

CORVALLIS MOOSE HERD NUMBERS 9 BUT IS ORGANIZED

Rev. B. F. Totten is Chairman;
As Roosevelt Club Last
Spring Was Big, Today's
Slim Crowd Surprises.

(Special to The Journal.)
Corvallis, Or., Aug. 24.—Answering a call published in the local papers, nine citizens, mainly Corvallis people, met at the court house this afternoon and organized a Progressive party of Benton county. Rev. B. F. Totten was chosen permanent chairman of the convention, also chairman of the Benton county central committee. The chairman was instructed to select one central committee member from each precinct of the county, the committee to constitute an executive committee of the organization.
Gus Logsdon of Mountain View, and Prof. G. W. Peavey of O. A. C., were selected delegates to the state convention. George W. Scoblefield, a resident of Bloomington, Ill., was invited to sit in the convention with the Benton county delegates.
The delegates were instructed to endorse the national ticket, and urge strongly that a congressional ticket be put in the field. They were also instructed to ask that county organizations be permitted to use their own discretion as regards putting out county tickets.
A very large Roosevelt club was organized here last spring and believing a large convention would be assembled here today the circuit court room was secured. The only other persons present were a few Wilson and Taft supporters, who gloried in the fact that there is evidence that Roosevelt has lost ground in this county. It is believed here that many former Roosevelt supporters will vote for Wilson and that others will vote for Taft rather than leave the Republican party.

LANE GATHERING TOLD SMALLNESS OF CROWD SHOULDN'T DISCOURAGE

(Special to The Journal.)
Eugene, Or., Aug. 24.—Following Theodore Roosevelt to the number of about 26 met at the Lane county courthouse this afternoon and organized for the coming campaign by electing Attorney H. E. Slattery president of the campaign committee, M. Svarverud and E. F. Chapman, vice presidents, Fred G. Stickels, treasurer, Walter H. Jones, secretary.
Inasmuch as the state committee meets in Portland next Tuesday, it was decided to postpone action in regard to nomination or legislative candidates in Lane county and making recommendations in regard to the nomination of a congressional candidate until after the meeting in Portland.
A number of speeches were made in an effort to entice those present, alleging that no member should be discouraged by such a small attendance, as people were busy and the meetings insufficiently advertised. The general opinion was that the contest was between Wilson and Roosevelt and that unless something was done to stir up enthusiasm the drift would be toward Wilson.

DOUGLAS PROGRESSIVE RESOLUTIONS SIGNED BY 24 BULL MOOSERS

(Special to The Journal.)
Roseburg, Or., Aug. 24.—Twenty-four voters signed a list of resolutions endorsing the Roosevelt-Johnson ticket at the Douglas county Progressive convention held here today. A proposition to put a county ticket in the field this year was decided favorably. John W. Campbell was elected chairman, and O. H. Cosh secretary. A delegate will attend the state convention.

SMALL, REPRESENTATIVE GROUP FORMS THIRD PARTY IN UMATILLA CO.

(Special to The Journal.)
Pendleton, Or., Aug. 24.—Naming P. C. Hunter of Echo, county central committee member, and G. W. Frohman of Weston, and D. C. Brownell of Umatilla, delegates to the state convention.



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followers of Roosevelt met here last night and formally launched the third party. Speakers of the occasion were Fred W. Mulkey, candidate for senator; L. A. Esteb of Echo, and G. W. Frohman of Weston. The meeting was held in a large one but was representative, delegates being present from all sections of the county. Precedent committees were named and various committees appointed.

PANAMA CANAL BILL WILL BE A GAIN TO COAST

(Continued From Page One.)

based upon gross or net registered tonnage, etc., or otherwise. Tolls may be lower upon vessels in ballast than upon vessels carrying passengers or cargo. When an act is passed which will regulate or ships of commerce, tolls shall not exceed \$125 per net registered ton, if tolls are not based upon net registered tonnage, they shall not exceed the equivalent of \$125 per net registered ton, or be less than \$50. The toll for each passenger shall not be more than \$150.

