

STEAMSHIP MERGER WOULD BE BAD BLOW TO COLUMBIA RIVER

Tonnage Capacity Between
Portland and S. F. Would
Be Cut in Half.

FEWER PASSENGERS, TOO

Proposed Service Could Transport 4048
People in 12 Days; Present Ser-
vice 18,768 in 14 Days.

Will Consider Merger.
The Portland and Pacific Transportation association will consider the proposed Pacific coast steamship merger at a special meeting Thursday, announced H. W. Mitchell, president of the association, this morning. Only members of the traffic organization and some of the officers of the Chamber of Commerce will be invited. A special committee of the association conferred Monday with J. D. Farrell, president of the O-W-R & N., owner of the Beaver and Rose City, and L. C. Gilman, president of the S. F. & S., nominal owner of the Great Northern and Northern Pacific.

Portland and the Columbia river would be heavy losers in both freight and passenger carrying capacity by water between this port and San Francisco if the Pacific coast steamship merger is consummated.

Puget sound would gain as the Columbia river would lose by having the Great Northern and Northern Pacific transferred to Puget sound-San Francisco service and the Columbia river service and the Pacific coast steamship merger is consummated.

The Great Northern and Northern Pacific can carry between the mouth of the Columbia and San Francisco four times as many passengers as the Governor, President, Beaver and Rose City together can carry between Portland and San Francisco. It is not alone the greater capacity of the Hill steamships, but their much greater speed that makes the difference.

Speed Is Greater.
The Great Northern and Northern Pacific can transport more than 18,000 tons of freight between the Columbia river and San Francisco as the President, Governor, Beaver and Rose City together can carry between Portland and San Francisco. This statement, surprising in view of the fact that the President and Governor have been heralded as having greater cargo capacity, is possible because of the number of trips by the Hill steamers.

No matter whether the merger goes through or not, the Beaver and Rose City of the O-W-R & N. company will serve the ports of the Columbia river, relative service amount, therefore, merely to subtracting the service rendered by the Great Northern and Northern Pacific from that which the President and Governor will give to the Columbia river.

Figures Are Significant.
The Northern Pacific and Great Northern carry each 782 passengers and make, each, three round trips a week between Flavel and San Francisco. This makes 1564 passengers for each boat per round trip or 18,768 passengers in 12 round trips requiring two weeks. The Governor carries 549 passengers, the President 546, the Beaver 551, and the Rose City 287. The Beaver and Rose City make each one round trip in 12 days between Portland and San Francisco, and it is proposed to put the President and Governor on the same schedule, thereby furnishing a sailing date once every three days. Thus the four boats together would carry 4048 passengers in 12 days, as contrasted with 18,768 passengers carried by the Great Northern and Northern Pacific in 14 days. But the Rose City and Beaver are now in operation, which means that the present service given Portland and the Columbia river to San Francisco includes a passenger carrying capacity of more than 20,000 persons every two weeks, as contrasted with less than 5000 under the proposed scheme.

Cuts Tonnage in Half.
The Great Northern and Northern Pacific will carry a minimum of 1500 tons of freight, or 3000 tons per round trip. Twelve round trips in two weeks makes 36,000 tons.

The Governor will carry 2550 tons net, the President 2546 tons net, the Beaver 2500 tons, and the Rose City 1300 tons. The four would carry in 12 days, allowing each a round trip, 18,768 tons.

A Source of Satisfaction



H.P. SAUCE

—the favorite thick sauce of
England—the land of Sauces.

H. P. makes a meal a feast. It stimulates appetite enormously—just the mere fragrance of it makes your mouth water in delicious anticipation.

Try it on peas, Boston beans, and cheese, as well as on meats, fish and shell-food—including fried, poached, scrambled and omelette eggs!

Order it from your grocer's.
Ask for it when dining out.

