

CANAL WINS TRADE FROM RAILROADS

Lines in Portland Already Feel Rivalry of Shipping Via Panama.

DIFFERENTIAL IS FORMING

Officials Meet at Chicago to Confer Over Situation—Rates on Steel, Canned Goods and Other Material Under Rail Toll.

Railroads centering in Portland are beginning to feel the effects of Panama Canal competition.

Scores of carload shipments that formerly moved by rail now are passing between Portland and Eastern points through the canal.

The steamship lines operating through the canal are able to handle many heavy commodities between the seaboard at rates so low that the rail carriers cannot attempt to compete with them.

To meet this situation traffic representatives of some of the principal rail lines are holding a conference in Chicago this week. R. B. Miller, traffic manager of the O.-W. R. & N. Company, is in attendance.

The railroads believe that they can readjust their rates to meet the canal competition by retaining a slight differential over the water rates. They believe that the shippers will be willing to pay this differential for the privilege of having their goods travel all-rail.

Loss Bigger Than Expected.
At the same time that these new rate adjustments are made the transcontinental carriers will put into effect the new proportionate rates to Spokane and intermediate territory in accordance with the recent decision of the Supreme Court in the Spokane and Intermountain rates cases.

While the rail carriers expected a heavy loss of business following inauguration of service through the canal they did not expect the effect to be so immediate and so pronounced. This early effect is due doubtless to the action of the water carriers in cutting the rates to a basis of 20 cents per 100 pounds between New York and Portland.

Every vessel now coming to Portland through the canal is bringing heavy cargo that formerly went by rail. This condition will continue, it is argued, unless the railroads are able to meet the rates.

Steel Rate Beaten.
All iron and steel originating in the Pittsburgh district now moves by rail. The shippers are able to pay the local rate of 16 cents from Pittsburgh to New York in addition to the 20-cent New York-to-Portland rate and absorb the warfarage and delivery charges and still beat the rail rate of 65 cents.

The carriers always maintain a combination lake-and-rail rate in connection with the steamship lines operating across the Great Lakes. The rate over those routes from the Pittsburgh district to Portland is 60 cents, which is not sufficiently low to beat the rate through the canal.

On structural steel, plate iron and similar finished commodities, the railroads' rate is 80 cents, while the lake-and-rail rate is 75.5 cents. But the steamship lines bring this same class of business through the canal for 30 cents.

Heavy shipments of canned goods also are coming to Portland through Panama. Formerly this was one of the principal sources of railroad revenue.

Plumbing Also Shipped.
Steam radiators from the Detroit district, bathtubs from Sheboygan, Wis., and similar heavy commodities also are going to New York, thence by water to Portland.

Jobbers of canned corn at Baltimore, Md., have done a good business in the Portland territory this year. Their ability to ship through the canal. Formerly the canned corn consumed in this district came from Iowa and moved by rail. The Portland dealers have taken this class of business away from the Iowans this year and the steamship lines have taken the tonnage away from the railroads.

But the water carriers are able to extend the zone of operations far east of Portland. They are handling regular shipments for Spokane and other intermediate points through Portland. Iron and structural steel particularly is able to move that way. Although shippers have to pay the local rate of 20 cents from Portland back to Spokane, in addition to the 20-cent New York-to-Portland rate and the 16-cent Pittsburgh-to-New York rate, they are able to beat the all-rail rate, which is \$1.08 from the Pittsburgh district to Spokane.

Fish Goes Via Canal.
Eastbound shipments are affected similarly. Canned salmon is moving through the canal in large quantities from both Portland and Astoria. Salmon shipments are able to move to New York and as far west as Milwaukee, Wis., at lower than the rail rates.

Just how far west of New York the steamship lines will be able to control traffic has not been determined.

A few years ago, at an interstate Commerce Commission hearing, J. C. Stubbs, the traffic wizard of the Harriman lines, made the statement that two-thirds of the traffic originating east of the Mississippi River and destined to Pacific Coast territory moved by water, even before the influence of the canal was felt. But it is believed now that he exaggerated the situation to a considerable extent.

Portland traffic men believe that the canal will not be able to take the business west of Chicago.

On the western end it is believed that the canal's effects cannot extend east much beyond Spokane.

REPUBLICAN VOTERS LEAD

Figures of Registration Books, Soon to Reopen, Are Given.

