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sequently, she will not rival the latest German vessel, the Kaiser Wilhelm II, launched on August 12 at Stettin for the North German Lloyd Company, and though she is inferior to that vessel in length by about seven feet, yet owing to her greater beam her gross tonnage makes her the larger ship. The respective measurements are as follows:

	Length	Beam	Depth	Tonnage
Cedric	100	75	49 1/2	21,000
Kaiser	107	72	48	23,500
Celtic	107	75	49	20,850

LOST BOTH MATES.

Terrible Experience of the American Bark John Ena.

A copy of the Kobe Herald, under date of August 14, has the following account of a very rough passage of the American bark John Ena:

"The American bark John Ena, which arrived in Kobe today, has had a most tragic voyage from New York, which port she left on April 11 last. Captain Madsen, who is in command of the John Ena, told a representative of this journal that the last four months have been the most trying time he has ever experienced at sea. While still in the neighborhood of Sandy Hook, in a perfectly calm sea, one of the men fell from aloft, and, landing on one of the after davits, was killed instantaneously. On the 10th day of June, when 60 days out, 100 miles southwest of the Cape, a hurricane was encountered. Both mates were washed overboard, and one of the boats was broken up by a heavy sea. A young man who had some slight knowledge of navigation, but who had only been one year afloat, was appointed chief officer, but a few days afterward he was knocked down by a big sea and had his arm broken, being therefore rendered useless for the rest of the voyage. Three typhoons were encountered between Manila and this port. During the first the barometer dropped as low as 29.4. Curiously enough, little damage was done either to the ship or to the crew, and the captain reported that two boats were smashed up, the vessel is as complete as when she started."

Domestic and Foreign Ports.

ASTORIA, Sept. 6.—Arrived at 1 P. M.: Schooner Laura, from Port Townsend; Glen, from San Francisco. Arrived at 2 P. M.: American bark Amazon, from Shanghai. Condition of the bark, all smooth; wind, northeast; weather, hazy.

Falmouth, Sept. 6.—Arrived September 6: French bark Vendee, from Portland. Hingham, Sept. 6.—Arrived September 6: Schooner Laura Madsen, from San Francisco; schooner John A. Madsen, from San Francisco; schooner John A. Madsen, from San Francisco; schooner John A. Madsen, from San Francisco.

San Francisco, Sept. 6.—Arrived—Steamer Albatross, from Coos Bay; schooner Jessie Minor, from Coos Bay; schooner John A. Madsen, from Coos Bay; schooner John A. Madsen, from Coos Bay; schooner John A. Madsen, from Coos Bay.

New York, Sept. 6.—Arrived—Portland, for Rotterdam. Sailed—Etruria, for Liverpool; Astoria, for Glasgow; Friesland, for Antwerp; Traveller, for Naples and Genoa; Stauden, for Rotterdam; Hobbsman, for Liverpool; Koonig, for Bremen; Measba, for London.

Glasgow, Sept. 6.—Sailed September 6: L. Venian, for Philadelphia; Sailed—Naufragio, for Copenhagen. September 6.—Arrived—Naufragio, for Baltimore and New York via Havre. Liverpool, Sept. 6.—Sailed—Umbria, for New York. Arrived—Eponia, from New York.

Antwerp, Sept. 6.—Sailed—Kronland, for New York. Havre, Sept. 6.—Sailed—La Lorraine, for New York. Queenstown, Sept. 6.—Sailed—Cymric, for New York.

Bremen, Sept. 6.—Sailed—Hohenollern, for New York via Southampton. Southampton, Sept. 6.—Sailed—Fuerst Bismarck, for New York via Cherbourg. Arrived—Bremen, from New York. Havre, Sept. 6.—Sailed—Steamer Bis Negron, for New York.

Hamburg, Sept. 6.—Arrived—Columbia, from New York. Hong Kong, Sept. 6.—Arrived previously—Coptic, from San Francisco. Molybia, Sept. 6.—Sailed—Columbia, for New York.

Condensation Suit Filed. The Oregon Water Power & Railway Company has filed a condemnation suit in the State Circuit Court against James Hogan to have the valuation of 22-100 acre of land wanted for right of way for the Gresham line assessed.

\$3 to coast—During Elks' Carnival, to and including September 11, O. R. & N. makes a rate of \$3 for round trip. Inquire city ticket office, Third and Washington.

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Terminal Yards as seen from Hoyt Street.

Very few people who hurriedly tread the teatiled floors of the Union Depot have any true conception of the organization which provides a magnificent building for their comfort, handles their freight and baggage, and sees them safely started on the trains which it has made up. This is the Northern Pacific Terminal Company, of Oregon.

