and the

Regligation by the people of the im portance of the improvements and unaulmity of action. Absolute loyalty to Portland and the

Thoroughly alarmed over the tardiness that has been shown in the completion of the projected improvements of the Columbia River the transportation committee of the Chamber of Commerce counds a note of warning. In the report which was issued yesterday a question is asked and answered whether Portland is keeping pace with her rival cities. The answer is no and the reason given is the insufficient depth at the mouth of the Columbia River, and the need of improvements on the upper river.

Spirit of Optimism.

But a bright and cheerful spirit optimism predominates in the report that se much as say that Portland will de-mand and obtain that which is rightfully hers. It expresses the belief that the time will come when deep entrance at mouth of the Columbia, deep water to Portland and a free river above will have een realized. Determined that Portland shall reach its proper development and that it shall retain the commercial su-premacy of the Northwest, the committee, and those acting with it, will not cease their labors until they have accomplished

what they have set out to do.

The report points out that the Columbia River has been neglected. True it has been lauded because of its matchless beauty, the wonderful natural splendor of its surroundings and its environ-ments in general that appeal to the arriery of commerce has been to a great extent overlooked.

Change of Sentiment.

But it calls attention to the fact that there has been a change of sentiment and what before was a disposition to re-gard but lightly the commercial possibilities of this great waterway has given way to a determination to have the river deepened and opened.

"Not one in all of the great country lying east of the Cascade Mountains but believes the river must be opened," says the report. "In this city there is also practical unanimity. What has caused this awakening? Like all public movements in the face of opposition of powerful interests it has taken time and many "In this city there is also object lessons before the people realized what was required." The remedy for the existing conditions

as shown by the report rests with the people. The transportation committee will endeavor to arouse enthusiasm and to bring about an understanding of the people generally of the conditions, with the hope that they will demand of Con-gress the improvements which are so sad-

Steamers on Upper River.

Upon the trial of a line of steamers on the upper river there is pivoted further appropriations for the improvements of that section of the waterway. If the line is a failure the committee calls at-tention to the fact that Chairman Theodore E. Burton, of the rivers and harbors committee at Washington, will oppose all further appropriations. He has stated that he would watch with the closest in-

QUESTIONS ANSWERED IN NEGATIVE.

Pertinent questions propounded by the transportation committee which are answered in the negative: Is our commerce locally keeping

Are we in a position to handle the great ocean traffic which will certainly follow the opening of the Tehuantepec Railway and the building of the Pan-

Are we getting our rightful share of the Alaska trade, that of the Hawailan Islands, the Philippines, China, Japan and other countries?

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terest the operations of the boats upon the Upper Columbia. The speedy comple-tion of the locks and canals at Ceille de-pends upon the success of the line. The

"No argument is required to convince the people of the Northwest of the neces-sity of these improvements and the bene-fits that will result from their comple-The vital question is not as to their decessity, but as to the time of their com-letion. This rests entirely upon the peo-de themselves, for after all is said and done, they are the masters of the situa-tion, and what they demand will be car-ried out by Congress. This committee ried out by Congress. This committee confidently relies upon the support of the entire Northwestern country in its efforts to bring about a condition that will reit in such enormous and continuing ben-

Great Commerce Growing.

When the people do realize and appreciste the importance of what this committee is striving for, then they will demand, as they have the right to, that the money necessary to complete the work of improvements be forthcoming. No commerce is growing as is that of the Pa-

The transportation committee is satisfied that it is absolutely essential to have an independent boat line free from any entanglements, if rates are to be regulated and if river transportation is to be effective. This has been practically ac-complished by the Open River Transportation Company, with a capital of \$100.000, which now has under contract the construction of two excellent boats for the upper river, and the committee believes satisfactory arrangements can be made

or operating below.