Ambulance Drivers Will Be Enlisted to Go to French Front

Wells Gilbert, who is directing the local campaign for the subscription of a complete unit of 20 cars for the American Ambulance Field Service, towards which funds for 14 cars already have been raised, has appointed the following committee on enlistments: James F. Ewing, chairman; Dr. Ralph Matson, C. Henri Labbe and W. H. Warrens.

Berger Denounces Secretary Lansing

**Socialist Says Denial of Passports Is
"A Crime Against Democracy"**
Washington, May 29.—(I. N. S.)—"A crime against democracy" was the phrase used by Victor Berger today, in a scathing denunciation of Secretary of State Lansing for his refusal to issue passports to American delegates to the international Socialist peace conference in Stockholm.

"It is absolutely without precedent in our country," Berger said. "The Logan law of 1793 cited by the state department concerns only the dealings of private individuals with foreign governments and unless our secretary of state assumes the Social democrats of Germany are the German government, the Logan act has no bearing in this case."

"The American delegates do not stand for a separate peace between Russia and Germany. We want to bring about a general and lasting peace to the world."

Other Advantages Also.
There are other advantages of quick transportation besides greater aggregate tonnage movement. With a one-day service from the mouth of the Columbia to San Francisco, Williamette valley fruits and vegetables can be served fresh in San Francisco. Freight shipments to Portland, Spokane and intermediate points can be handled in much shorter time, to the great advantage of all mercantile interests.

The hotel men continue their protest that the success of the merger, the transfer of the swift boats and the substitution of the slower vessels, will handicap this city greatly in getting tourist business. Generally, there is a growing conviction that the merger will serve the interests, not of Portland, but of Puget sound.

Astoria Protests Merger.
Astoria, Or., May 29.—A special meeting of the Astoria Chamber of Commerce was held Monday for the purpose of discussing plans for protesting against the proposed merger of the Pacific coast steamship lines by which the Hill steamers would be taken from the Flavel-San Francisco run. It is certain that every commercial interest in the lower Columbia river district will fight the plan. A storm of protest has been caused by the news.

The action taken by the members of the chamber resulted in a letter being appointed to file a formal brief before the railroad and steamship lines interested as well as to protest before the Interstate Commerce commission.

Astoria is to be supported in its contention by the combined interest of Warrenton, Flavel, Hammond, Seaside and other commercial centers along the Columbia river.

The Port of Astoria has already taken a decisive stand against the corporate interests fighting the commerce of the Columbia.

Senator's Body Lies in State Thousands Pay Last Tribute

Flag covered casket containing remains of Dr. Harry Lane at city hall Monday, under honor guard of soldiers and police. A pathetic feature was the little "newspaper" that came to bid tearful farewell to their friend "Harry Lane."



By Ella McMunn.

With softened footfall and bowed head Portland paid tribute to its distinguished dead Monday, when for four hours silent throngs passed the velvet-draped bier, where in the silent majesty of death Senator Lane lay in state in the council chambers at the city hall.

From the west entrance to the rotunda, police in uniform representing the city he once served as mayor, and officers in military dress, representing the government, stood guard while the throngs passed in review before the casket.

A single bunch of waxen magnolia blossoms lay on the black casket, but urns of lilies, sprays of roses and tall palms and ferns were massed in the background. Outside the mellow sunshine of a spring day lay over the earth, but within the marble halls the shadows fell early, and if there were traces of suffering upon the fine strong face of him whom the city, the state and the nation came to honor, they could not be seen, and only the fact that he was at peace with the world was evident.

Side by side with men prominent in the state's affairs huddled in some aged and infirm beneficiary of the late senator; by the side of some jeweled-decked woman who had just alighted from her motor car came a humble toiler; colored people, Japanese, every nationality pressing forward to say farewell to him who only a few months ago had left the city, smiling his thanks to them for the honor they had conferred upon him. Among the throng there were newsmen who had hurriedly disposed of first editions and who stood with their ragged caps in hand and their empty paper bags still swung from their shoulders, while with grimy fists they dug tears out of their moist eyes, and one urchin voiced the sentiment of his heart when he said, "Harry Lane was good to us kids, I can tell you."

