HUNDREDS OF FIRMS FAVOR GRANTING OF THE TERMINAL RATE

contains the following names:

H. C. Leonard, capitalist; George W. Bates, president Lumbermens National bank; A. Feldesheimer; Gus Rosenblatt, Seward hotel and G. Rosenblatt & Co.; Julius L. Meier, vice pres.dent-general manager Meier & Frank company; William Gadsby, William Gadsby & Sons; Adolphe Wolfe, president Lipmou. Wolfe & Co.; Ira F. Powers, president-imanager Ita F. Powers Furniture company, Inc.; H. R. Albee, mayor of Portland; F. W. Baites, president F. W. Baites & Co.; Andrew C. Smith, president Hibernia Savings bank; John F. Carrol, publisher the Evening Telegram; Charles Feldenheimer, A. & C. Feldenheimer; H. C. Wortman, secretary-treasurer Olds, Wortman & King, Inc.; W. F. Woodard, secretary-treasurer Woodard - Clarke - company; W. F. Burrell, president Burrell investment company; Joseph P. Jaeger, Jagger F. Burrell, president Burrell in-nt company; Joseph P. Jaeger, Jaeger es, jewelers; F. E. Beach, president States Fire Insurance company. Bale, manager Pacific Coast Biseuit

A. J. Bale, manager Pacific Coast Biscuit company; G. L. Rauch, attorney at law; J. H. Joyce, manager the Hazelwood; Robert S. Farrell, transport the Hazelwood; Robert S. Farrell, transport the Hazelwood; Robert S. Farrell, transport the president manager Hosford Transportation company; Orrin Kellogg, president-manager J. Kellogg Transportation company; F. McKercher, secretary Equitable Savings & Loan association; C. Lewis Mead, investment broker; A. S. Nichols, physician; A. L. Scaquest, Scaquest brothers; James B. O'Shea, secretary Boston Packing company; Amades M. Smith, vice president Realty Associates of Portland; J. E. Wheeler, president McCormick Lumber company and Telegram Publishing company; George C. Fianders, resity owner; Russell Hawkins, Whitney company, Ltd., Detroit, Mich.; Wells Gilbert, Wilson River Lumber company; J. K. Gamble, secretary Du Bois Lumber company; P. S. Brumby, agent, Blodgett company, Ltd.; H. Es Noble, mortgages and timber lands; Jumes Donahu Jr., timber; F. H. Page, secretary-treasurer F. H. Page & Son, Inc.; C. M. Billey, manager Page & Son, Inc.; C. M. Bamford, manager Page & Son, Inc.; E. A. Bamford, manager Page & Son, Inc.; C. M. Complians, R. & E. B. Williams; H. N. Wallace, Burrell investment company; Chester O. Kellogg, secretary J. Kellogg Transportation company; S. A. Brown, physician; Raleigh P. Trimble, lawyer; Herbert S. Nichols, physician; C. L. Seaquest, Seaquest Northers; Gordon Voothies, vice president Northern Pacific Lumber company; F. N. Pendleton, vice president Buffum & Pendleton, Inc.; M. J. Clohessy, real estate; C. W. Cornelius, president Cornelius, Hotel company; Joseph M. Healy, investments; Endre M. Cederbergh, vice consul, Norway; B. G. Skulason, attorney; John W. Alexander, agent, Weyerhauser Timber company; H. D. Langille, manager James D. Lacy

Alexander, agent, Weyerhauser Timber company; H. D. Langille, manager James D. Lacy & Co.; James Elwood, Elwood & Suow, timber.

G. B. McLeod, vice president Hammond Lumber company; Frederick A. Kribs, timber lands; Isidor Koshland, Theodore Burnhelm company; J. C. Bryant, Whittan & Bryant, timber; hales J. Loyle, cashier Wisconsin Logging & Timber company; C. E. Dant, vice president Dant & Russell; William D. Wheelwright, president Facific Export Lumber company; Jay S. Hamilton, Jay S. Hamilton Lumber company; Allen, president Patterson Lumber company, Murphy Timber company, Allen Shingle company; Albert Brix, Hawley Pulp & Paper company; W. C. Cameron, wholesale lumber; H. C. Clair, manager Clarke County Timber company; J. E. Cameron, president J. E. Cameron Lumber company; W. F. Slaughter, president Oregon Timber & Realty company, treasurer Mahama Lumber company; J. D. O'Donnell, O'Donnell & Warner; John S. Bradlev vice president manager Bradiet Logging company; W. B. Wiggins, Broughton & Wiggins; C. H. Wheele e- president Wheeles Lumber company; John H. Oatman, agent toohran estate timber; E. J. Burke, manager Passileton Wool Securing & Packing company; Evan H. Roberts, merchandise manager Roberts brothers; F. C. Whittan, Whittan & Bryant, timber; E. A. Holick & Co.; T. B. Garrison, timber; C. M. Rogers, Rogers Lumber company; C. H. Chick, C. H. Chick,

