

CITIES TO GIVE WARM WELCOME

Portland Excursionists Will Be Entertained All Along the Line.

RECEPTIONS ARE PLANNED

Each Point to Be Visited Insists on Showing Attention to the Party. Every Minute of Time Will Be Occupied.

The business men's excursion through Washington is a foregone success. Practically every town along the line has been heard from and every one has an elaborate reception scheme on hand. So enthusiastic have many of the cities be-

conduct party around the city; will probably have autos and go to hotel. South Bend—Commercial Club; C. E. Miller, president; F. G. McIntosh, secretary. Commercial Club and business men will meet party on arrival of train and show them around city. Raymond—Commercial Club; L. V. Raymond, president; W. R. Struble, secretary. Will meet party on arrival of train with steamer Reliable and make run up the river to Raymond in order to show them harbor. Run requires 20 minutes. The Ell—Commercial Club; P. M. Watson, president; C. W. Boynton, secretary. Dryad—Commercial Club; J. M. Burns, president; E. D. Madison, secretary. Adna—Advance Association; J. W. Moore, president; W. M. Clinton, secretary. Rochester—Business men will meet party on arrival. Oakville—Boosters' Club; Mrs. C. F. Golt, president; Mrs. J. M. Collins, secretary. Club and prominent citizens will meet train on arrival. Elma—Commercial Club; E. L. Minard, president; E. S. Avey, secretary. Party will be met on arrival by club and prominent citizens and taken to new hotel for luncheon and then taken by entertainment committee through the town. Montesano—Commercial Club; R. G. Cheney, president; R. H. Fleet, secretary. Hosquiam—Commercial Club; E. O. McLaughlin, president; W. C. Gregg, secretary. Committee from Commercial Club appointed to meet party on arrival, and business houses will remain open until after departure of train in order that they may meet business men. Aberdeen—Chamber of Commerce; W. J. Patterson, president; E. W. Helmfohr, secretary. Committee from Chamber of Commerce will meet party on arrival and take them to club rooms for visit. Olympia—Chamber of Commerce; P. H. Carlson, president; J. M. Wilson, secretary. Tacoma—Tacoma Chamber of Commerce; Everett Grigg, president; Tacoma Commercial Club; G. P. Cooper, secretary; Tacoma Booster Club; L. W. Pratt.

MT. TABOR GROWING

Park and New Streets Are Projected.

TWO RESERVOIRS NEEDED

City Building Up Rapidly in Vicinity of East Side Highlands, With High-Class Residences—To Have Paved Streets.

Prospect of a fine park at Mount Tabor has stimulated sales of residence sites, and several attractive dwellings are to be erected on the elevation. West avenue has become an important street, lined with new and beautiful homes. Opening and improving of streets, it is thought, will result in many new buildings being erected there. A considerable tract on the south side of Belmont street has been placed on the market. Brubaker & Normandin have purchased one acre on the north side of

Suburban Homes Club Tract

Go out today and see what 25 men and five teams have accomplished during the past week, clearing land and grading streets.

Take Cazadero or Gresham car to Gilbert Station; 10c fare, 35 minutes from Morrison street. Our tract office is completed and you will find our agent there every afternoon.