We believe that rates should be fixed the report was compiled by members of some relation to cost and true cap-

FLASHLIGHT PHOTOGRAPH OF OFFICERS OF AL KADER TEMPLE, NOBLES OF THE MYSTIC SHRINE



BEADING FROM LEFT TO RIGHT—TOP ROW; CHIEF RABBAN HENRY ROE, HIGH PRIEST AND PROPHET L. G. CLARKE, POTENTATE D. W. TAYLOB, ASSISTANT RABBAN J. G. MACK, MID-DLE ROW—ALCHEMIST WILLIAM PFUNDER, MARSHAL C. F. WIEGAND, DIRECTOR J. P. MOFFETT, ORIENTAL GUIDE A. THURLOW, CAPTAIN OF THE GUARD V. A. AVERY, ACOLYTE DR. E. D. JOHNSON, ASSISTANT ALCHEMISTS L, G, CARPENTER AND C. A. SAVARIAU. LOWER ROW-SECOND CEREMONIAL MASTER ROBERT LUTKE, KEEPER OF THE SACRED CROCODILE N. S. HAM-LIN, FIRST CEREMONIAL MASTER D. G. TOMASINO.

a subcommittee of the transportation committee. They are: T. D. Honeyman, L. A. Lewis, A. H. Devers, Henry Hahn. Edward Newbegin, S. M. Mears and J. N. Teal, counse!

Features of Report.

The report in part follows:

What is contemplated and necessary to be done in the immediate future to make be done in the immediate future to make that a reasonable return on the investment is all that should be paid to the development of the country, and that the railroad should aid in this whore it gets primarily the first and greatest benefit. We believe that natural advantages should not be arbitrarily disregarded, through artificial agreements entered into for reasons having in many cases no relation to the country affected, the super should have some of the benefits resulting from low operating cost, and not be compelled to pay exorbitant rates because some one else built a road over a mountain instead of on a river bank, as has been the case in the past when the O. R. & N. has made the past when the O. R. & N. has

the heaviest goods to The Dalles from

О	Lots.	Lots:
	Salt	87.40
ü	Sugar 0.20	7.40
	Canned goods 6.20	7.40
ń		7.40
ö	Grain 2.70	
	In 1896 the Cascade Locks	WEEK.
	opened and rates immediately	reit.
ü	and in 1905 on the same commo	dities
H	the rates were as follows:	
		Laun

a reality an "open river" from Lewiston to the sea; it is a hard, wearlsome, and in some respects a thankless task, but the time will come when a deep entrance at the mouth of the Columbia, deep water to Portland and a free river above will be understood and appreciated by all. This committee is more convinced than ever that if Portland is to be a great commercial scaport, if the interior is to receive the benefits of reasonable rates, and to reach its proper development, it will be brought about only through a deep and safe channel to the sea and the opening to navigation of the waterways of the Northwest.

Start Has Been Made.

A start has been made in opening the river. Will this work be dragged along as was that at the Cascades? If so, a half a century will not see it completed. With so rich a prize at stake, the fight will be a bitter one. The river open, means low rates from Portland through the Inland Empire: closed, a goose for two railroads to pluck instead of one, for these roads may fight all they please over construction, they won't cover rates. They all operate on the same general lines, and if they won't compete you cannot make them compete. The railroads are operated primarily in the interest of the own-

p....................... THE RESULT OF COMPETITION.

What has followed the construction of the pertage railroad as shown by the report of the transportation committee:

have been lowered. with the portage railroad have furnished their patrons better service. A reduction on wheat from Arlingof 40 cents per ton has been made and the O. R. & N. has promised to

Hill has begun construction of the North-Bank road. Walla Walla capitalists are now projecting an electric rallway line to councet all the Walla Walla country

"Oregon Trunk Line" has now completed a survey up the Deschutes River as far as Madras, on Agency Plains, and it is stated intends to begin construction work this month.

Electric line projected in Sherman and Gilliam Counties and considerable work has been done on the same.

Fixing of Rates.

1838, and is in every way the logical suc-cessor of Mr. Brastow. He has been agent for the company in Portland since take care of differential on grain shipped in sailing vessels from this 1884, and has been in the service of the Wells-Fargo Express Company for al-most 3 years. He began with the com-pany in Portland in October, 1873, when he became express messenger between Portland and Roseburg. He continued as with the river line.

messenger for eight years, when he was made route agent, a position he held for three years, when he became agent at Portland. Mr. Shelby is a member of Mayor Lane's Executive Board. His new posi-tion will give him high standing in the company, placing him among the head of-ficials of the organization. In succeeding the dead superintendent, he follows another pioneer expressman, one who had been in the service of the Wells-Fargo Company for 50 years and was superintendent of the Western Division for almost 39 years. Mr. Brastow frequently visited Portland on business trips. As his successor. Mr. Shelby will have gen-

Extension of Portage Railway.

