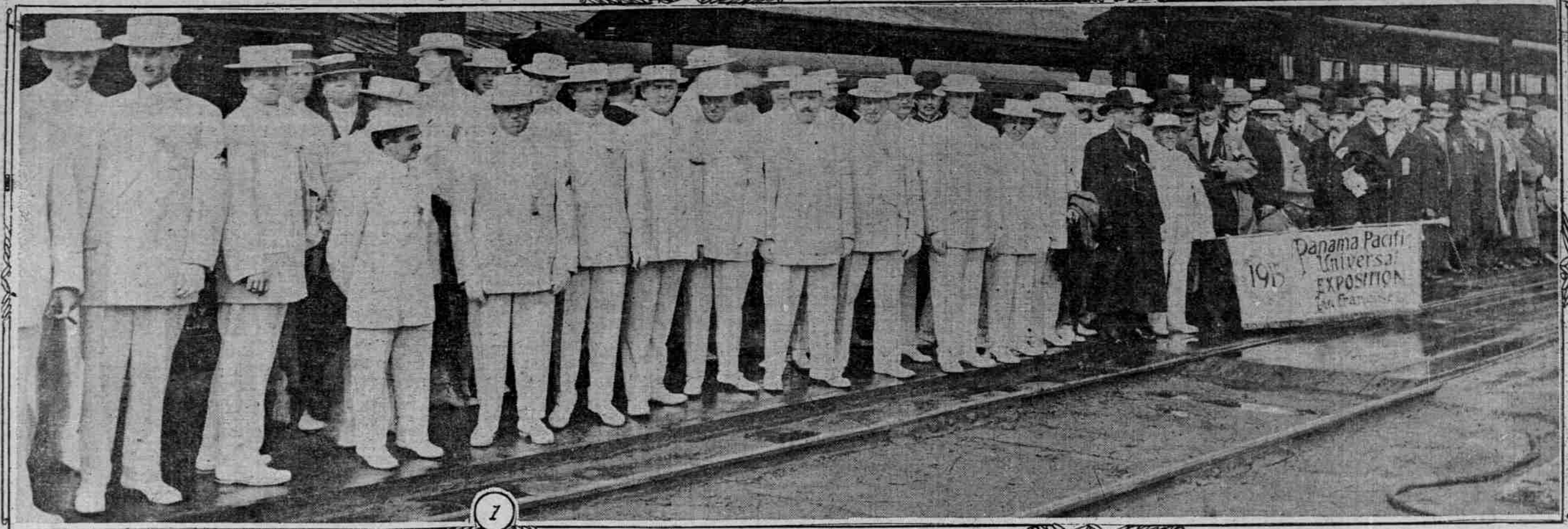


FLYING LEGION OF SAN FRANCISCO AND ROYAL ROSARIANS OF PORTLAND BOOST FOR 1915 EXPOSITION.



No. 1 (Left to Right, Front Row), George M. Hyland, A. L. Finley, E. P. Carwell, G. L. Hutchins, W. P. Pierson, Roy Edwards, Eugene Brookings, Dean Vincent, Fred Hyskell, Frank McCullis, T. J. Beaufort, W. J. Hofmann, T. J. Shetterly, Robert Krohn, Fred Krebs, V. J. Jones, Charles F. Berg, M. Mayer, W. T. Ross, Luther Burbank, H. L. Pittock, Julius L. Meyer—No. 2, Automobiles in Which the Visitors Were Shown the Sights of Portland—No. 3 (Left to Right), Duncan E. McKinlay, H. L. Pittock and Luther Burbank.

GATES FLUNG WIDE TO FLYING LEGION

Portland Pledges Aid to Exposition and Shows Visitors Over City.

ENTHUSIASM MARKS STAY

Following Trip by Automobile to Points of Interest, Fair Boosters Are Luncheon Guests at Commercial Club.

(Continued From First Page.) Plans and treated to four hours of lively entertainment, including a humorous programme under the auspices of the Rosarians and a luncheon under the auspices of the Commercial Club. At these fetes besides the distinguished visitors were many of Portland's leading business men.