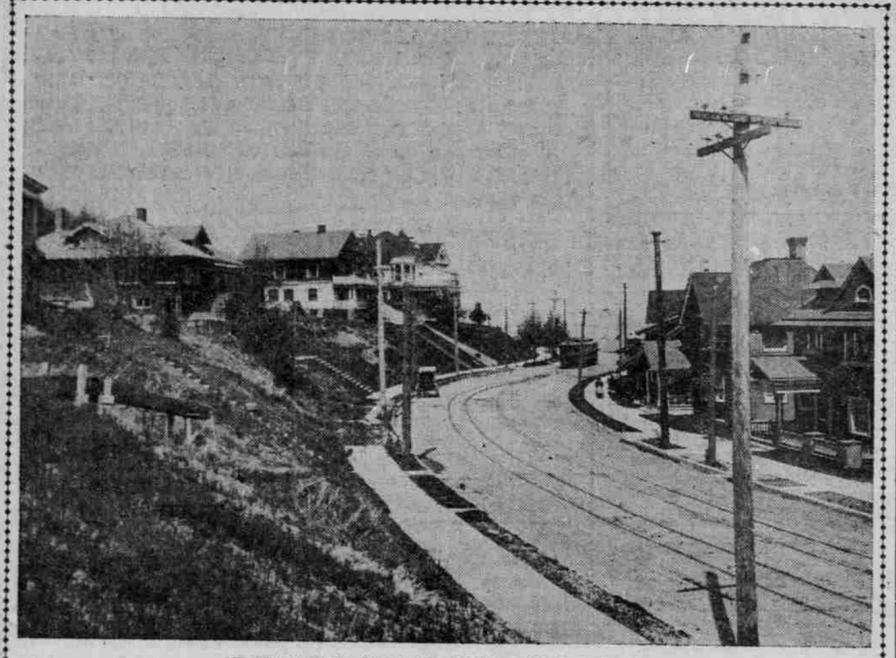
Remember

For a short time only you can buy an acre, all cleared, with water piped to it for irrigation and domestic use, and electric lights and telephone, fine school and on Powell Valley macadamized road, all for

\$500 Per Acre Easy Terms

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ON THE NORTH BOUNDARY OF WILLAMETTE HEIGHTS.

come that large sums of money have been raised to provide entertainment for their visits, and almost every city has appointed a Commercial Club or some similar organization to look after the party.

All the larger cities have arranged for automobiles to be in waiting at the depot alongside the train. Visitors will be hurried into the automobiles, taken to a nearby hall for introductions, rushed out again into the automobiles, given a brief glimpse of the city, and back to the train. Cities with but a ten-minute stop are putting forward programmes such as this. "As long as they can keep to their schedule," said Tom Richardson, publicity manager of the Commercial Club, "well and good, but we have such a vast programme to keep that we just can't fall behind anywhere."

At Hosquiam, where the train arrives late at night, all the business houses remain open, in order that the town may present a thoroughly businesslike appearance. Raymond promises a 20-minute steamer run, North Yakima promises a smoke in the clubrooms of the city and Seattle will entertain the visitors at the fairgrounds.

Boards of trade, commercial clubs, development leagues, improvement associations, and main business men have taken the entertainment of the visitors in hand. From all appearances it promises to be the most memorable excursion of business men that ever left the city.

Special Committees Named.

In order to facilitate the exchange of courtesies on the trip, a committee of introductions has been appointed, consisting of W. B. Clarke, A. H. Averill, W. A. T. Bushong, Samuel Connell and J. K. Gill. The regulation of the programme at each stop will be in the hands of A. H. Devera, Jay Smith, George Lawrence, Jr., H. C. Campbell and Tom Richardson.

To determine the order in which members of the party will eat, a special dining-car committee has been appointed. This consists of T. N. Stoppenbach, C. C. Colt and V. M. Buttm. The tipping nuisance can't be regulated, believe the organizers of the excursion, and, in order to reduce it to a minimum, a badge and tip committee has been arranged. S. M. Luders, W. A. Holt and George W. Hoyt will superintend the tip donations.

All those going with the party are requested to be at the Union Depot at 8:30 Monday morning to permit photographs to be taken of the party. The train will pull out promptly at 9 A. M. The following cities have notified the Northern Pacific Railway of their plans for entertaining the visitors, and where no programme is given, the committees mentioned are responsible for the welcome given.

Those Who Will Welcome Party.

Vancouver—Commercial Club; R. M. Swartz, president; S. Barton, secretary. Ridgefield—Commercial Club; J. A. Smith, president; J. W. Blackburn, secretary. Woodland—Commercial Club; A. L. Bozarth, president; E. F. Bryant, secretary. Kalama—Commercial Club; A. L. Watson, president; E. N. Howe, secretary. Kelso—Commercial Club; E. L. Harris, president; W. M. Signor, secretary. Castle Rock—Commercial Club; Z. L. Bullard, president; A. F. McLane, secretary. Business men will meet train in a body; will probably have two or three autos at depot to take party through the city. Winlock—Party of business men will meet the train. Chehalis—Citizens' Club; D. W. Bush, president; H. C. Coffman, secretary. Will meet train on arrival and extend them courtesies of the business men of the city. Centralla—Commercial Club; E. T. Tallmadge, president; E. W. Thomas, secretary. Mayor, Commercial Club and business men will meet train on arrival and

president; will meet party on arrival with automobiles and take ride through the city. Business houses will remain open for luncheon, and to meet the business men.