Boat Line Essential.

Eugene Shelby Superintendent for

Wells-Fargo & Co.

Eugene Shelby, Portland agent for the

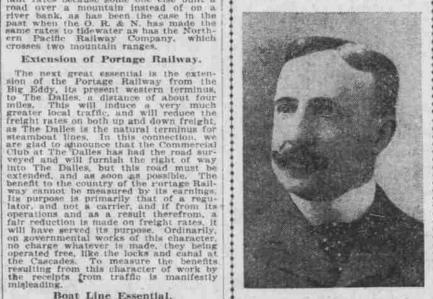
death occurred recently. The appointment is yet to be officially announced, but Mr. Shelby's friends say it has all been settled, and that Mr. Shelby will

take charge of the San Francisco office on July 1. His successor in the Portland office is yet to be decided upon, and sev-

eral candidates are being considered.

Mr. Shelby is already assistant super-intendent, having held that position since

ters planned for the local officials in the new Wells-Fargo building new going up, and will enter offices in San Francisco. The head offices of the express company in the West are now located in a flat in San Francisco, with the superintendent's office upstairs. Since 1873 Mr. Shelby has been a Port-



Western Superintendent.

It has been demonstrated, however, from the experiences of the Open-River Association, that it is absolutely essential to have an independent boat line, free from any entanglements of any kind, if the river transportation is to be effective. This has been practically accomplished by the organization of the Open River Transportation Company, with a capital of \$100,000, which now has under contract the construction of two excellent boats for the upper river, and the committee feel that they are safe in saying that satisfactory arrangements can be made for operating below. ways at heart, and during his long residence he has made many friends, who will regret to see him leave. He will accept

NEW CONSUL AT HARBIN SUCCEEDS S. D. BRASTOW Fred D. Fisher, an Oregon Boy, Is

Appointed.

Fred D. Fisher, the newly appointed Consul to Harbin, Manchuria, is an Oregon boy who comes of old pioneer stock, Wells-Fargo Express Company, is slated for the position of superintendent of the Western Division, with headquarters at San Francisco. He will succeed S. D. Brastow, the late superintendent, whose and who has a brother living in Portland, Ralph Fisher. Mr. Fisher, who is only 29 years old, was raised on a farm near Albany and educated in that city, afterwards attending the Holmes Business

College in this city. The rapid rise of this young man began with his enlistment in the Spanish War and his service with the Second Oregon in the Philippines, Elected company clerk, his excellent work soon attracted the attention of his superior officers, and he was appointed assistant in the commis-sary department at Maulia. After serv-ing in this capacity for a year he was transferred to Nagusaki, Japan, where he was made Vice-Consul and interpreter.
Mr. Fisher speaks Japanese, French a
German fluently, and is well fitted take the new position of honor, which has been offered him, fie is a grandson of the late Elder Earn Fisher and a son of E. T. T. Fisher, into of Linn County.

CAMP OUT THIS SUMMER

Free camping privileges, wood and water. Plenty of fishing and hunting. Transportation light. We want you to visit the place where the Wild Pigeon Springs Mineral Water comes from and test its medicinal properties. It is an ideal Summer's outling, with practically accounts. Even particulars, address. nse. For particulars, address street, Portland, Or. Phone

Milwaukie Country Club. Eastern and Scattle races. Take Selleral charge of the territory west of Ogden from the Sound to the Maxican border.

If Mr. Shelby accepts the appointment, First and Alder streets,

Main 2632.

Foster, of Portland, presented a paper on "The Geology of the Wallula

Nehalem Wax Is Carefully Analyzed.

OPINION OF C. E. BRADLEY

Professor Declares That Physical and Chemical Tests Prove Nature of Article to Be What He Claims.