BREAK GROUND FOR NEW CITIZENS BANK



Proposed structure to house bank, postoffice station A and East Side club.

The two buildings will occupy a site | Shops will occupy the lower floor of be completed in 110 working days.

The combined structure will be two stories and full basement, of reinforced concrete and mill construction. White brick with a terra cotta ex-The bank proper will be housed on what is to all intents and purposes one ters running back through the entire

N. U. Carpenter, president of the | 90 by 100 feet, the bank measuring 40 | the East Side Holding company's stru ture with offices and quarters for the East Side Business Men's club above, The rooms of the Citizens bank will be finished in mahogany and marble. There will be a tile floor.

The combined building will cost \$45,-600 and will be built from plans prethe corner, the second floor being giv- pared by the local architectural firm with an adjoining structure financed en over to offices. Next to the bank of Houghtaling & Dougan. the East Side Holding company. on the Alder street side will be sta-James P. Taylor has the general con Together the two buildings will form tion A of the Portland office, its quar- tract. T. J. Rowe and J. R. Widmer have the heating contract. Mr. Tay-

lor estimates that the structure can

toria Chamber of Commerce, which

Colebrate Mext Thursday.

Though details are as yet incomplete

a street parade if the weather is fa-

today's meeting to defray the expenses of the celebration.

Will Invite Priends.

cities who have favored Astoria in the fight that has extended over a period

Plenty of music is to be provided

The Astoria Chamber of Commerce

started the fight for terminal rates in

1912 when \$5000 was raised by popular

A. Sherman was president of the As-

Summons to Remote Corners of

wentieth century Paul Revere's ride

will be attempted by the United States

government on February 22, and the

In his day Paul Revers used the

quickest means available to spread

the order for mobilization—a horse Washington's birthday the quick-

est known means of transmitting mes-

sages, the wireless, will be tested, and the war message that will be flashed out from Rock Island arsenal, Illinois,

will travel around the United States. There are 25,000 licensed smateurs in

the whole country and it is safe to say that nine tenths of them will be

At 11 o'clock on the night of Febru-

ary 21 (central time) a "stand by message will be sent out, and all am

ateurs are expected to get this mes-

messenger, a military dispatch to the

opened by the wireless operator at the

arsenal, who will then see it for the

The operator will flash forth the message and it will be picked up by other government stations and ama-

teurs within hearing distance. One of

45 designated stations will listen for a clear atmosphere, and in turn will sound out the message to the next relay of operators, who will repeat

delivered in each city or state to the

mayor or governor,

It is admitted in government circles

that the whole plan is to learn how quickly an army of 3,000,000 soldiers

Many Injured in Strike.

can be mobilized.

the federal government, through

United States Will Be Wireless.

A special invitation is to be ex-

Many subscriptions were received at

next Tuesday night.

vorable.

of many years.

tory of the city.

Noted Railroad Man 16 Years Ago Saw Advisability of Making Common Terminal

hunt; Hellig Theatre; John F. Logan; Lester, bunt; Hellig Theatre; John F. Logan; Lester, W. David.