Visitors Are Initiated. The first event of the programme was an initiation of visitors into the Rosarian order. This was conducted in real Oriental style by Circuit Judge Morrow. Special degrees were conferred on a number of the visitors, with a programme lined from beginning to end with fun. Humorous addresses punctuated the procedure as unusual degrees were conferred.

Degrees Are Conferred. Following were the degrees and their recipients: W. L. Hathaway, manager Mutual Life Insurance Company, "Royal Receptor and Indispensable Entertainer to the Royal Rosarian Maids of California"; Dr. V. T. McGillicuddy, president Los Verdes Land & Water Company, "Pale Face Father of the Great Men for the Great West"; Dr. Robert Newton Lynch, vice-president and manager California Development Board, "Royal Developer and Counselor Extraordinary"; Luther Burbank, Santa Rosa, "Royal Grandfather"; Dr. Benjamin Ide Wheeler, President University of California, "Royal Unfolder of the Universal Mysteries"; General Charles J. Chipman, Judge of the Appellate Court, "Royal Interpreter of the Blind Goddess"; Rev. F. W. Clappert, rector of Trinity Church, "Chief of the Emerald Rosarians"; Frederick J. Koster, president California Barrel Company, "Winged Wanderer Plenipotentiary of the Royal Rosarians for California"; Duncan E. McKinlay, Surveyor of the Port of San Francisco, "Royal Rosarian Ambassador of the Rose Clan and the Kilties"; Herman Schussler, hydraulic engineer, "Gatherer of Dew and Slicker of Thirst of Man and Beast and Parched Lands"; A. Sbarbora, president Italian-American Bank, "Royal Cultivator of the Royal Vintage";

Rosarians Give Fancy Dances. This part of the entertainment was featured with music by Brown's band and by fancy dancing by members of the Rosarian order. The main entertainment of the day was a luncheon served in the main dining-room of the Commercial Club. This was attended by 300 persons, with Edgar B. Piper, president of the club, presiding. A series of interesting addresses was heard, including a remarkable address on the Panama Canal by Duncan E. McKinlay, surveyor of the Port of San Francisco, and an address by Dr. Benjamin Ide Wheeler, president of the University of California, on the purposes of the Flying Legion.

Benefits Will Result. "When the great waterway between the Atlantic and the Pacific is completed the North Pacific Coast, which so long has been far from the market centers of the world, will be drawn into position to share in the benefits of the world trade. In two years this country will be more than 8000 miles closer to New York by water than today and will be 6000 miles closer to Europe."

It would seem as if the Western Hemisphere was at last coming into its own in dignity and progress in its relation to the world. Certainly the tidings of people, of enterprise and of business have been steadily pressing westward since long before Bishop Berkeley declared that "Westward the star of empire takes its way." Men of even middle age today probably will live to see the fulfillment of the dreams and prophecies of the olden times in the opening of our coasts and land to ship commerce with every country on the globe.

Mr. McKinlay related the struggles necessary in building the canal, telling of the long fight against the yellow fever and malaria in the Canal Zone. He told of the remarkable manner in which the difficulties have been over-

come and the canal pushed through to its present stage of near completion. "I am glad to see this great interest which is apparent in Portland. I am glad also to see the college spirit cropping up as a moving spirit in our commercial undertaking of the present day. In my home town we have a university with several thousand students. We could not control that sort of men with a set of sailing guns if we were to try, but we do control them with a mere foolish college yell. That yell, although seemingly meaningless, holds that great body of students together as one."

Early Endeavors Recounted. "In San Francisco we realize that Portland and Oregon are with us in our exposition move and for that we are thankful. We who are here on this trip of exploitation extend to the people of Oregon our hearty thanks for their co-operation and we urge that you continue to keep up your interest."