Fuyalup—Board of Trade; W. H. Elvins, president; J. B. Leavitt, secretary. Sumner—Commercial Club; F. R. Spinning, president; R. K. White, secretary. Auburn—Commercial Club; J. I. Gilmore, president; George C. Meade, secretary.

Kent—Commercial Club; C. B. Galberston, president; E. A. Bowen, secretary.

Visit to Exposition Grounds. Seattle—Chamber of Commerce; C. B. Yandell, secretary. Will be met on arrival by Chamber of Commerce committee, and taken to A-Y-P grounds, and after viewing same will have dinner at one of the club rooms or halls on Exposition grounds, and later returned to train in special cars.

Ravensdale—None. Company mine superintendent and storekeeper will meet party on arrival and show them about as much as time permits. Coal mines.

Hot Springs—Dr. Kloeber will meet party on arrival and show them through Hot Springs Hotel.

Ellensburg—Chamber of Commerce; J. C. Hubbell, president; P. H. W. Rose, secretary. Party met on arrival by Chamber of Commerce and taken through with short trip through the valley and town.

North Yakima—Commercial Club; Alex. Miller, president; H. P. Jones, secretary. Party will be met by Commercial Club with automobiles and will be shown around country in daytime and in evening will be given smoker in Commercial Club rooms.

Walla Walla—Commercial Club; F. A. Wiggins, president; H. G. Hillier, secretary. Alfalfa—Citizens will meet train on arrival.

Malton—Commercial Club; E. V. Atbury, president; T. Morgan, secretary. Prosser—Chamber of Commerce; H. R. Watson, president; H. W. Carnahan, secretary. Will be met by Commercial Club and taken to Exposition grounds.

Kennewick—Commercial Club; George Richardson, president; James Crowell, secretary. Business men and citizens will meet party on arrival and entertain while at Kennewick.

Fasco—Commercial Club; D. Walton, president; D. W. Fales, secretary. Goldendale—Klickitat Development League; H. N. Frazier, president; C. W. Ralston, secretary.

Lyle—Development Club; H. W. Clark, secretary. White Salmon—Commercial Club; D. W. Dexter, president; J. M. Lewis, secretary. Underwood—Underwood and White Salmon Valley Improvement Association; P. L. Packard, secretary; A. E. Beebe, president.

Stevenson—Board of Trade; W. P. Christensen, president; R. C. Sty, secretary. Washougal—Commercial Club; F. T. S. Keep, president; G. S. Smith, secretary.

STOCKMAN IS IN TROUBLE

After paying a fine of \$100 on a charge of illegally fencing Government land and after tearing down the offending fences, Fred A. Phillips, a wealthy stockman of Baker City, is confronted by further trouble.

the Base Line from George W. Bates for \$2000. They will improve the property. This sale indicates the value of land on the Base Line road.

The improvement of Belmont street to West avenue, at Mount Tabor, is under way at two places—between East Tenth and East Nineteenth streets, and East Forty-first and West avenue. At both places hard-surface improvement will be used. Between Summydale and West avenue grading is in progress, some heavy cuts being required. The tracks of the street-railway company must be shifted and lowered. This improvement of West avenue may be carried to Francis avenue, two blocks beyond West avenue, and then later continued on to Tabor Heights, where it will connect with several improved streets, together with the winding roads leading to the top of Mount Tabor where the city has acquired property for a public park.

East Fifty-fifth street is being opened at Mount Tabor between Belmont street and Hawthorne avenue, and will probably be improved at a later date.

A number of attractive homes are being built at Mount Tabor, including the \$10,000 residence of Irving Corser, on East Stark and East Sixty-ninth. It will contain 13 rooms, also a billiard-room. The interior finish is to be of selected grain fir, and the floors will be hardwood, oak and birdseye maple. It will have extended eaves with exposed rafters, a large porch and mission-style stairway. It will be the most attractive house erected at Mount Tabor this year.

Residents of Mount Tabor will insist that the old schoolhouse on West avenue and Base Line road be replaced with a modern building and on a new site. The building is overcrowded and is not considered suitable nor safe for school

children. They will ask that the present site be sold and a better one secured.