This company was organized under the laws of the State of Oregon, August 23, 1892, to handle the freight and passenger traffic of the three railways terminating in Portland. How well it has succeeded in its purpose is best shown by the Union Depot, of which any city might be proud, and by the enormous amount of freight which is most satisfactorily handled under its supervision. People are sometimes apt to neglect the fact that they are in perfect health until they become ailing. It is the same with the Union Depot. It is a parallel instance in the case of the Terminal Company. Were the accommodations for the comfort of travelers exceedingly poor, if freight and baggage were handled in a careless and slovenly manner, citizens would at once raise a storm of indignation, but as all these things are carried on in a way quite beyond censure, they seldom trouble their heads about the inconveniences which they might suffer. Only a very small number of the thousands of people who daily pass through the narrow gate at the depot and board their trains give more than a passing thought to the company which has achieved all this.

When one is told that the entire properties of the Terminal Company represent an outlay of \$2,500,000, a slight conception of the expense of so vast a business may be obtained. In the immediate neighborhood of the grounds of the company are the docks and warehouses of the three important railway companies centering in Portland. Here the wealth of the great inland fields and forests are shipped to every part of the world. Here the dainty box-wood, crammed full of golden wheat, are emptied into the hungry holds of mammoth steamships and ponderous sailing vessels. All the long trains of heavy cars are handled by the Terminal Company. Small wonder that the 20 miles of yard truckage are constantly filled with laboring switch engines and their clumsy loads, and that the 25 acres belonging to the Terminal Company are utilized to the fullest possible extent. During the month of July, 1902, the five switch engines which are kept at work day and night handled 11,822 freight-cars besides caring for the 14 regular passenger trains which arrive and depart daily.

How the Trains are Handled.

When an engine arrives with a train it is met by a hostler and a pilot, who relieve the engineer and take charge of the locomotive while in the train-yard. It is first taken to the fuel track, where the tender is filled with coal, and then to the sandhouse, where the capacious sand-box is filled with clean, dry sand, and while this is being done the tank is filled with water. This water tank is part of the tender and holds from 4000 to 5000 gallons. This, in addition to the eight or nine tons of coal, makes a good load for the tender. The tired engine has now been provisioned for another trip, but, like most travelers, it is very dirty and must now have a thorough cleaning. To accomplish this the engine is backed in to the roundhouse, where 25 men under a foreman are engaged in the care of locomotives. Here it is set upon by a force of men, who, in the vigorous manner of a Turkish-bath attendant, ply their swabs of cotton waste, until the accumulated dirt and grime of the long trip are gone, leaving the engine bright and shining. It is now fed and cleaned, but some part of its complicated mechanism may have become disabled during the hard, fast pull, so it is turned over to the repairers, who rigidly examine every piece of the running gear and make the necessary repairs. The iron horse is now ready for another trip, after three or four hours from its arrival.

Cool Comfort in Depot.

The cool interior of the depot contrasts strongly with the smoke and dust and noise of the freight yards. Every device that can be employed to enhance the comfort of travelers is brought into play. The high, vaulted general waiting-room is remarkably comfortable during the warm weather, while in winter the steam heating plant in the annex south of the main building keeps the temperature equable. Provision is not only made for the bodily comfort of passengers, but the wants of their appetites are also well supplied. In the south wing is the dining-room and lunch-counter. Usually about 100 persons, waiting for a train, are seated at the tables, where everything is table d'hôte, or at the lunch-counters. Five men are required during the day to sell tickets to the anxious throngs which crowd in front of the latticed window. No account can be obtained of the number of persons buying tickets, but certainly runs into thousands, and these, together with their numerous friends who come by the dozen to say good-bye, make the hard floors resound with hurrying feet of multitudes at train time.

Rush and Bustle in Baggage-Room.

To those who can idly stand by and watch a number of men engaged in desperate hand work, hurrying meanwhile with all their might and main, the baggage-room will prove a most interesting scene. To those who bring three or four trunks to the depot just within the limit when baggage may be taken and sent upon a certain train, the baggage-room is a scene of foolish, hurrying, and idle, who rush headlessly around doing nothing, while the rate passenger stands at the counter watching the clock, and cursing the management from the president to the lowest caretaker. Notwithstanding the seeming confusion with which the men hunt for trunks, grips and bicycles upon heavy trucks, and throw up volumes of ink smoke as a long string of red cars moves with a jangle of couplers. A continuous line of vehicles, from a goose-neck drey to a baby carriage, crosses the track on their way to the ferry. It is the duty of the men with the dirty white flags to interrupt this traffic when the cars are being moved across the roadway. The cobblestones add greatly to the noise as the heavy wheels roll over them. The horses have long since become accustomed to the proximity of the terrifying engines and stand complacently within a few feet of them as they pass by. Such are the freight yards. Dirty and unromantic, they are still instructive to one whose conceptions can be awakened by something outside the list of the esthetic and beautiful.