In speaking on the subject of "The Why of the Panama Canal," Duncan E. McKinlay, who is considered one of the best informed authorities on that subject, introduced his remarks by reciting the early endeavors of the explorers to find a waterway from the Atlantic to the Pacific. He recounted the explorations of Columbus, Cortez and others. He then traced the development of this same plan up through the periods of the '90s, pointing out the endeavors of French capitalists and companies to build the Panama Canal.

"When the United States drifted into war with Spain in 1898 and it took the battleship Oregon more than two months to go from San Francisco around the Horn and over to the scene of action, the country woke up to the need of the Panama Canal," he said. "It was apparent that in case of war with one of the great European powers it would be possible for their ships to destroy our Nationality on one or the other of our coasts, while our ships were getting to the scene of action. And then the United States proceeded to take the canal digging in its own hands and prepare for its completion."

Plans had been made at first to have the visitors hold an open air meeting in Chapman Square opposite the Court-house, but this part of the programme was omitted on account of rain. The entertainment, excepting the automobile trip and the parade, was held inside.

Following is a list of the visitors: A. Abrahams, vice-president Orpheum; Richard Aitsch, London, Paris and American National Bank; F. G. Athern, Southern Pacific; Dr. J. H. Narbarbarat, Arthur Barendt, president Board of Health; J. Leslie Barnson, S. Blum, manufacturer; F. A. Busse, Napa and Sonoma Wine Company; Luther Burbank, B. C. Carroll, Bell Telephone Company; Paul T. Carroll, San Francisco Convention League; Charles Christensen, Rev. F. W. Clappert, J. A. Clover, C. A. Cook, Palace Hotel Company; F. F. Coyle, City of Paris; T. B. Crowley, capitalist; Arnold Caleparis, Allen Chickering, secretary, San Francisco Commercial Club; S. H. Daniels, Bank of California; Ernest L. Drury, Hotel St. Francis; John B. Chace, Sperry Flour Company; General N. J. Chipman, Judge of the Appellate Court; W. J. Dutton, president Merchants Exchange; Francis Elder, Oscar Ellinghouse, Mercantile Trust Company; Dr. George H. Evans; J. J. Fagan, Crocker National Bank; T. Cary Freidender, Controller San Francisco Chamber of Commerce; Captain J. R. Foster, president Marysville Chamber of Commerce, on Pacific Highway Commission; W. S. Cannon, G. B. Gerrard, Bank of British North America; Dr. A. H. Giannini, representing the Governor of California; W. L. Hathaway, Mutual Life Insurance Company; Bruce Heathcote, Canadian Bank of Commerce; A. Hochmeyer, merchant; B. S. Hubbard, Union Linotype Company; E. L. Hueter, Bass-Hueter Paint Company; C. C. Henlon, secretary of the committee; Gordon Hay, official stenographer; E. A. Jackson, president Oroville Chamber of Commerce; L. S. Jones, Northern Commercial Company; H. B. Judah, Southern Pacific; A. C. Kains, examiner of the San Francisco clearing-house; A. E. C. Kalkoret, capitalist; Major Francis V. Keesling, counsel San Francisco Life Insurance Company; James Watt Kerr, William