"Physically, chemically, and, in my opinion, indisputably the substance found on the Nehalem beach is real beeswax and not a natural deposit, was the statement of Professor C. E. Bradley, before the Oregon Academy of Sciences, which met at the City Hall last night. The speaker gave the results of a minute analysis of the Nehalem wax, and reported that in every test made it gave the same results as way obtained from bees.

The Nehalem wax controversy may "The Nehalem wax controversy may be divided into two schools, the ozorite or mineral wax school, and the beeswax school," continued Professor Bradiey. "The beeswax people I believe have been in the minority. In searching for the results of others in this work, I have communicated with Dr. N. H. Stokes, of the Bureau of Standerds, at Washington, and Professor O. F. Stangrd, of the University of Oregon, both of whom have made actual analyses of this substance, and who agree with me in pronouncing it bees-

How It Is Identified.

"The identification of an unknown "The identification of an unknown substance is distinctly a chemical problem, and the geology and the geography of the country surconding have no bearing on the question," said the speaker, referring to the long controversy which has been carried on relative to the Nehalem wax. "It is superfluous to say that a carefully conducted analysis is of more value to determining the real nature of this wax than any number of pages of speculation."

tion."

The speaker then gave a synopsis of the chemical and physical analyses which he made. He said that the substance, when freshly cut, had the true color and aroma of real beeswax, and furthermore, that the specific gravity and melting point of the two substances were identical.

As to chemical properties, he also asserted there could be no doubt that the Nehalem substance and the product of bees is one and the same, whereas

of bees is one and the same, whereas excerite differs greatly. Both in neutralizing the acid and saponifying the myrcin contained, the tests made prove that in bygone days the substance found on Nehalem beach was made by bees.

made by bees. Agree With Bradley.

Agree With Bradley.

Following the paper by Professor Bradley, a general discussion occurred, in which the general opinion was that the theory that the Nehalem wax was a natural product was an error. It was also believed that the substance came from some wrecked vessel, as pieces retaining the shape of candles and kegs and boxes in which they were packed have been found.

The subject of the Nehalem wax was first brought about by the discovery of a buge nodule on the peninsula. This was also analyzed by Professor Bradley, and found to be pitch in no way resembling the Nehalem wax.

Later in the evening Professor A. S.

Later in the evening Professor A. S.

RITES OF SHRINERS

Thirty-Three Pilgrims Cross . Burning Sands.

INITIATION IN DRILL HALI

Five Hundred Members Witness the Ceremonies in Conferring the Degree of the Arabic Order of Nobles of Mystic Shrine,

Amidst the solemn Eastern splendor of the Shriners 23 pilgrims were led across the burning sands of the desert last night in quest of the mystic truth and to be initiated into the mysteries of the Ancient Arabic Order of Nobles of the Mystic Shrine.

The Shriners held their regular semiannual meeting last night at the Armory and with them 500 members from all over the United States flocked to witness the impressive ceremonies. The class which was initiated last night is one of the largest in the history of the Oregon Shriners and elaborate preparations were made for the event.

Initiation in Drill Hall.

The initiation services were held in the drill hall of the Armory, which was draped in red, the official color of the Shriners. After the ceremonles the brethren held a banquer in the dance hall above which was attended by fully 400 Shriners.

Among the candidates who were initi-ated last night are many who received the honor of the 32d degree at the cere-monies of the Scottish Rite a few days monies of the Scottlish Rife a few days ago. The following is a complete list of the new members: George C. Mourer, Augustus E. Strang, John J. Reynolds, Frank L. Perkins, Allen M. Brown, N. P. Sorenson, Daniel G. McKenzie, C. E. Runyon, Frank E. Watkins, Henry T. Runyon, Frank E. Watkins, Henry T. Robertson, G. W. Stanle, Runyon, Frank E. Watkins, Henry T. Hudson, G. F. Robertson, G. W. Stapleton, E. E. Couvert, C. W. King, E. H. Kilham, William E. Gunn, B. W. Olson, William Tompkins, A. M. Gillis, F. T. Cromwell, S. S. Mayer, A. K. Higgs, H. N. Aldrich, J. E. Reynolds, J. F. Carrell, E. Hobson, B. A. Washburn, E. Whattam, A. O. Jones, M. Guida, H. H. Beaumont, T. B. Connell and L. L. Duffeid. Prominent Masons Attend.