May Establish Dry Docks.
Authority is given the president to establish dry docks, repair shops, to provide coal and other materials, labor, repairs and supplies to be supplied at reasonable prices to passing vessels.
After July 1, 1914, it is unlawful for any railroad company, or other common carrier subject to the act to regulate commerce, to have any interest whatsoever in any canal, or in any company, in any common carrier by water operated through the Panama canal or elsewhere, with which said railroad or other carrier does or may compete for traffic, jurisdiction is conferred on the interstate-commerce commission of determining questions of fact as to the competition or possibility of competition. If the commission shall be of the opinion that any specified service by water competition with the Panama canal is being operated in the interest of the public and is of advantage to the convenience and commerce of the people, and that such extension will not exclude, prevent or reduce competition on the route by water under consideration, the commission may by order extend the time during which such service by water may continue to be operated beyond July 1, 1914. The rates, schedules, etc., of such water carrier shall be filed with the commission, and shall be subject to the act to regulate commerce, to the same extent as is the railroad or other common carrier controlling such water carrier.

Commission Given Power.
All vessels operated or controlled by any person or company violating the anti-trust act, are excluded from the coastwise or foreign trade of the United States, and are not permitted to pass through the canal.
The interstate-commerce commission is given power to require physical connections to be established between a rail carrier and the dock of a water carrier by requiring the rail carrier to make suitable connection. This provision applies where the dock is owned by other parties than the carrier involved.

To establish through routes and maximum joint rates between rail and water lines, and determine the terms and conditions under which such lines shall be operated in handling traffic.
To establish maximum proportional rates by rail to and from the ports to which the traffic is brought, or from which it is taken by water carrier, and determine what traffic and in connection with what vessels and the terms and conditions such rates shall apply.
To require railroads having arrangements with any water carrier operating from the ports in the United States to a foreign country, for the handling of through business between interior points of the United States and such foreign country, to enter into similar arrangements with any or all other lines of steamships operating from said port to the same foreign country.

Coast Specially Benefited.

These are the salient features of the law in which the Pacific coast is particularly interested, contained in the 14 sections of the Panama canal act.
This act is of the very greatest importance to the Pacific coast. The commodities that we produce are, generally speaking, heavy, low grade commodities, in which the freight rate is a most important factor, and the markets for which are generally long distances from the point of production. Under these circumstances, it is apparent how important it is to have the greatest possible number of facilities, reasonable rates and efficient service. It is therefore not a matter of surprise that the Pacific coast has taken a very active interest in this legislation. The first meeting to consider the subject of which I am aware, was held in San Francisco by representatives of the Pacific Coast Chamber of Commerce, on Monday, October 2, 1911. At that meeting, after full discussion, I introduced the following resolution, which was seconded by William H. Wheeler, of San Francisco, and unanimously adopted.

Resolutions Are Adopted.
"Whereas the building of the Panama canal was undertaken by the people of the United States in pursuance of a great national policy, amongst other things of providing for the national defense, of opening up the shortest possible water route between the respective coasts of the United States and foreign countries, to provide through natural methods and to prevent monopoly of transportation, means for transportation between the various sections of the union at the lowest possible cost, to build up and expand our commerce with foreign nations, and incidentally to encourage the upbuilding of a new decadent merchant marine; be it
Resolved, That it is the sense of this meeting that there should be no tolls charged through the canal to vessels coastwise flying the American flag, and be it further
Resolved, That we heartily approve of the legislation recommended by President Taft in his message to congress of December 8, 1910, reading as follows:
"I cannot close this reference to the canal without suggesting as a wise amendment to the interstate-commerce law a provision prohibiting interstate-commerce railroads from owning or controlling ships engaged in the trade through the Panama canal. I believe such a provision may be needed to save to the people of the United States the benefits of the competition in trade between the coastwise and foreign-carrying vessels, which this canal was constructed to secure."

Campaign of Education.
Following the adoption of this resolution a committee was appointed for the purpose of formulating plans for a campaign for the enlightenment of the people of the United States on the advantages to be gained by having congress pass a bill allowing American coastwise vessels free passage through the Panama canal.
The following persons constituted the committee:
Joseph N. Teal, chairman, Portland, Or.
George C. Barthol, Oakland, Cal.
William H. Booth, Los Angeles, Cal.
W. H. Moore, Seattle, Wash.
J. M. Moore, Tacoma, Wash.
J. M. Mullin, San Diego, Cal.
William M. Bunker, San Francisco, Cal.
William Matson, San Francisco, Cal.

That day to this I have been unceasing in my efforts to secure the enactment of the legislation proposed.