Watt Kerr, M. D., University of California; Frederick J. Koster, manufacturer; Albert E. Lacey, manufacturer; F. S. Loop, Loop Lumber Company; Robert Newton Lynch, manager California Development Board; Louis Levy, publicly representative Panama-Pacific International Exposition; B. F. Mackall, manufacturer; J. E. Mason, manufacturer; C. H. McCormick, First National Bank; Dr. V. T. McGillicuddy, Dr. George W. Merritt representing the downtown committee of the San Francisco Chamber of Commerce; I. B. McMurty, Constant Meese; Adolph Meyer, merchant; W. S. Miller, Standard Oil Company; Duncan E. McKinlay, surveyor of the Port of San Francisco; F. S. Myrtle, Pacific Gas & Electric Company; Kenneth Melrose, Jeweler; Mabrey McMahon, realty operator; A. Ottinger, San Francisco & Portland Steamship Company; John Parrott; Edgar D. Poxetto, attorney; G. M. Perine, Marine Trust & Savings Bank; O. W. Pollack, capitalist; Warren E. Fortson, Western States Life Insurance Company; Robert D. Postlethwaite, Union Iron Works; J. R. Pringle, attorney; Alexander Russell; E. L. Reese, Bank of British North America; C. B. British Consul-General; A. Sbarbora, Italian-American Bank; Max Schmidt, manufacturer; Herman Schlusser, hydraulic engineer; A. D. Shepard, Pacific Improvement Company; C. P. Solomon, Owl Drug Company; Charles Stallman, Pacific Tool & Supply Company; Frederick W. Snee; Charles H. Stewart, Stewart Hotel; John G. Sutton; Charles E. Thatcher, Western Union Telegraph Company; Frederick C. Torrey, merchant; E. H. Fryon, president German Savings & Loan Society; Justus S. Wardell, the Daily Journal of Commerce; W. B. Webster, Home Industry Congress, meeting in Salt Lake, declared that it believed the Columbia bridge of vital importance in highway development of the United States, and will work to secure Federal assistance for its construction.

The entire improvement was estimated by the City Engineer to cost \$180,000 and of this amount \$30,000 is to be against the city at large for paving and improving street intersections. The district comprises 70,000 surface yards of paving.

Project Indorsed by Important Organizations—Frank to Start in Earnest, Says Frank Riley.

Ralph Modjeski has telegraphed from Chicago to Frank B. Riley, chairman of the joint committee from Vancouver and Portland, that he will be in this city Wednesday and will appear before the committee with a printed report and with complete plans and specifications for the proposed Columbia River bridge at Vancouver.

Preliminary surveys for the bridge were begun by Mr. Modjeski's representatives in Mar. a fund of \$5000 have been jointly raised by the business men of Portland and Vancouver for the purpose.

The next step in the campaign, said Mr. Riley last night, "will be to go right down the line in both states to arouse interest in the project and prepare for our application before the Legislatures of the two states for the appropriations necessary to build the bridge."

The State of Washington is already highly favorable and different organizations in the United States have taken up the matter and have indorsed it most heartily. The Pacific Highway Association, meeting in San Francisco recently, unanimously approved of the Columbia bridge and the bridge proposed over the Colorado River near Yuma, as two of the most important links in the great Pacific Highway. Likewise the Trans-Mississippi Congress, meeting in Salt Lake, declared that it believed the Columbia bridge of vital importance in highway development of the United States, and will work to secure Federal assistance for its construction.

BRIDGE PLAN IS READY

MODJESKI COMING WITH REPORT ON COLUMBIA VIADUCT.

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MOSCOW GETS PAVING BID

Estimated Cost of Improvements Is \$180,000.

MOSCOW, Idaho, Aug. 31.—In order that more specifications could be adopted and time for notices for bids be received, the water works and sewerage department has invited bids for the paving, grading, curbing and storm sewers has been extended from September 14 to September 21. Bids are to be received on 28 different kinds of paving, according to the names given many of them, but from an examination of the specifications themselves it is disclosed that a number of them differ only in name.

FOREST FIRE FEAR PAST

Washington Warden Says 1912 Fires Least in Eight Years.

OLYMPIA, Wash., Aug. 31.—(Special.)—Forest fires this year have been less than during the last eight years, according to State Forester and Fire Warden J. R. Welty, who announced that there is practically no more danger from destructive fires. Fires have been practically a minus quantity since the bad fires in the latter part of May, and the wardens in the various counties have been kept busy building trails and keeping a strict supervision over their territory, as there has been

SEVENTY TEACHERS AT EXAMINATION.

VANCOUVER, Wash., Aug. 31.—(Special.)—Seventy teachers are taking the examination at the High School in this city, under the supervision of Professor P. Hough, deputy county superintendent. Ten of this number are from Portland, coming here to pass the examinations so as to get Washington certificates. This is an unusually large number to take tests here at this time of year.