F. S. Akin, L. M. Lepper, Wholesale Stove, W. C. Woodworth, Hesse Martin Iron Works: U. S. Laundry company, East Side Business Men's club by L. M. Lepper, accretary; Joseph Paquet, Yale Laundry; William J. Clarke, The Maytag company, Calef Bros., John Deere Plow company, Studebaker company, W. B. McFaul, J. A. Freeman & Bons., Advance Rumely Threaber company, Enterprise Planing company, Williamette Pattern Works, Triumph Machinery company, Westerlol, Koehring Machine company, Uniternational Harvester company of America, Pacific Bridge company, Oliver Chill Plow Works, by W. E. Wilson, manager; Parlin & Orendorff Plow company, Oliver Chill Plow Works, by W. E. Wilson, manager; Parlin & Orendorff Plow company, Oliver Chill Plow Works, by W. E. Wilson, manager; Parlin & Orendorff Plow company, Oliver Chill Plow Works, W. G. Calboun, The Hodson-Feenaughty company, to the Company would do it, Produce company, Caristian & King Iron Works, Fletcher Linn, Warren Construction company, Jacobs Hat & Cap company, Columbia Neckwest Manufacturing company, R. M. Eastern Manufacturing company, R. M. Southern Pacific company would do it, for the occasion and the affair will be I was still in some doubt whether it made one of the greatest in the hisand even more than any of the towns subscription for starting the suit in than Astoria or San Francisco; be- | was engaged to represent the city. W. sides which the Southern Pacific company would lose the long haul it, se- toria Chamber of Commerce at the cures by making San Francisco great embarkadero

continuously with gravity, time to act for Portland and that great now, and I have no doubt that the wisdom and justification of my action in declaring in favor of making Astoria a first time.

common point now will be seen in the people of your part of the country.

Gravity Controlling Factor.

With a scaport like Astoria as her embarkadero, Portland, in my opinion, can retain for practically all time to

OVER WITH JOY. IS

(Continued From Page One.)

DATES BACK ABOUT TWENTY-FIVE YEARS

Astoria's First Step to Obtain Parity of Rates Made in Petition in 1909.

Editorial in March, 1912, Comes Like the City by the Bon.

Fully a quarter of a century ago the were saying that their only hope lay in securing rates on a parity with Puget sound, which is precisely the opinion of the Interstate Commerce commission in the decision handed down yesterday.

When the mouth of the river was given a railroad connection with Portland the differential in rates on wheat against Astoria was \$1.80 a ton. Subsequently this was reduced to 90 cents, and it is this differential which is entirely corrected by the decision made public yesterday. Astoria Makes Move.

Astoria's first definite move toward securing parity rates was directed against Portland when in 1909 a petition asking for the Portland rate on wheat from inland empire points was filed with the Interstate Commerce commission.

The decision was negative. It had been pointed out that lack of water terminal facilities at the mouth of the river militated against Astoria's effort to secure parity rates, and Astoria proceeded to build public docks. Meanwhile government dredging and jettles at the mouth of the river had practically removed the bar and made a 40-foot channel an assur-Dr. Alfred Kinney, probably Asance for the near future. The railroad toria's foremost citizen, who has carbetween Portland and Astoria had not ried many a fight to a successful finbeen recognized as an integral part of ish, was made chairman of a committhe S., P. & S. system and the Intertee on arrangements for the celebrastate Commerce commission was intion, which is to be held in Astoria clined to the position that it could not regulate the rates of a road entirely in one state. Later the Portland-Astoria railroad was recognized as an is expected that a banquet will be held at the Weinhard hotel preceded by integral part of the S., P. & S. system and subject to interstate regulation. Journal Backs Cause.

These things strengthened out did not change the fact that the city at the mouth of the Columbia was waging a lone battle with many powerful opposing interests and a large amount of hostility in Portland. Such was the condition when, on March 19, 1912, The Journal came out with a ringing editorial supporting the terminal rates. The editorial came like glad tidings to the Astorians, It was recognition of the fundamental propo-sition that parity terminal rates to tidewater on the Columbia river and Puget sound is a concern of the entire Columbia basin, the commerce of which, under rates artificially based

Sentiment Is Changed. The Journal followed up its initial declaration with many more editorials, special articles and a fair and complete covering of all the news. At the time other newspapers were either openly

Will Be Tried Again other newspapers the bestile or indifferent.

But gradually this sentiment changed, Expressions, began to come changed, Expressions, began to come Columbia river can have only one out- Twentieth Century Means of Sending from other than Astorians commending the stand of The Journal. Traffic and commerce authorities who investigated Baltimore, Feb. 19.—(I. N. S.)—A rates as they existed inequitable and discriminatory. The city of Astoria filed its petition

for rates on a parity with Puget sound may recover, from inland empire points January 20,

Far from intervening against the ranting of the rate, because rates for Astoria on a parity with Puget sound meant also rates on a parity with Portland, this city took the position of a friendly spectator as evidence was taken, briefs were filed and the case was argued. Chamber Adopts Resolution.