While I do not desire to use the personal pronoun I can truthfully say that since the passage of this resolution I have done all that I could to secure the adoption of the principles set out there, and made a trip to Panama to study the conditions on the isthmus so I could speak advisedly of certain features.

William R. Wheeler, representing the Chamber of Commerce of San Francisco, has probably done more work than any one individual. He has remained on the ground, at Washington, during the entire session of congress, and has worked unrelentingly, and I am glad to testify to the ability with which he has handled the matter, and to congratulate him upon his success.

Railroads Opposed Enactment.

The opposition to the enactment of the measure was represented by the same interests who opposed all Panama canal legislation, even to its construction, which means the great railroad and allied interests of the United States. During substantially the entire session of congress, representatives of the Pacific Mail company were in attendance during all times, but it can be said for them that their opposition to the inhibition of railroad owned boat lines using the canal was open and above board.

There is absolutely no question but that the United States is fully within its rights in all the legislation it has enacted. This is not the place, nor have I the time, to now state where the arguments of those opposing the power of this country to deal with the Panama canal led to.

It has been my experience and observation that throughout the world the statesmen, representing their countries, do all they can to further the interests of their own people and protect the interests of their own country. This is the type of statesmanship I believe in. While I want the respect and friendship of all nations, I do not believe, as evidence of such desire, it is necessary for us to handicap our own people, waive our own advantages and limit our efforts to further the interests of our own country.

PORTLAND LAWYER PRAISED: HELPED TO BOOST FOR NEW BILL

Sharing largely the credit for the passage of the Panama bill is Joseph N. Teal, Portland's most enthusiastic booster for greater water transportation facilities. From many sections of the United States, came letters last

night congratulating Mr. Teal on his loyal support of the bill.
Mr. Teal strongly supported many of the provisions of the bill that particularly affecting Oregon and the coast, and supported it in its entirety. His handiwork is conspicuous in all those provisions that appertain to the commerce of the Pacific coast.

Must Guard Our Commerce.

"In connection with that may I call attention of the committee to how closely our German commercial rivals look after their commercial interests? The committee is familiar with the fact that if a letter goes to Germany, on a German ship the postage will be 3 cents, and if on a foreign ship the postage to Germany will be 5 cents. This is striking evidence of the care exercised by foreign governments in fostering their commercial interests. If we are in competition with nations of the world for the trade of the world, figuring to win a point as this, it certainly behooves us to look out for our own commerce. While I believe a nation may be reasonably altruistic and can, within certain limits, indulge in carrying the 'white man's' burden, it is my firm conviction that true national policy and true statesmanship require us first to develop our own country and opportunities for our own people."

The Panama canal is built upon American soil, by American money, is an American waterway, and the United States of America has the same power to deal with it (certainly no far as respects its domestic commerce), as it has to deal with any other of its canals or waterways. It is simply a matter of public policy to be determined by the people of this country.

Reunion of Scottish Clan Maclean. Glasgow, Aug. 24.—Historic Duart castle, known to all visitors to the Isle of Mull, was the scene today of the first national gathering by any Scottish nation since 1746. It was a reunion of the Clan Maclean, of which Colonel Sir Fitzroy Donald Maclean, Bart., is the hereditary head. The Maclean family is represented in all parts of the world and is said to number not less than 25,000 members in the

United States and Canada. Sir Allan Maclean, who held Quebec against the American forces of Montgomery, and Arnold, was a member of the clan, as was also Colonel Allan Maclean of Delaware, who fought valiantly on the side of the Americans in the Revolution.

UMATILLA IRRIGATION PLANS LIKELY TO FAIL

Pendleton, Or., Aug. 24.—Hope of establishing the right of the Indians of the Umatilla reservation to irrigate their lands was blasted by the announcement that the department of the interior had practically reversed itself in the litigation testing the validity of the permit by which the Byers Milling company lays claim to all of the water in the river above Pendleton. The ruling of the department is to the effect that the milling company is entitled to the water because of beneficial use and because the Indian land is fertile without water. Among advocates of reservation ir-

rigation considerable indignation is felt inasmuch as the department had previously intimated that the Byers permit would be cancelled and had cited the company to show reason why it should not be. The assumption is that political influence has been brought to bear because of the fact that the report of a departmental inspector made several months ago was strongly in favor of establishing the Indian right.

Montreal Bishop Consecrated.