It was "Harry Lane," they called him, not "Senator Lane," nor "Dr. Lane," just "Harry Lane" and in that title they indicated as perhaps they could not otherwise have done the close relationship that existed between the late senator and every citizen of the city he had served faithfully.

His accompanist, Jack Carlson and Henry Pancler will also appear on the program, the former with a whistling solo and the latter as a comedian.

Will Inspect Troop D.
Captain Kenyon A. Joyce, Sixth cavalry, U. S. A., left for Pendleton Monday for the purpose of inspecting troop D, cavalry, O. N. G., preparatory to its acceptance into the federal service.

Inspection of the troop will be held Wednesday night. The acceptance of troop D will complete Oregon's squadron of cavalry, troops A, B and C, stationed in Portland, having been inspected.

J. C. Powell Passes.
J. C. Powell, aged 44, a native of Montana and a resident of Portland for 14 years, died at the Portland tuberculosis sanitarium Monday following a long illness. The body will be sent to Dillon, Mont., for interment, by Dunning & McEntee. The only surviving relative is Jesse Powell of Dillon.

Hearing Is Begun.
Hearing of the interstate commerce case brought by the Valley & Siletz Railway Co. against the Southern Pacific was begun today before Examiner Bell in the rooms of the Oregon public service commission. The case involves rates on steel rails shipped from Auburn, Wash., to Crisp and Falls City, Or.

Soldiers Will Parade.
The military escort will consist of the Third Regiment Infantry, Battery A, First Field Artillery, Eighth company, Coast Artillery, Troop A, First Oregon Cavalry.

The Grand Army members will form on the south side of Salmon street, west of Fourth street, in rear of Elks band. The Sons of Veterans will form on the north side of Salmon street, west of Fourth street. The women of the auxiliaries will form on the east side of Fourth street, with right resting on Salmon street.

The United Spanish War Veterans will form on the east side of Fourth street, with right resting on Main street.

First Regiment Infantry, Oregon Reserves, will form on the north side of Main street.

Solemn requiem mass will be sung at Mount Calvary cemetery at 10 o'clock, with the Rev. J. C. Hughes celebrant. The sermon will be preached by Rev. George F. Thompson of the church of the Madeleine.

Services in Suburbs.
In the suburbs services and exercises will be held as follows:
Lents, 7:30 a. m.—From Odd Fellows' hall members of the G. A. R. and school children will go to Mount Scott and Multnomah cemeteries to decorate graves. Memorial services in Odd Fellows' hall at 10 o'clock; addresses by Adjutant Hamlin, Mrs. Wylie and the Rev. M. Taylor.
St. Johns, 8:00 a. m.—Decoration of graves.
10:30 a. m.—Parade and services at Memorial monument near Jersey street.
2:00 p. m.—Program in Grand Army hall, with speakers Commander S. M. Horton, Chaplain Daniel Drew, J. J. Walter.
Montavilla, 9:30 a. m.—Program at I. O. O. F. hall, corner East Eighteenth and Glisan streets.
Selma, 9:00 a. m.—March from Sellwood school to Milwaukee cemetery. Dinner and program at hall.

Seattle Girls to Dance.
At 10 p. m. given by the Junior Order of Moose the Misses Helene and Roma Hewitt of Seattle will appear in classic dances, Miss Helene making a specialty of cotillions, and both to present "The Pipes o' Pan." Mrs. Wayne Carroll will be

TAXES WILL BE SAME WHETHER ROAD BONDS WIN OR LOSE JUNE 4

Many Portland People Still
Believe Proposed Issue to
Add to Their Expenses.

NO INCREASE TO RESULT

State Road Tax Unchanged, Motor Vehicle License Fixed by Law, Bond Issue Does Not Alter It.

