

ST. JOHNS TERMINAL
Concrete Walls of Operating
House Finished.

Though work on the 1,000,000-bushel grain elevator and other construction activities at the St. Johns municipal terminal here brought to a halt from December 9 to December 22 by the cold weather and snow, work has been resumed in full blast at the terminal according to the monthly report of G. B. Hegardt, chief engineer of the commission of public works, which was submitted at yesterday's meeting of the commission. All work, he reported, is progressing at satisfactory rates, but that concern for the walls and columns of the operating house, he reported, have been poured from elevation 19 to the bottom of the upper belt post, which is 46 inches from the top of the structure. The roof of the operating house will be in place by January 15. The electric work and installation of machinery, said the report, have kept pace with the concrete work. Fire and fire protection piping will be completed before the elevator itself is finished.

EAGLE MILLS GETS PERMIT
Airplane Company Wants to Operate
Hangars and Sheds on
Guild's Lake Property.

The office building at the St. Johns terminal, Mr. Hegardt reported, is now complete except for the heating system. Revenues Are Heavy. Revenues from the public docks controlled by the commission amounted for the month of December to \$290,935, contributed as follows: Fifteenth street terminal, \$488,652; East Washington street terminal, \$1,219,100; Pittsburg street terminal, \$1,317,293; St. Johns terminal, \$433,373; public levee, \$1,253,241, and miscellaneous, \$73,300. A letter from Major J. R. Slatery, government engineer in charge of the second Oregon district, was read, stating that in accordance with a recent act of congress, the assistance of the government engineers will at all times be available in designing and planning the construction of municipal terminals and other waterfront facilities. A permit was granted by the dock commission to the Eagle Flouring Mills for the construction of a mill on property adjacent to the St. Johns terminal.

Hangar Permit Referred.

A request from the Oregon, Washington and Idaho Airplane company for permission to erect hangars and runways on property in the Guild's lake district, located from the terminal, was referred to the engineer and city attorney for presentation to the city council. As the proposed construction is held to oppose the zoning plan recently formulated and soon to be enacted by the commissioners, the dock commission desires to receive from the city commissioners an expression as to their policy in the matter. At the conclusion of yesterday's meeting, F. I. Randall, assistant secretary of the commission, reported that the rubber cargo of the steamer West Hartland, the last of which was discharged from the ship's hold Tuesday night, will all be loaded in cars and on its way east by tonight. A number of rubber importers and their representatives, who have been in Portland from the eastern states in connection with the cargo of West Hartland, are reported to have praised highly the facilities at the St. Johns terminal for the quick dispatch of cargoes.

WEST KADER TO LOAD HERE
West Hartland or Abercoss Also to
Take Lumber to Orient.

The 8800-ton shipping board steamer West Kader, built at San Francisco, left that port yesterday for Portland to load a full cargo of lumber at the Inman-Poulsen mill for Shanghai, China, according to a telegram received yesterday by the Columbia Pacific Shipping company, who have been appointed local operators of the vessel by her charterers, the J. C. Christiansen, of San Francisco. The cargo is to be supplied by Dant & Russell. Another full cargo of lumber will probably be taken to the orient by the steamer West Hartland of the Pacific Steamship company, which was discharged a full cargo of rubber, hemp and other oriental merchandise. The final decision in regard to the West Hartland's next outward cargo rests with C. D. Kennedy, agent of the division of operations of the emergency fleet corporation.

Pacific Coast Shipping Notes.

SEATTLE, Wash., Jan. 8.—(Special.)—Reports submitted at the annual meeting of the Fishing Vessel Owners' Marine Ways, Inc., showed the corporation had done more than \$700,000 worth of business since it was organized six months ago. The Fishing Vessel Owners' Marine Ways are near fishermen's wharf on Salmon bay. At the meeting held on Thursday, C. G. Hyattum, president; A. Standstrom, vice-president; Jacob Engdahl, secretary-treasurer. The new board consists of the officers and the following stockholders: W. C. Hurley, A. Lindqvist, John Heiman and Jacob H. Jacobson. Mr. Standstrom, manager of the marine ways, succeeding C. G. Hyattum, chosen president. News received in Seattle yesterday from New London, Conn., related the arrival report of the steamer Cordova from Seattle on a Pacific port to that city. The steamer was captained by M. B. Stratton, commanding. The cargo consisted of 8488 tons of lumber, including 4000 tons of heavy lumber. The steamer was last in New York, where she remained until Nov. 10, where she remained until Nov. 10, where she remained until Nov. 10, where she remained until Nov. 10.

THE WEATHER.

Table with columns: Station, Maximum, Minimum, Wind, Weather. Rows include Baker, Boise, Calgary, Denver, Helena, Kansas City, Los Angeles, Madison, Minneapolis, New Orleans, New York, Phoenix, Portland, Rouseburg, Sacramento, St. Louis, St. Paul, St. Petersburg, Washington, Yakima.