It was agreed that because of Pertland's position at the head of deep sea navigation, 100 miles from the coast, and at the foet of the only water grade access to the interior of this region, Portland was entitled to lower rates than either the mouth the river or Puget sound, but this, it was declared, was an issue to be tak-en up in due season and after the Astoria case had been disposed of. The Realty board, joined in with the Progressive Business Men's, Ad and other civic clubs and the Manufacturers' association, called upon the Portland Chamber of Commerce to by-resolution this city's at-The Chamber of Commerce express by resolution this city's attitude. The Chamber of Commerce adopted a resolution asking the S. and a lower rate for Portland. When the decision was rendered yes-terday, a second resolution was pend-ing before the Chamber of Commerce. The granting of the Astoria termi-nal rate gives the Columbia river harbor a notable advantage. It is 300 miles nearer all commerce ing through the Panama canal and the harbor at the mouth of the river is within about 10 miles of the open sea, a condition that cannot be duplicated anywhere else along the coast
—a condition particularly to the advantage of large ships.

German Merchants To Leave Hongkong British Government Sets April 30 as

Washington, Feb. 19.—April 30 is the date set by the British government for the completion of the liquidation of the business of German firms which operated in Hongkong before the war. Information to this effect has been received by the department of commerce from Consul General George E.

consideration and allowing for many special cases," he says, "it is generally understood that the work of winding up the immense business of all these firms is about 76 per cent complete. In most cases all business has been so arranged that further liquidation is a matter of periodical action from month to month, terminating within a short period.

The disposal of stocks of goods of

all kinds on hand at the time liquidation was commenced presented the greatest difficulty, but through foresight of the British government, which foresaw the danger of dumping stocks on the market, time was given to get them liquidated and demoralisation of prices was avoided.

mprovements Planned Pacific Telephone & Telegraph Co. to Cost \$17,570.

Fred Spoeri, manager of the Pacific l'elephone & Telegraph company, announced yesterday that three extensions costing \$17,570 have been authorized for immediate construction, "We have almost cleared all of our troubles due to the 'silver thaw' storm," he said, adding:

"The sum of \$9640 will be spent in our Columbia district (St. Johns) for placing 2300 feet of 400 pair underground cables and 190 poles in the southeastern portion of Columbia district. This work is necessary to care for the present congested open wire leads, and provide facilities for future frowth. This work will be finished bout July 31.

lars will be spent for installing central office equipment consisting of four 4-position sections of switch board to be used for "information," equipped for 100 trunks. This is to replace part of the present information desk equipment used in the va-rious offices and to provide means of handling the increased information traffic. This work will be completed by April 30, 1916.

"Oak Grove, Or .- \$2530 will be spent to install a complete common battery central office equipment to care for the same way, sayi the estimated development, also to the issues are so mu provide efficient and satisfactory com- will require much careful verted from its natural ports to Puget | be finished by March 10, 1916,"

> New York's Rats Costly. New York, Feb. 19.—New York's rat population of 2,500,000 costs the city \$250,000 a day or \$91,250,000 a year, ecording to an estimate by Dr. Victor Heiser, director of the international health commission.

Boy Preferred Death.

New York, Feb. 19.—"Dear mother and father: Death is better than an aching tooth," Such was the note discovered in the clothing of Norman ly frees the Columbia river fathers. 11. who was found hanging artificial barriers, just as the mouth of the country alive in the Sternberg store cellar. He ment work at the mouth of the may recover.

Action Toward Obtaini ognition for This City ly to Be Deferred

CHAMBER HEAD PLEASE

Courts Would Allow Beview

cision will have upon Portland's taining the advantage of its goog At the came time the in

fairly general among the directors action toward obtaining such rate ognition for Portland should be ferred until the workings of the rate adjustment shall have had to

President Is Pleased. C. C. Colt, president of the

land as well as the lower rives
"It behooves Portland to
what the results are in the
traffic," said Mr. Colt. "I can
what difference it will make i ping right now, but everything frees the river from its barriers ural and artificial, cannot help good. At its worst, it can d harm and I am convinced that

"My own judgment wou decision for a time and then what steps the new situation may

L. C. Gtiman, president of the Bank road, which is the prince the only rail line between Pound Astoria, would not discuss t

sist the order.