Registration books in Multnomah County will open September 24 and voters will be able to sign until October 15, when they will close for the November election. Republicans have a big lead over all other parties in the registration thus far made.

Of a total in Multnomah County of 76,044, no less than 48,464 announced themselves as Republicans. The Democrats come next, with 17,269 names, and the Progressives have 2383 voters listed. Prohibitionists number 2840 and Socialists so far enrolled total 1235, while 2345 are independent.

Men who have registered number 47,652 and women number 28,392. The registration shows the following figures for the various parties:

Republicans, West Side, Men, 9969; women, 8890. East Side, Men, 19,567;

women, 11,028. County outside of Portland: Men, 2362; women, 1010. Democrats, West Side: Men, 2997; women, 1630. East Side: Men, 6823; women, 4479. County outside of Portland: Men, 818; women, 463. Progressive, West Side: Men, 446; women, 237. East Side: Men, 1298; women, 1135. County outside of Portland: Men, 99; women, 75. Independent, West Side: Men, 569; women, 269. East Side: Men, 1131; women, 701. County outside of Portland: Men, 132; women, 57. Prohibition, West Side: Men, 153; women, 217. East Side: Men, 730; women, 1531. County outside of Portland: Men, 78; women, 131. Socialist, West Side: Men, 268; women, 102. East Side: Men, 498; women, 256. County outside of Portland: Men, 84; women, 27.

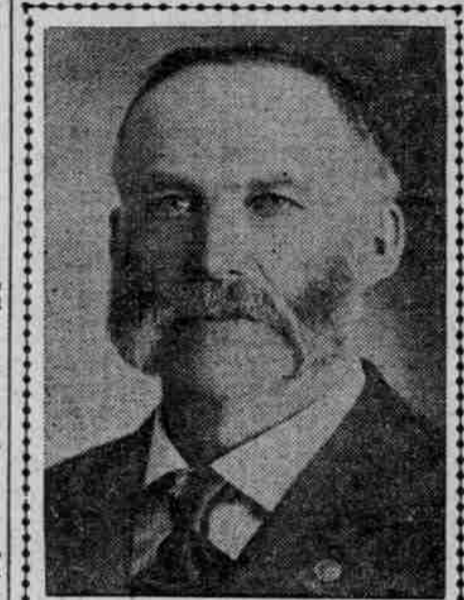
BLIND VETERAN SUICIDE

ISAAC M. MOORE USES GUN CARTRIDGE IN CIVIL WAR.

Grand Army of Republic Member Grieves Over Loss of Sight and Hearing.

Despondent because of his affliction, Isaac M. Moore, blind and partly deaf, committed suicide with an army revolver which he carried through the Civil War in his home, 1975 East Twenty-ninth street North, yesterday morning.

Last Sunday was his 76th birthday.



Isaac M. Moore, Civil War Veteran and Pioneer of Portland, Who Shot Himself Yesterday.

Since then he appeared to be despondent and grieved over his blindness and feared he was becoming totally deaf.

His youngest son, Allen Moore, visited him about 10 o'clock yesterday morning. Ten minutes later Allen and his mother walked outside of the house. There they heard one shot. Allen rushed into the house and found his father's body. The bullet penetrated the skull below the right ear.

Isaac M. Moore was a veteran of the Civil War, having served with Company A, Tenth Indiana Volunteers. A cannon ball burst near him during the battle of Chickamauga and destroyed the hearing of his right ear. He moved to Portland in 1889 and became blind 10 years ago.

He was a member of the Grand Army of the Republic. Besides the widow, three sons, C. C. Moore, 319 Russell street; Allen Moore, of Portland, and George Moore, of Mercer County, N. D., survive him. No inquest will be held.

GRANDMOTHER'S DRESSES

Will Be Worn This Fall.

One of the most fascinating things in all the world to a woman is rummaging through old chests and trunks full of clothes in the attic. Each one breathes its own romance—candle-lighted ballrooms, with stately minuets; hoop skirts so wide that we wonder how women passed each other on the street, early Victorian styles, with their big bustles and quaint bonnets, and so on down to the present modes.