Plans are being prepared for a new \$15,000 Methodist Church on Base Line road, at Mount Tabor, to be erected on the site of the old church. Rev. J. W. McDougall is the pastor.

Extension of a carline to Kelly Butte, where the county has its extensive rock-crusher plant, is considered entirely feasible, but it is not known what branch will be extended—South Mount Tabor or Montavilla. With a carline to Kelly Butte, facilities for handling road material would be greatly increased.

Two reservoirs will be built on the west slope of Mount Tabor by the Water Board, which will be part of the water system of the city. One will be on a level with the present high-service reservoir, and the second one will be the intermediate, between the present lower reservoir and the higher one. Ground has been acquired for these reservoirs, and they will be built when plans have been completed for them. It is intended that they shall be part of the park system of Mount Tabor, and will be built with this in view.

Credit is given Frank Park for the final selection of the top of Mount Tabor for a general park on the East Side. He never ceased to work for this park, and advocated it in and out of season, until success came to crown his efforts. Creeping up the west slope and down the east side, houses are being built until Mount Tabor already is surrounded by a great

population. Eastward it can be seen that Mount Tabor Park will be the center of the East Side, for already building follows the Base Line road for seven miles and more, while northward buildings are crowding Columbia Slough.

TRUE PLACE FOR AN EDITOR

Ought Not to Be Embarrassed by Taking a Political Appointment.

Washington Herald. We regard it as a particularly happy sign of the times that Editor Harvey W. Scott's courteous but firm declination of the Mexican Embassy should have been so promptly applauded by so large a section of the high-class American press. From one end of the country to the other his course has been approved—heartily, enthusiastically, and with genuine sincerity.

Mr. Scott's reasons for thrusting aside the great honor the President proposed in his favor were simple but convincing. He is the editor of the Portland Oregonian, one of the great papers of the country, and especially independent and idealistic in editorial utterances and conduct. The Oregonian is outspoken on all topics; what it has to say is accepted as its actual conception of the truth as it is given the editor to see. It is in every way clean and worthy. These conditions existing, Mr. Scott feared that he would not, if in any manner, shape or form part and parcel of the administration at Washington, feel perfectly at liberty to discuss it freely and frankly, as has been his custom in discussing all things coming within the sphere of his legitimate consideration. He holds that his first duty is to his newspaper and its constituency, and so high does he regard that duty that he declines to be put in an attitude that might be, at times, even apparently questionable, no matter how glittering the temptation or how desirable the prize as an isolated proposition.

The Washington Herald wishes to join in the congratulations and praise now being showered on Mr. Scott. His point of view is impregnable, and tends to the uplift of journalism in this country in no

small measure. Whether all deserving newspapers in the land now see things just as Mr. Scott sees them, may be an open question, but that his ethical standard must be accepted ultimately by all papers ambitious to serve a patriotic purpose in the United States is a conclusion that cannot be avoided. The honestly helpful and entirely worthy newspaper must have no axe to grind, not even a penknife. The "organ" cannot play so low and sweet and soothingly that the false notes will not jar and upset the harmony of the entire ensemble.

We rejoice that opportunity came to Editor Scott to make so plain his lofty trend of thought in respect of the straight and narrow path clean-cut and conscientious newspaper men must walk. Of such as he must the kingdom of ideal journalism be composed.

Our Foreign Shipping Trade. PORTLAND, May 8.—(To the Editor.)—

Speak not evil of the absent.

Anyone who will carefully read the communication of John Penton, secretary of the Merchant Marine League of the United States, and the editorial in answer thereto in The Oregonian, will realize that it is a condition and not a theory that confronts America on the high seas, and that with our high-priced capital and labor we can protect ourselves only with very great difficulty, while attempting to compete with low-priced capital and labor of the older countries in the carrying of goods, even our own goods, on the oceans of the world. We can and do protect our coastwise marine, but on the open ocean it is entirely different.

"Free ship registry," as a remedy, would be totally inadequate. On the other hand, subsidies, unless very great, cannot bridge the chasm. Liberal mail-pay subsidies would tend to foster American trade, in so far as it follows the flag; also American shipbuilding and supply of subsidiary naval vessels, and desirable growth of American merchant marine. We might thus partly remedy our poor showing in American-owned and American-manned vessels, in our foreign trade. M. C. GEORGE.

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