Montreal, Aug. 24.—In St. James Cathedral this morning his excellency Mgr. Georges Gauthier, pastor of the cathedral, as bishop of Philopopolis and auxiliary bishop of Montreal, in succession to Mgr. Racicot, who resigned on account of ill health. The consecration ceremony took place in the presence of a large congregation of Catholic priests, prelates and laity of Montreal and vicinity.

A minister of aviation has been added to the staff of the French war office.

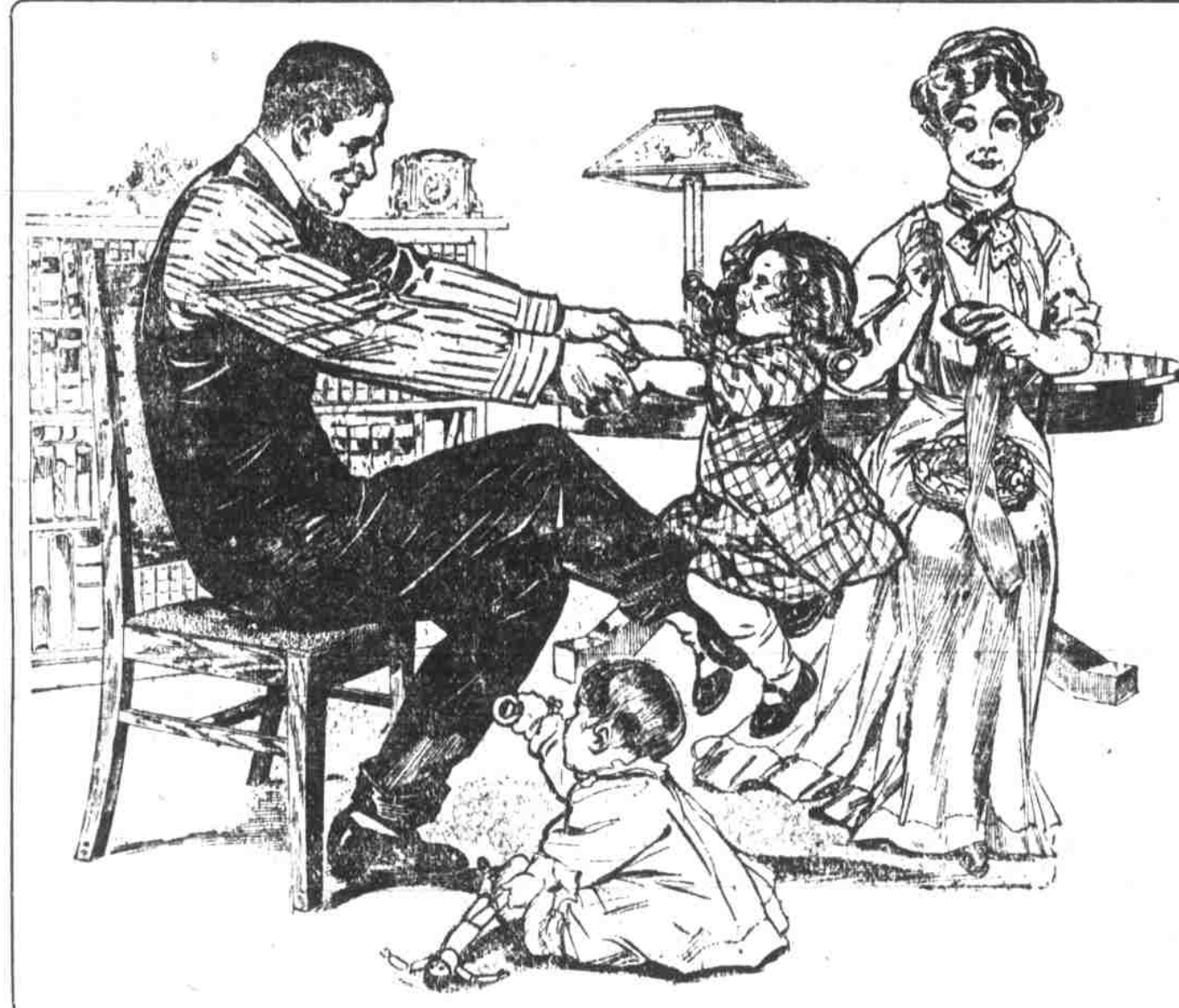
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Instant Relief, Even in
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Thousands of people are miserable two or three months every summer with Hay Fever and Rose Cold. They go around sneezing, blowing the nose and wiping their eyes, and at night they are so choked up they can hardly breathe. There is no need of this. Ely's Cream Balm will relieve all these distressing symptoms in less than five minutes' time.