Some one must have found a veritable treasure chest, judging from the crowds before the windows of the Emporium on Sixth street, yesterday. Stately colonial dames, with their picturesque powder and patches were followed by ladies of the crinoline period. The quaintly pretty fashions of "best of de wah" were shown. Followed then some bustle and puffed sleeve fashions. A procession of fair women in the picturesque costumes of succeeding periods.

Last, but not least, 20th century maids, whose garments reflect the charm of their earlier sisters, but modernized to conform to present-day modes of living. One pretty cloth dress, but for its material, might have been taken from some peasant on the Russian steppes. Another basque dress showed plainly its inspiration of the early '30s. Every new feature was shown, Redingotes, military capes, butterfly dancing frocks—every whim of Dame Fashion. The flare skirt returns and soon woman—not man—will be ruled by a petticoat.—Adv.

BIG MUSICAL STARS COME

Steers & Coman Announce Engagement of Great Favorites.

The selection of musical stars for the Steers-Coman season is proving attractive to their subscribers.

Mme. Olive Fremstad, the great dramatic soprano of the Metropolitan Grand Opera Company, New York, who will open the season at the Hellig first week in October, is on her way to Portland.

Others of the Steers-Coman series are George Barrere, flute soloist, and his eight wood-wind concertos, the "Barriere Ensemble"; Alma Gluck, young coloratura soprano, successor to Sembrich in the world's affections, and Brem Zimbalist, the sensation of the hour as a genius of the violin; Leo Slezak, the great Czech tenor, whose unusual gifts have made him popular in Europe and America, and Lhevinne, pianist.