Heads of the Northern Pac Great Northern, with their a commission's records, have the representatives were not authomake statements regarding the
In the ranks of those who for the common-point rate the great jubiliation when the ne received yesterday, C. W. Ful torney for the city of Astoria fight, declared this decision a

We Will Fix Up Your Whole Mouth For Very Little Money,

AND INSURE IT FOR FIFTEEN YEARS!



No matter where you live, it will pay you to come to Portland for your dentistry. We can save you more than what your ticket cost sember, we have been here for the last 12 years, and have the confidence established as up-to-date, reliable, painless dental ope ators. We have experts in every branch of the profession.

Aluminum Plates \$15.00 Flesh Colored Plates \$10.00 Ordinary Rubber Plate . . . \$ 5.00 15 - Year Writte Forcelain Crowns \$5 and \$ 3.50 Guarantee Gold Fillings from . . . \$1,00 up

22k Gold Crowns \$5 and \$ 3.50 Free Examine

22k Gold Bridge \$5.00 and \$ 3.50

Painless Extraction 50c Lady Attendant

We Have the Knowledge, Ability and Experien-

Electro-Painless Dentists In the Two-Story Building Corner Sixth and Washington Sta., Portland, Oregon

Francis Richter

The Eminent and Wonderful **Portland Pianist**

Will appear in concert with the Hazelwood Orchestra Wednesday Afternoon, Feb. 23, 3:30 to 5

THE HAZELWOOD

Washington Street at Tenth
CONFECTIONERY AND RESTAURANT

Confectionery Company, Asthone Scheme, Chronical Mose Company, Carbonican Wood, Per Historican Company, Carbonican Carbonican Company, Carbonican Carb

Mostrogiovanni recently received a come her proud position as the fi-letter directing him to leave \$500 at nancial center of the great northwest.

wivord, vice president lamestance and bear. F. E. Taylor, F. E. Taylor, company company in the property of the

started the suit to compel the railroads to grant the common point rate. held an enthusiastic meeting to consider the proposition of holding a giant celebration in honor of the announcement. Dr. Alfred Kinney, formerly of the "Committee of 21," Judge Q. A. Bowl-by and other pioneer residents of the city, had tears in their eyes when they addressed the audience, which packed the room and lined the walk outside. Other residents of the city addressed The fight for parity rates was reviewed and congratulations were ex-tended to those who had taken the most prominent part in the struggle.

The prophetic letter written by C. P. Huntington, noted railroad man, to A. B. Hammond, builder of the railroad between Portland and Astoria, is again brought to mind by the Astoria The letter was written

"But the more I have thought of the Paul Revere's Ride matter the more I am disposed to believe that I was right in my judgment erable extent the works of nature. The let and that, of course, is at Astoria. The watershed of that river is the second largest in the United States, and substantially all of the immense tongravity line determined by the course of the river, to its mouth, where it can be transferred directly to the great ships that are hereafter to do the commerce of the seas. This result may be prevented for a time by the people who are so interested in real estate but these people will some time learn that in opposing Astoria as the embarkadero of their region of country they have been making a mistake; al though they may continue to strenu people living on the borders of Puget sound shall have had time to so increase and improve their facilities for and ship that the danger and injury to Portland shall have become everywhere years for the gravity line to assert itself, as it is bound to do sooner of

country of which she is, and will no comparatively near future by all the

"I have been told that Mr. Scott proprietor and editor of The Oregon-ian, understands this question as I and if he should use his great ability and influence to make Astoria the embarkadero of Portland, only a small precentage of the tonnage the Columbia river watershed will be lifted over the Cascade mountains to go to Puget sound; and even that small part will take that course only mb Wrecks Home for a short time, for gravity lines on the land, and the great ships on the sea, are going to determine the lines of trade and the direction of tonnage hereafter. In acting along these lines I may not be serving my own best interests at present, but the future is longer than the present, and he does well who recognizes the signs of the times and gets out of the way of the inevitable. Portland has neighbors on Puget sound who are not only wise, but energetic. With Seattle's natural advantages to compete with, Portland meets, it seems to me, the imminent danger of losing her financial prestige,

> "Very truly yours,
> "C. P. HUNTINGTON." GOING TO CELEBRATE

ninutes the city put on a buoyant front, never before so spontaneous.
Vehicles displayed the national colors and congratulations were extended on every hand.

seriously, when pickets at the Green-wood colliery of the Delaware and State policemen quelled the disturb-Hudson Coal company, where 600 men ance.

Many persons were injured today, six