On the Cleaning Tracks.

West of the freightyards are the freighthouses of the Northern and Southern Pacific Companies. Near these are the car-cleaning tracks of the Terminal Company. Here are long lines of passenger mail and express cars, the hindmost bearing the blue flag which signifies that the cars are fit to work beneath them, and that they are not to be moved. On 100 passenger cars, including day coaches, Pullmans, mail, express and baggage cars are cleaned and put in shape for another run every day. They come in dusty and dingy, outside and inside, and after a generous application of Bull Run and compressed air, are shunted back into the yards fresh and shining, and paint glistening in the sunlight and the windows as bright as a Queen's mirror. The cushions are cleaned inside the car, but the carpets are taken under an open shed, where every particle of dust is blown from them by air at a pressure of nearly 200 pounds to the square inch. The cleaner in charge of this department wields an iron pipe attached to the compressing plant. The pipe terminates in a broad, slotted crosspiece, and the air under the terrific pressure blows up the dust in clouds. Quite a small sensation was once started by a false report that the microbes with which the carpets were sup-

posed to swarm were thus spread broadcast over the city. Those who were afraid to take a full breath while in the neighborhood of the depot may be surprised to learn that the compressed air is not enough to kill instantly any transplanted microbe with which it may come in contact.

Near the cleaning tracks is the small brick building where the gas used in many of the cars is made. This Pintsch gas is an oil product burning under heavy pressure, and is not affected by any motion of the car. The tanks under the cars usually contain about 400 cubic feet, but twice that amount may be stored when the car runs as far as Council Bluffs or Sacramento on one loading.

The Storekeeping Department.

The storekeeping department of the Terminal Company is also near the cleaning plant. Here the clerks keep an account of every article delivered into their hands from a tin cup to a ton of steam coal. They care not only for the materials of the Terminal Company, but also for the "common stock" of the Terminal Company, including such articles as nuts, nails and other minor items. Over 2,300,000 pounds of ice every year are handled by the storekeeping department, and about 1,000,000 pounds of steam coal per month. The great consignment business is so thoroughly systematized that every article can always be accounted for.

The Depot Employees have to deal with many cases that would provoke the wrath of less patient persons. Many people when in so public a building as a depot act without the slightest regard to the rules or the comforts of others. Many ridiculous and many equally sad cases come under the notice of the depot-master and matron. Deaf and dumb persons arrive every few days, and these and those afflicted with contagious diseases are difficult to care for, while the invalid chair is brought into use every day, and an ambulance is often called. People of all kinds, classes and nationalities pass through the depot. A few weeks ago, 19 young Alaskan Indians in their full native regalia were for an hour or two on their way to the Chemawa School. No matter how exasperating and provoking the impatient travelers are, the attendants must never lose their temper or fail to meet every one with calm complaisance.

Big Payroll of the Railroads.

The amount of money put into circulation through the payrolls, not only of the Northern Pacific Terminal Company, but also by the three great systems centering in Portland, have been obtained from the officials of the companies. The Astoria & Columbia River Railway has no employees in Portland, and, as there is no general office of the Northern Pacific in this city, the payroll of that road has

been accurately estimated. The payroll of the O. R. & N. Co. includes the river boat and dock crews, besides the trainmen and office and shop forces. This company also makes large purchases of lumber and other materials, whereas the other roads bring many of their supplies from other cities. The Portland payroll of the O. R. & N. Co. is \$1,075,350.12 per year, while the Southern Pacific dispenses \$48,400 every 12 months, and the Northern Pacific, whose main terminals is in Tacoma, about \$18,600. To this must be added the roll of the Terminal Company, which paid out in July of this year \$14,696, an increase of \$222 over the payroll of the same month in 1901. The Pullman Company must also come in for a share of attention. The grand total is astonishing:

Oregon Railroad & Navigation Company	\$1,075,350.12
Southern Pacific Company	48,400.00
Northern Pacific Terminal Company	174,238.00
Pullman Company	56,600.00
Pullman Company	48,000.00
Total	\$1,362,588.12

Incorporation Articles.

Incorporation articles of the Michigan Lumber Company were filed in the County Clerk's office yesterday by W. K. Morley, G. D. Haupt and T. H. Ward. The capital stock is \$20,000. The objects announced the buying and selling of lumber, timber lands, etc.

O. R. & N. Officers Re-elected.

The Board of Directors of the O. R. & N. Co. met yesterday morning and re-elected the following officers: President, A. I. Mohler, of Portland; vice-president, William D. Cornish, of New York; secretary, W. W. Cotton, of Portland; assistant secretary, Alex. Millar, of New York; treasurer, Frederic V. S. Crosby, of New York; general auditor, J. W. Newkirk, of Portland.

Great Central Survey.