MCCLEARY MILL HAS \$30,000 PAYROLL.

CENTRALIA, Wash., Aug. 31.—(Special.)—The door factory and veneer plant of the Henry McCleary Timber Company at McCleary has started up. The monthly payroll of the company is \$30,000, and with the completion of a new single mill now under course of construction, will be increased to \$35,000.

AGED OREGON WOMAN SUCCEMBS.

SPRINGFIELD, Or., Aug. 31.—(Special.)—Mrs. M. Marie Thompson, wife of Fayette Thompson, died yesterday at the family home at Vida, aged 84 years. Mrs. Thompson was one of the early residents of Lane County and leaves four sons and one daughter, besides her husband. The sons are Henry A. of Pendleton; Carey of Vida; Winfield of Springfield; and Theron C. of Pleasant Hill. Mrs. Lena Bronson lives on Camp Creek.

MOTORCYCLE RACES AT CENTRALIA.

CENTRALIA, Wash., Aug. 31.—(Special.)—A motorcycle endurance run will be held Monday from Hoquiam to Centralia and return under the auspices of the Hoquiam Motorcycle Club. The racers have been given permission to use the north end Centralia streets, patrolmen to be stationed to avoid accidents.

BORAH IS ON TOUR

North Idaho Chosen for Opening of Campaign.

ELECTION BY LEGISLATURE

Senator Sees No Necessity for New Party but Believes It a Matter for Individual Judgment and Will Not Interfere.

SPOKANE, Wash., Aug. 31.—(Special.)—Senator Borah will start his campaign for re-election to the United States Senate in North Idaho within ten days, he said today before leaving Spokane for Northern Idaho. It will be largely a speaking campaign, and will be waged from September until November 5.

Borah is expected to devote his attention largely to the election of Republican members of the Legislature. Under the Idaho law, which is practically identical with that of Washington, the party choice and not the popular choice rules, and the election of a Democratic Legislature would end Borah's chance of returning to the National Capital, though his was the only name that went before the voters at the recent Idaho primaries.

Senator Borah announced today that, although personally not in favor of the third party movement, he would not attempt to discourage those behind the movement in Idaho.

"I do not propose to interfere or seek to put any obstacles in the way of the third party," he said. "If those interested in the movement believe it to be a wise one. While I do not myself think it is necessary to have a third party in order to advocate successfully the Progressive measures, it is a question of judgment and matter for those in charge of the movement to determine."

Senator Borah returned to Spokane today from Coeur d'Alene where he and Mrs. Borah spent Friday night. They were tendered a largely attended informal reception in the parlors of the hotel in the Lake City.

FISHERIES HAND IS KILLED

Alaskan Arrivals Tell of Murder and Committal of Criminal.

ASTORIA, Or., Aug. 31.—(Special.)—People who returned from Kuskokwam River on the ship St. Nicholas today report a murder that took place there this summer.

Three of the Japanese belonging to the Alaskan bark Killarney, which arrived here on the ship St. Nicholas today report a murder that took place there this summer. Three of the Japanese belonging to the Alaskan bark Killarney, which arrived here on the ship St. Nicholas today report a murder that took place there this summer. Three of the Japanese belonging to the Alaskan bark Killarney, which arrived here on the ship St. Nicholas today report a murder that took place there this summer.

FRENCH SHIP IN TROUBLE

Killarney Sights Dismantled Craft, Presumably Edward Detalle.

ASTORIA, Or., Aug. 31.—(Special.)—The British bark Killarney, which arrived there after noon from Callao, reports that August 19, in latitude 25 north, longitude 128 west, she sighted a loaded three-masted French ship bound north. The ship had lost her fore and main topgallant and royal yards, but was making fairly good time. It is supposed the damaged vessel is the French ship Edward Detalle, from Rotterdam for Portland with cargo.

AGED OREGON WOMAN SUCCEMBS.

MOTORCYCLE RACES AT CENTRALIA.