Hay Fever is due to an over sensitive condition of the membrane lining of the nose and throat. Ely's Cream Balm soothes, heals and strengthens this delicate inside skin, so that you not only get instant relief but are also protected against a return of the trouble. Don't hesitate because you have been disappointed with other remedies. Get a 50 cent bottle of Ely's Cream Balm from your druggist, and if you are not satisfied after a fair trial, get your money back. All druggists sell and recommend it.

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Attractive Furnishings

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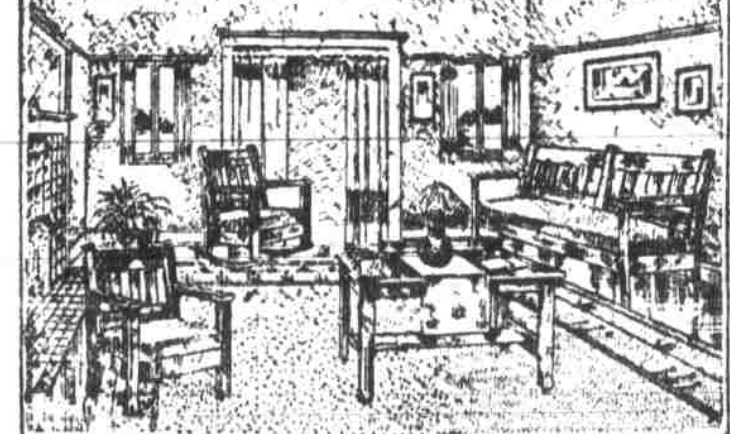
If you are industrious you are entitled to all the comforts and pleasure that can be obtained from a comfortable and attractive home.

We realize that the general expenses in every home are so great as to make it difficult to secure everything that is needed in the way of home furnishing if necessary to pay cash for your purchases.

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This credit service removes the necessity of depriving yourself of other things while saving money to buy furniture. It makes it unnecessary for you to skimp yourself and worry along without the things you need. It enables you to buy freely and pay with ease.

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Bigley Brussels are noted for their beautiful patterns and exceptional wear. Edwards' sale price of 79c includes sewing, laying and lining. Edwards' sale gives you a chance to cover your floor with a high-class, well-known carpet for less money than you usually pay for just an ordinary carpet. The patterns are mostly Orientals in reds and greens. Especially suitable for bedrooms, halls and living rooms.

COMPLETE THREE-ROOM OUTFIT \$95.00 3 Rooms Furniture, a Stove, Floor Coverings



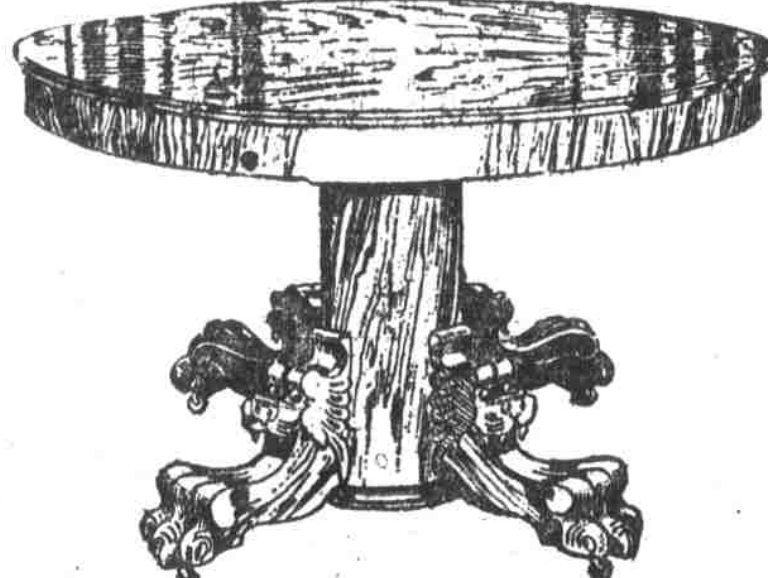
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