PALESTINE, Or., Sept. 5.—(To the Editor.)—Please state in Sunday's Oregonian who has charge of the Coos Bay-Salt Lake Railroad survey.

A. GRONDAHL.

Major L. D. Kinney, Portland, Or., is chief engineer of the Great Central Railroad project between Coos Bay and Salt Lake City.

FOR THE PUBLIC GOOD.

In another part of this paper appears an advertisement worthy the reading, as it is for the public good. It tells of a free distribution of Down's Kidney Pills, a remedy for kidney ills. Read it, and call at Laura Davis Drug Company, Thursday, September 11.

FIRST OF THE MAY FLEET

FRENCH BARK VENDEE ARRIVED OUT AT QUENSTOWN FRIDAY.

But Eight Old-Season Ships Still En Route for Europe from Portland —Three American Ships in Port.

The French bark Vendee, the first ship of the May grain fleet from Portland, arrived out at Falmouth Friday after a good passage of 121 days from this port. While this is a long way from record time, it gives the Vendee the distinction of being the first May ship to arrive out from any Pacific Coast port, although there were numerous sailings from San Francisco and the Puget Sound ports. The Vendee on her inward passage last Spring, made an unusually long passage from Newcastle, England, being out nearly 200 days. Part of this delay was due to the breaking of her topmast. The arrival of the Vendee leaves but eight ships of the old season fleet still on the way to Europe, although five of the South African fleet are yet to hear from.

Of the March ships from this port, the French bark Vortaise is still out with a passage worse than 160 days to her credit or rather to her discredit. The Marion Lightbody and Ernest Ledoune, which made a fairly even start from the Columbia 147 and 148 days ago, are still out, and the Earl Cadogan and Agnes Oswald, for South Africa, both fully due, have not yet reported at East London and Cape Town, their respective destinations. The Vendee was followed in May by the Brune and the Nomia and in June by the Lord Shaftesbury and Speke, the latter being the tallender of the 1891-02 fleet.

RELICS OF THE PAST.
Three Fine American Ships of the Old Type in Port.

Now that the Harry Morse has joined the St. Nicholas and C. F. Sargent, the Columbia River has a trio of the best representatives of the type of old wooden ships, which in their day covered them selves and the flag they carried around the world, with glory. Built broad in the beam, but with graceful lines sloping away to the stern, these fine old clippers would skim along the water under a cloud of canvas which would bury the narrower metal ships of other nations. Each of these ships have "sailed" on the seven seas, and during their long career have made very fast passages. The C. F. Sargent is the youngest of the trio, and it was 23 years ago when she sailed out of Yarmouth, Me., on her maiden trip. The Harry Morse left the ways at Bath, Me., 31 years ago, and the St. Nicholas has rounded out a third of a century of existence. She was for a long time in command of Captain Phineas Pendleton, father of Fred Pendleton, of this city. While in his command, she made a voyage from Liverpool to New York in 16 days, a performance which was especially creditable at that time, as it was long before the days of the marvelous Deutschland and other big scorcher that now ferry passengers across the Atlantic.

The day of the wooden square rigger is about over, however, and these ships now in port are among the last of the race, and, like the sailing ships of the world, will never see their like again. The metal ships of the foreigners have driven them out of the wheat trade, and the homely but handy schooners built and sailed economically are driving them out of the lumber trade. The California Shipping Company, of San Francisco, own more of these old timers than are owned by any other company in the country, and low freights have put this fleet on the shelf. They own about 20 of these vessels, and as fast as they come back to Pacific Coast ports, the masters receive instructions to pay off crews, unbend sails and prepare for an indefinite rest in the bone-yard. This concern has the bark Oregon and the ship Henry Failing out of commission at Port Hadlock, the ships James Howes and Charming at Port Angeles, and the James Nesmith and J. B. Thomas, now about due from Honolulu, will be added to the fleet at Port Angeles. The trio now in the Columbia River will probably remain here until next Spring, when they will again be in demand for Alaska salmon business.

LARGEST STEAMERS AFLOAT.

The White Star Line Will Own Three of greatest Vessels Ever Built.

The announcement in yesterday's Oregonian of the proposed construction of a new White Star liner larger than anything ever before attempted follows rather closely the launching of the Cedric of that line. The Cedric, which is now the largest ship afloat, was launched at Belfast August 21. She is 700 feet long, has 75-foot beam, and a depth of 43-1/2 feet. Her carrying capacity is 15,000 tons, and she has accommodations for 200 passengers. It is expected that the Cedric will be ready for service in the Autumn.

Like the Cedric, which was launched for the White Star Company at Messrs. Harland & Wolff's shipyard in Belfast, April, 1901, the Cedric has been built, not with "high-flying" as the primary object, but for security and comfort of her passengers, together with a cargo-carrying capacity. Though in speed, com-