DOLLAR INTERESTS BUY
THIRD OF CONTROL IN PACIFIC
IC STEAMSHIP CO. TAKEN.

Announcement of Deal Made by
H. F. Alexander; Part Formerly
Held by Wilcox.

A third interest in the Pacific Steamship company, Admiral Line, has been acquired by the Dollar interests of San Francisco. It was made public here yesterday by H. F. Alexander, president of the Pacific Steamship company, who passed the day conferring with Portland shipping interests. Mr. Alexander left for Seattle at 4 o'clock yesterday afternoon.

Part of the stock recently acquired by Captain Robert Dollar and his sons, Stanley and Melville, was that formerly controlled by the Wilcox interests of this city. Mr. Alexander said. A large block of Pacific Steamship company was also purchased by the Dollars in the open market. Both Melville and Stanley Dollar have been elected to the board of directors of the company.

SOUND GETS REPAIR JOB
CITY OF TOPEKA TO BE TOWED
TO TODD SEATTLE YARD.

Fortland Concerns Underbid \$15,000 by Northern Rivals, According to General Manager.

The contract for repairs to the steamer City of Topeka was awarded yesterday by the Pacific Steamship company to the Todd Drydock & Construction company of Seattle, and the vessel will leave for Puget Sound in two days. The bid for the job, which was offered to do the work for \$15,000 less than was asked by the lowest Portland bidder.

HOGS ADVANCE QUARTER
RISE IN LOCAL MARKET IS
UNINTERRUPTED.

Bank of Sales Are at \$15.75.
Valley Lambs on Parity
With Eastern Oregon.

Motor Ship Is Towed North
Admiral Mayo Will Carry Oregon
Lumber to Australia.

Towing the big motor schooner Admiral Mayo, which has been chartered by Hind, Rolph & Co., to carry lumber from the Columbia river to Australia, the steamer Admiral Goodrich left San Francisco at noon yesterday for Portland, according to a telegram received in the local office of the Pacific Steamship company, owners of both vessels.

Lumber to Be Carried From Columbia River to Sydney.

The American motor schooner Orionite, now at San Francisco, at which port she arrived from Honolulu Nov. 20, has departed for Sydney, Australia, Coloneel E. L. Drake, who has been chartered by J. J. Moore, of San Francisco, according to the Guide, to carry lumber at \$37.50 from the Columbia river to Sydney.

HOWICK HALL LOSES RUDDER
Freighter 700 Miles Out Reports
Accident by Wireless.

SAN FRANCISCO, Jan. 8.—The American freight steamer Howick Hall reported by wireless from a position about 700 miles out in the Pacific that the steering post and rudder had been broken and that the vessel was returning to San Francisco.

Damaged Barkentine Docks.

SEATTLE, Wash., Jan. 8.—With most of her sails and part of her rigging gone, the barkentine Jane L. Standford arrived at Port Angeles, Wash., early today, 39 days out of San Diego. Her arrival put an end to news here by Seattle shipmen of a Christmas day, when the Standford was reported entering the straits of Juan de Fuca, and at the same time nothing was heard of her from Christmas day until today. Her officers explained that after they passed into the straits a storm came up and drove her back to sea. A heavy fog prevented watchers at Cape Flattery from seeing her passing out. Gale which held her off the cape all day, her sails and rigging. Several of her crew became ill.

