

Supplement to  
THE OREGON MIST

Friday, Dec. 13

THE WORLD'S GREATEST  
SHIPPING.

The Great Lakes have for many years proved a most attractive field for investment in maritime enterprises. The carrying trade on these fine stretches of water has grown into proportions so vast that the volume of traffic handled is difficult to comprehend. The ever increasing business has been met each year with larger and more powerful steamers, until today the average tonnage of the modern lake freighter is nearly as great as that of the tramp steamships which ply around the world in the deep-water trade. The Department of Commerce has just issued a statement showing the vessel movement in the Great Lakes district for the month of October, and for the season to November 1. Shipments from the Lake ports for the month of October reach a grand total of 11,826,003 tons, a gain of 28 per cent over October, 1906.

Vessel arrivals at the Lake ports for the first ten months of the year reached the enormous total of 65,281 craft of 86,572,486 tons register. Some grasp of the enormous volume of this maritime commerce can be had by comparison with that of Liverpool, the greatest of all European shipping ports. That great port on the Mersey from its miles of docks and quays sends out a fleet which draws to Great Britain tribute from every known portion of the globe. It is not only the great shipping port for that industrial hive, Great Britain, with its immense factories, but it draws a passenger and freight traffic from all over Continental Europe. But this wonderful port, which is famous the world over for the greatness of its maritime traffic, for the year ending November 1 handled but 26635 vessels of 34,128,422 tons register, or considerably less than one-half the number engaged in the Lake traffic in this country for the past ten months.

Vessels plying out of Liverpool include some of the largest ships afloat, among them being such craft as the Mauretina and Lusitana, but the average net registered tonnage of the American Lake craft was but sixty tons smaller than that of the Liverpool fleet. The Lake traffic has been steadily increasing for the past ten years, but the greatest increases have been noted within the past three years. Much of this increase can probably be traced to the growing size of the vessels engaged, there being a corresponding economy in operation and lower rates for freight. This increase in the size of vessels is shown in the business which has passed

through the canals Sault Ste. Marie and Ontario, Canada, the movement this year being 17,983 vessels of 38,431,953 tons register, while last year the 19,462 vessels passing through registered but 35,553,974 tons.

The wonderful showing made on these inland waters, where freight is carried at a lower cost per ton per mile than anywhere else on earth, offers a gleam of hope that the success achieved there may some day extend to the ocean highways. At various times in the past, when business has become slack on the Lakes, some of the big freighters have made their way down through the canals to the open sea, and have steamed around the world and demonstrated their worth in competition with foreign vessels. There will be an increase in these defections from the Lake fleet as time goes on, and some time in the future, when the big profits now possible on Lake traffic are reduced, the more modest remuneration of the deep-water trade will not be ignored as it is now.

Here's bats off to the Oregon Savings and Trust. Compared with the Title Guaranty and Trust it seems to have been a model of honesty and conservatism.

Additional Rainier.

At the adjourned meeting of the Commercial Club which was held at the K. of P. Hall last Thursday evening the committee in charge of by-laws reported, its report received and committee discharged. A motion was made and carried that a committee of four be appointed to get report from Mr. Flagg, who was not present, for securing the leading papers of the Pacific Coast, Messrs Bourne, Fry, Flue and Vogel were appointed by the chair. A committee of five was appointed to wait upon the owners of the Rainier. Review to urge its continuance. The committee consisted of Messrs. Rutherford, Hughes, Thomas, Bourne and Vogel. The above committee held a consultation with Mr. W. B. Lottman cashier of the Rainier State Bank, with the result that the paper came out as usual last week, under the management of Rev. W. C. Fry, and the paper will continue to be printed in the future. A committee was appointed consisting of Messrs. Rutherford and Vogel to see the merchants and business men of the city, and every man so far approached manifested his willingness to support the paper of his home town. The committee received ample evidence that the business men of Rainier are pulling together and the "Rainier Spirit" will be one which must be emulated by surrounding towns to be successful. There is much work for the Commercial Club to do and the manner in which its members are taking hold, is conclusive evidence that much will be accomplished in the near future.

Last Tuesday evening Mr. and Mrs. L.

S. Thomas entertained Dr. Emil Knud, or rather they and their friends were entertained by the famous artist. The Doctor had severely taken his seat at the piano when those present realized that a wonderful treat was in store for them that evening. As the artist seated to and in the rendition of the wonderful music, his audience sat entranced, and the burst of applause that greeted him at the close of Faust Fantastic by Caunod, undoubtedly pleased the artist. This was followed by Two Norwegian Dances by Grieg, after which the Doctor played the famous Valse à l'Empereur, by Moszkowski. Then followed Dance Fantastic, Opus 4, and Romance by Mc Dowell, and Parvise by Wagner. By special request the artist closed his program with Morning Noon and Night, one of his own compositions. It is not often that a small town has the pleasure of listening to a great artist, and those present certainly received the musical treat of their lives. The Doctor never left his chair from the time he first sat down to the piano until he finished his last number, and never carries music with him. After finishing the last number the Doctor became reminiscent. He is great, a pleasant conversationalist, and modest as to his accomplishment. The remark "I like to use my art for the pleasure of my friends" shows the spirit that pervades his life. He never speaks of himself unless directly questioned. During the conversation that followed the recital, it developed that in preparing for the various tours he has made throughout the United States and Europe, that it takes some time to prepare for a tour as he consults all his music to memory, and that he consults at times one thousand pages of music to memory for one tour. The fact that Dr. Knud has made a few friends through his old friend Mr. Nic Blomstrand is entirely responsible for his appearance in our town. Good luck and long life to you Doctor, may we soon have the pleasure of seeing your genial face and listening to your beautiful and wonderful renditions.

**O. R. & N.**  
  
**OREGON SHORT LINE**  
**AND UNION PACIFIC**

UNION DEPT.	Leaves	Arrives
CHICAGO-PORTLAND SPECIAL for the East via Huntington.	9:15 A. M. Daily.	5:35 P. M. Daily.
SPOKANE FLYER, for Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Great Northern points.	6:15 P. M. Daily.	8:30 A. M. Daily.
ATLANTIC EXPRESS for the East via Huntington.	8:15 P. M. Daily.	7:15 A. M. Daily.

LOWER COLUMBIA RIVER.

Mexoner Hazel's leaves Portland daily, except Sunday, at 8:00 p. m. Saturday 10:00 p. m. for Astoria and way landings. Returns leaves Astoria at 7:00 a. m. daily, except Sunday.

**A. L. CRAIG,**  
General Passenger Agent, PORTLAND Ore.