Good Roads Meetings.
Tuesday, May 29—Portland mouth school, 8 p. m.; Powers' Furniture store, 8:30 p. m.; Gresham, 8 p. m.
Wednesday, May 30—North Pacific lumber company, noon; Montavilla school, 8 p. m.; Laurelhurst club, 8 p. m.
Thursday, May 31—Progressive Business Men's club, noon; Eastern and Western Lumber company, noon; North Portland library, 8 p. m.; Sellwood Community house, 8 p. m.
Friday, June 1—Rose City Park, 8 p. m.

Realizing that the success of the \$4,000,000 state road bond bill depends in a great measure on the vote it will receive in Multnomah county, the local campaign committee is making the closing week of the campaign a strenuous one and is receiving added encouragement every day.

One of the surprising features of the campaign thus far developed is the apparent lack of understanding among city voters of the conditions of the measure. That many have a wrong idea of its provisions and are under the impression that it is a measure which will increase their taxes is evident from their query, "How much is it going to cost me?"

When it is explained that their road taxes will be the same whether the bills adopted or not and that the bonds are to be financed out of the existing quarter mill tax and motor vehicle license fees they get a proper view of the measure and say, "If that is all there is to it of course I am for it."

Transfer Already Made.
There is occasionally an objection that the motor vehicle license fees which have been coming back to the county are to be transferred to the state fund. This objection is removed when it is understood that the law making this transfer is already in effect and its operation is not contingent on the fate of the bond bill. Whether the bond bill is adopted or rejected the Multnomah county auto license fees, beginning next January, will go into the state road fund to be apportioned to the other counties of the state.

Good Business Move.
The plan to take the existing quarter mill state road tax and the motor vehicle license fees and finance a bond issue is looked upon as good business and a beginning on a much needed development of a state highway system on progressive and conservative lines. By this method it is argued, "we can gradually build up a road system without feeling the burden of it. But if we postpone it and continue our present ineffective policy the time will soon come when we will have to tax our citizens heavily for an initial outlay on roads. It is a stitch in time to save nine."

The prejudice which was raised against the bill when enacted as a paving measure is almost entirely overcome by the announcement of the state highway commission of its policy to purchase paving plants and do the work by force account in the event contractors should attempt to make unreasonable profits.

Home Opened for Red Cross Work

In line with the extension movement of the Red Cross, Mrs. G. L. Williams opened her home at 348 Eleventh street, Monday afternoon, to aid in the making of the larger articles and garments so badly needed at the hospitals back of the firing lines in France. Sheets, pillowslips, men's sleeping garments and other things for which the need is imperative were turned out in large quantities by the volunteer workers, who plan to meet weekly. The sparser articles and those strictly of a surgical nature will not be handled as these are best taken care of under the supervision of trained nurses.

Mrs. David Honeyman, at the head of the extension work of the Red Cross, not only granted permission for this new movement, but heartily indorsed it, as the assistance rendered is much needed at this time.

The women meeting at Mrs. Williams' invitation were Mrs. J. L. Wallin, Mrs. J. W. Hill, Mrs. F. Pearson, Mrs. C. T. Hoge, Mrs. W. P. Powers, Mrs. L. R. Hickam, Mrs. Charles Doty, Mrs. Charles Fowler, Mrs. George Cole, Mrs. Earl Heath, Mrs. Robert Pickard and Mrs. Doty.

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"Merchandise of Merit Only"

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8:30 performance

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appearance

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for easy starting

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CHAIN OF
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POINTS

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(CALIFORNIA)



A safe, delicious
beverage for
thousands
who find that
coffee disagrees
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There is great satisfaction in knowing at all times where a man stands on any question pending. No one in Portland doubts where K. K. Kubli stands with reference to any question pending. He acts openly, above board, firmly, and does not make promises to be broken.

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