U. S. Naval Radio Reports.

(All positions reported at 8 P. M. yesterday unless otherwise indicated.)
WEST SIOGIVA, Seattle for Honolulu, 206 miles from Seattle, Jan. 7, 8 P. M.
ALVALON, Portland for San Francisco, 427 miles from San Francisco, Jan. 8, 9 P. M.
WAPAMA, St. Helens for San Francisco, 83 miles from San Francisco, Jan. 8, 9 P. M.
C. A. SMITH, for San Francisco, 230 miles from San Francisco, Jan. 8, 9 P. M.
CITY OF SEATTLE, Seattle for Ketchikan, 83 miles north of Seattle.
BRYAN, Seattle for Honolulu, 750 miles from Seattle, Jan. 7, 8 P. M.
SOMERSET, San Francisco for Tacoma, 287 miles north of San Francisco.
ATLAS, towing barge 93, Portland for Richmond, 270 miles from Portland.
ROBE CITY, Portland for San Francisco, 83 miles from San Francisco.
WEST SEQUANA, San Francisco for Yokohama, 170 miles from San Francisco, Jan. 7, 8 P. M.
STANDARD ARROW, Shanghai for San Pedro, 106 miles from San Pedro, Jan. 7, 8 P. M.
WEST BELLENE, San Francisco for Manila, 1536 miles west of San Francisco, Jan. 7, 8 P. M.
REYER, San Francisco for Honolulu, 1400 miles west of San Francisco, Jan. 7, 8 P. M.
COL. E. L. DRAKE, Kahului for San Pedro, 1740 miles from San Pedro, Jan. 7, 8 P. M.
MANOA, San Francisco for Honolulu, 1536 miles west of San Francisco, Jan. 7, 8 P. M.
ENTERPRISE, Kailua for San Francisco, 1473 miles from San Francisco, Jan. 7, 8 P. M.
W. E. KADDER, San Francisco for Portland, 10 miles north of San Francisco.
ADMIRAL GOODRICH, towing Admiral Mayo, Seattle for Portland, 83 miles northwest of Point Reyes.
PATERSON, San Francisco for Seattle, 88 miles north of San Francisco.
PRED HAXTER, Everett for San Pedro, 253 miles from San Pedro.
ADMIRAL PARRAGUT, San Francisco for Seattle, 83 miles north of San Francisco.
WALKER, San Pedro for San Francisco, 100 miles south of San Francisco.
S. B. BREA, Honolulu for Port San Luis, 122 miles from Port San Luis.
PORTER, Martinez for Portland, 483 miles from Martinez.
NISHIMAH, Portland for New York, 570 miles south of Columbia river light-ship.
DIANA, Portland for United Kingdom, 153 miles south of San Francisco.

Movements of Vessels.

PORTLAND, Or., Jan. 8.—Sailed at 4 P. M.: Steamer Nome City, for San Francisco; Steamer Klamath, for San Francisco; Steamer Klamath, for San Francisco. Sailed at 12:30 P. M.: Steamer Santiam, for San Pedro.

COLUMBIA RIVER REPORT.

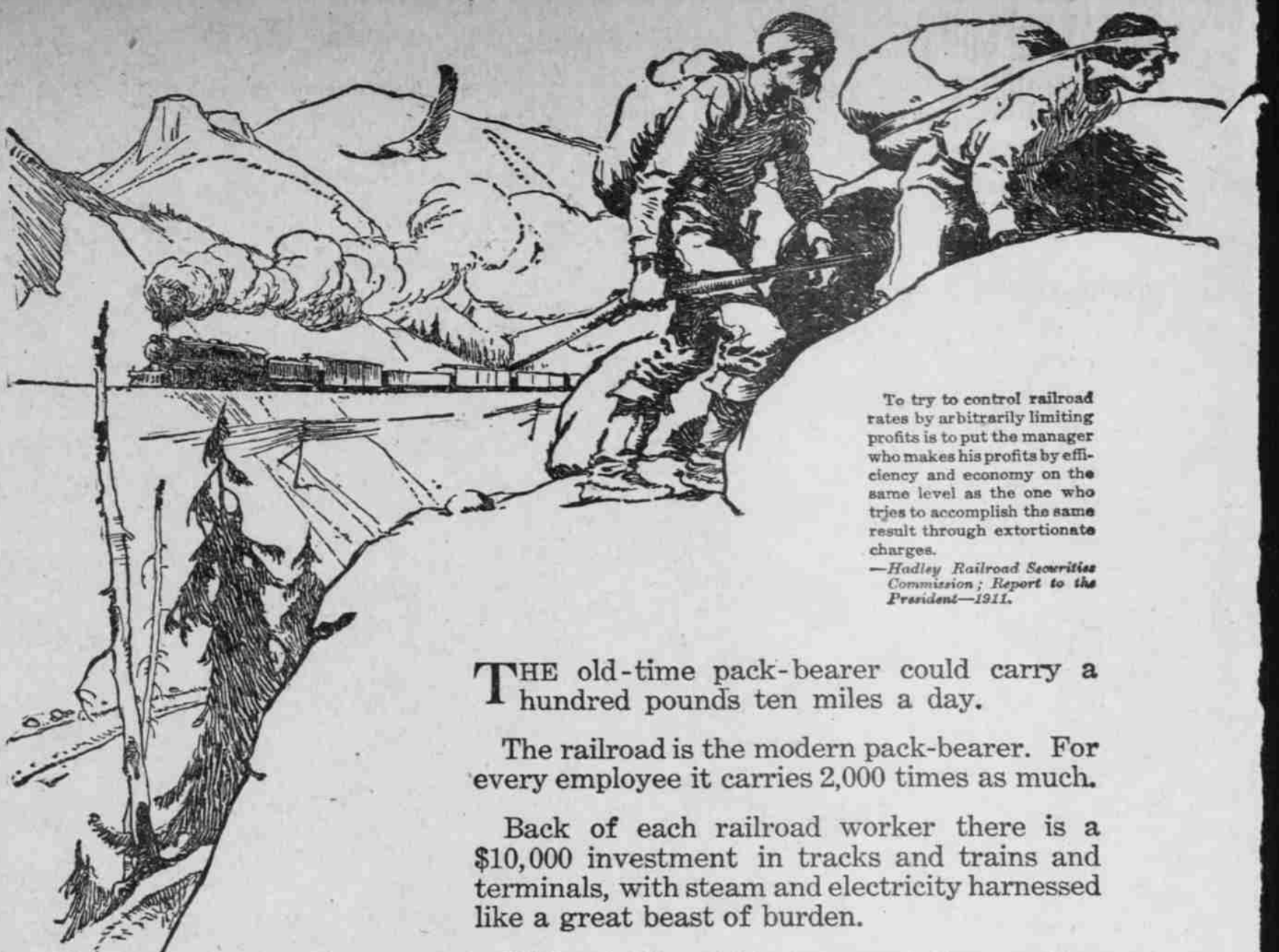
NORTH HEAD, Jan. 8.—Condition of the bar to P. M.: Moderate; wind northwest, four miles.