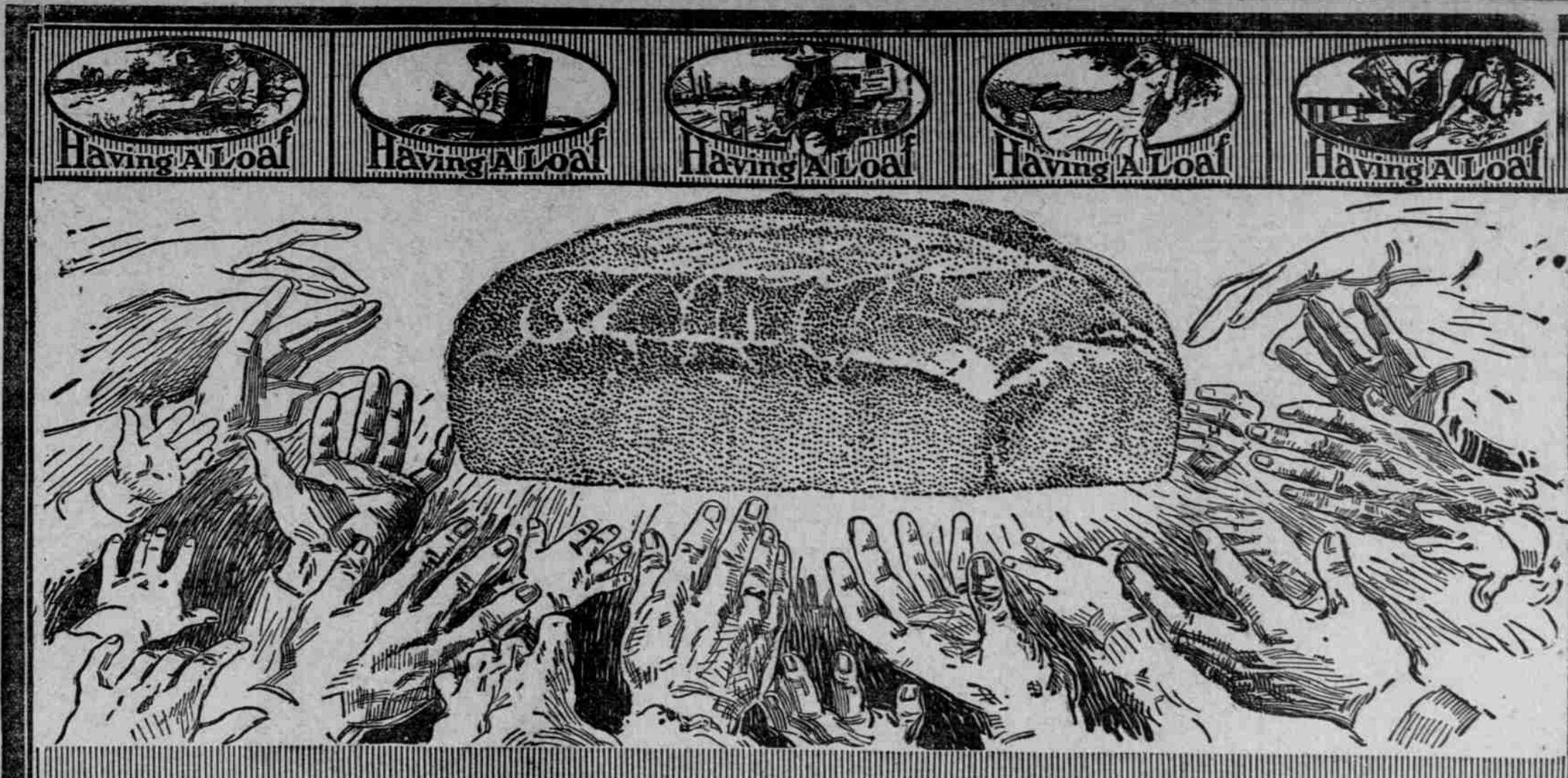
ROSE BUSHES CITY'S GIFT

Distribution of 25,000 or More Plants for Parking Planned.

Following the "city beautiful" movement, promoted by the city, between 25,000 and 35,000 choice rose plants are to be given away by the park department for planting in parking strips along streets. The distribution will be made as soon as time for transplanting comes.

The plants to be distributed are the various cuttings of rose bushes in the adjacent parks, which, instead of being burned, were set out in Mount Tabor Park early last Spring. At the outset there were 105,000 plants and fully 35,000 now are ready plants.

The method of distribution has not been decided. Plants will be given only to persons who will agree to plant them in the parking strips and care for them properly.



Here It Is!

The Finest Loaf That Was Ever Offered to the American Public

When we placed the famous Butter-Nut Bread on the market we did so with the absolute knowledge that no better bread had ever been produced.

And the immediate favor which it won in thousands of homes showed that the housewife—and her family—thoroughly agreed with us.

Butter-Nut was so much better than ordinary bread that there was no comparison.

Now, however, we've discovered a way to improve even Butter-Nut. Not in the quality of the ingredients—for that couldn't be bettered. Not in the formula—for that couldn't be bettered.

But we discovered—and control exclusively—a new process of mixing which enables us to turn out the lightest, tastiest, most appetizing loaf of bread you ever saw.

The New BUTTER-NUT BREAD

is on sale today in all good grocery stores. And we want every housewife in town who isn't using Butter-Nut now to try just one loaf.

Especially we want the woman who bakes her own bread—because she wants her family to have the best—to try the New Butter-Nut.

It's the taste that tells—and by the taste of this improved Butter-Nut we want you to judge it.

Serve it to the family; see if they don't say it's the best bread they ever ate.

And you thousands of women who are already delighted users of Butter Nut will find the new loaf better than the best.

5 and 10 cents the loaf at all grocers. But look for the Butter-Nut label. Order early to avoid disappointment.

United States Bakery

Corner East Eleventh and East Flanders

Phones E. 6044—B 2428



Fire Threatens Albany Lodge.
ALBANY, Or., Sept. 15.—(Special.)—The new \$50,000 Castle Hall of Laurel

Lodge No. 7, Knights of Pythias, was threatened by fire this afternoon when a pot of tar which was being heated on the roof by an employe boiled over. Prompt work by the fire department and citizens with fire extinguishers prevented a serious blaze. The loss will not exceed \$100 and is covered by insurance.

Mail Schedules to Be Changed.

ASHLAND, Or., Sept. 15.—(Special.)—Mail schedules into Southern Oregon territory change tomorrow, the service on two trains being reversed. Train No. 13, arriving at 11:25 A. M., will carry mail through to San Francisco; No. 15, arriving at 4:59 P. M., will

handle mail only as far as Ashland. Mail for Klamath Falls will go through in one day from this section, instead of two as heretofore.

200 Obtain Water Rights.

SALEM, Or., Sept. 15.—(Special.)—The State Water Board Monday granted

about 200 certificates for the appropriation of Crooked River water. The plan is to reclaim about 35,000 acres of land with it. Rights on the stream were recently adjudicated by the Board.

Curiosity leads a great many people to want to see the reverse side of the danger signal.