A score of prominent Masons who attended the Grand Masonic lodge sessions, which concluded Friday, stayed over to attend the initiation ceremonies and the banquet of the Shriners last night. It was a notable gathering, and some of the most prominent men of the state were to be seen in the vast assemblage. Late in the evening the members left the Armory to reassemble again in January, 1907, by which time it is expected the Masonic Temple will be feady to receive the Shriners in their own home.

THINK HE WILL ACCEPT

Episcopalians Do Not Believe Dr. Scadding Will Refuse Bishopric.

The Episcopal convention came to a lose yeaterday forenoon with services in the Trinity Church. Routine busiin the Trinity Church. Routine business was taken up and the standing committees apointed for the ensuing year. The convention adjourned, subject to being called again within the next 90 days should Rev. Charles Scaidding refuse to accept the Oregon bishopric of the Episcopal Church. The members of the convention will not speak about the rumored refusal of Bishop Scadding to accept the post, but it seems to be the pervading opinion

seems to be the pervading opl that he will accept. The whole clergy is highly enthusiastic about the selec-tion, and although before the election there were rumors that some of the clergymen would protest, it is now evi-dent they were without foundation. The most opposed to Rev. Mr. Scadding before the election are now speaking in the highest terms of the new head of the Oregon diocese, and everything has been done to convey the impression that the election was unanimous.

SPECIAL RATES EAST.

On June 23, 25; July 2 and 3, August On June 23, 25, July 2 and s, sagent, 8 and 9, and September 8 and 16, the Canadian Pacific wil sell round-trip tickets to Eastern terminals at very low rates. Tickets will be good for stopovers, with long time limits. For ful particulars regarding the various routes available call on or address F. R. routes available call on or address Johnson, F. & P. A., Portland, Or.

CARD OF THANKS.

To the many friends and acquaintances we sincerely express our heartfelt thanks for their kindness in our bereavement and loss of our mother, and for the many floral tributes so freely given. We also wish to thank the choir for their selecin singing. Respectfully, MR. AND MRS. A. A. WEBSTER,

## THERE'S A REASON

MANY NURSES GRADUATE

Presented Diplomas After Complet-

Eighteen young women at the Nurses'

Home, Twenty-third and Marshall

strets, were presented with graduation

years' course at Good Samaritan Hos-

pital. Music and addresses preceded the

granting of awards. Rev. A. A. Morrison presided, and Dr. George Wilson deliv-

ered the address to the graduates. The

Marguerite I. Boyer, Walla Walla, Wash.; Laura Lytle, Tacoma, Wash.; Mrs. Frances Cleland, Portland; Jessie

Humphrey, Oregon City; Florence L. Rawlings, Portland; Anita C. Trenchard, Astoria; Corinne Baldwin, Portland; Edith C. Rothrock, Los Angeles; Jessile

E. Rogers, North Yambill; Lena F. Beckwith, Portland; Lulu M. Gerding,

Asteria: Jennie F. Joseph, Portland; Florence G. Wicks, Corvallis; Kathryn E. Olson, Portland; Mrs. Eleanor M. Ja-

E. Olson, Portland; Mrs. Eleanor M. Ja-cobs, Portland; Phoebe E. Culver, Ban-

EASTERN EXCURSIONS.

7. 8 and 9, and September 8 and 10, the Canadian Pacific will sell round-trip tickets to Eastern terminals at very low rates. Tickets will be good for stopovers, with long time limits. For

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Edith M. Lauder, Kamioops,

Margaret L. Witt, Ellensburg.

list of graduates follows:

ing Three Years' Course.

GRAPE-NUTS, the delicious breakfast food, needs no cooking. It is ready for instant use and is a crisp, toothsome dish of decidedly attractive flavor. It possesses high value as a strength-making food, welcome to athlete, brain worker and invalid.

In place of any form of meat, try

## Grape-Nuts

with good rich cream and some fruit for breakfast. The change has worked wonders in the way of health for many: it may suit you. Try it.