OMAHA LIVESTOCK MARKET.

HOGS.—Receipts 1800, active. 20c to 25c higher. Light trading. In the hog market there was a repetition of the previous tendency. Valleys were raised to a parity with those from the mountains.

VALLEY LAMBS ON PARITY WITH EASTERN OREGON.

There were 18 loads of stock in yesterday's sale at the valley. The light trading continued in the valley. In the hog market there was a repetition of the previous tendency. Valleys were raised to a parity with those from the mountains.



THE old-time pack-bearer could carry a hundred pounds ten miles a day. The railroad is the modern pack-bearer. For every employee it carries 2,000 times as much.

Back of each railroad worker there is a \$10,000 investment in tracks and trains and terminals, with steam and electricity harnessed like a great beast of burden. Without this mighty transportation machine the railroad worker could do no more than the old-time packer. But with it he is enabled to earn the highest railroad wages paid in the world, while the country gains the lowest-cost transportation in the world.

The modern railroad does as much work for half a cent as the pack-bearer could do for a full day's pay. The investment of capital in transportation and other industries increases production, spreads prosperity and advances civilization.

To enlarge our railroads so that they may keep pace with the Nation's increasing production, to improve them so that freight may be hauled with less and less human effort—a constant stream of new capital needs to be attracted.

Under wise public regulation the growth of railroads will be stimulated, the country will be adequately and economically served, labor will receive its full share of the fruits of good management, and investors will be fairly rewarded.

This advertisement is published by the Association of Railway Executives. Those desiring information concerning the railroad situation may obtain literature by writing to The Association of Railway Executives, 61 Broadway, New York.

SAVANNAH, GA., BUTTER, LOWER CREAMERY HIGHER THAN EXTRA.

SAVANNAH, Jan. 8.—Butter, lower creamery higher than extra, 66 1/2¢ to 67¢; extra, 66¢ to 66 1/2¢. Cheese, 52¢ to 53¢. Eggs, 35¢ to 36¢. Fish, 45¢ to 46¢. Fruit, 45¢ to 46¢. Lemons, 45¢ to 46¢. Apples, 45¢ to 46¢. Potatoes, 45¢ to 46¢. Peas, 45¢ to 46¢. Beans, 45¢ to 46¢. Corn, 45¢ to 46¢. Wheat, 45¢ to 46¢. Rice, 45¢ to 46¢. Sugar, 45¢ to 46¢. Coffee, 45¢ to 46¢. Tea, 45¢ to 46¢. Cattle, 45¢ to 46¢. Hogs, 45¢ to 46¢. Sheep, 45¢ to 46¢. Poultry, 45¢ to 46¢. Eggs, 45¢ to 46¢. Butter, 45¢ to 46¢. Cheese, 45¢ to 46¢. Beans, 45¢ to 46¢. Corn, 45¢ to 46¢. Wheat, 45¢ to 46¢. Rice, 45¢ to 46¢. Sugar, 45¢ to 46¢. Coffee, 45¢ to 46¢. Tea, 45¢ to 46¢. Cattle, 45¢ to 46¢. Hogs, 45¢ to 46¢. Sheep, 45¢ to 46¢. Poultry, 45¢ to 46¢. Eggs, 45¢ to 46¢. Butter, 45¢ to 46¢. Cheese, 45¢ to 46¢. Beans, 45¢ to 46¢. Corn, 45¢ to 46¢. Wheat, 45¢ to 46¢. Rice, 45¢ to 46¢. Sugar, 45¢ to 46¢. Coffee, 45¢ to 46¢. Tea, 45¢ to 46¢. Cattle, 45¢ to 46¢. Hogs, 45¢ to 46¢. Sheep, 45¢ to 46¢. Poultry, 45¢ to 46¢. 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