

SHIPPING WHEAT FROM PORTLAND DOCKS

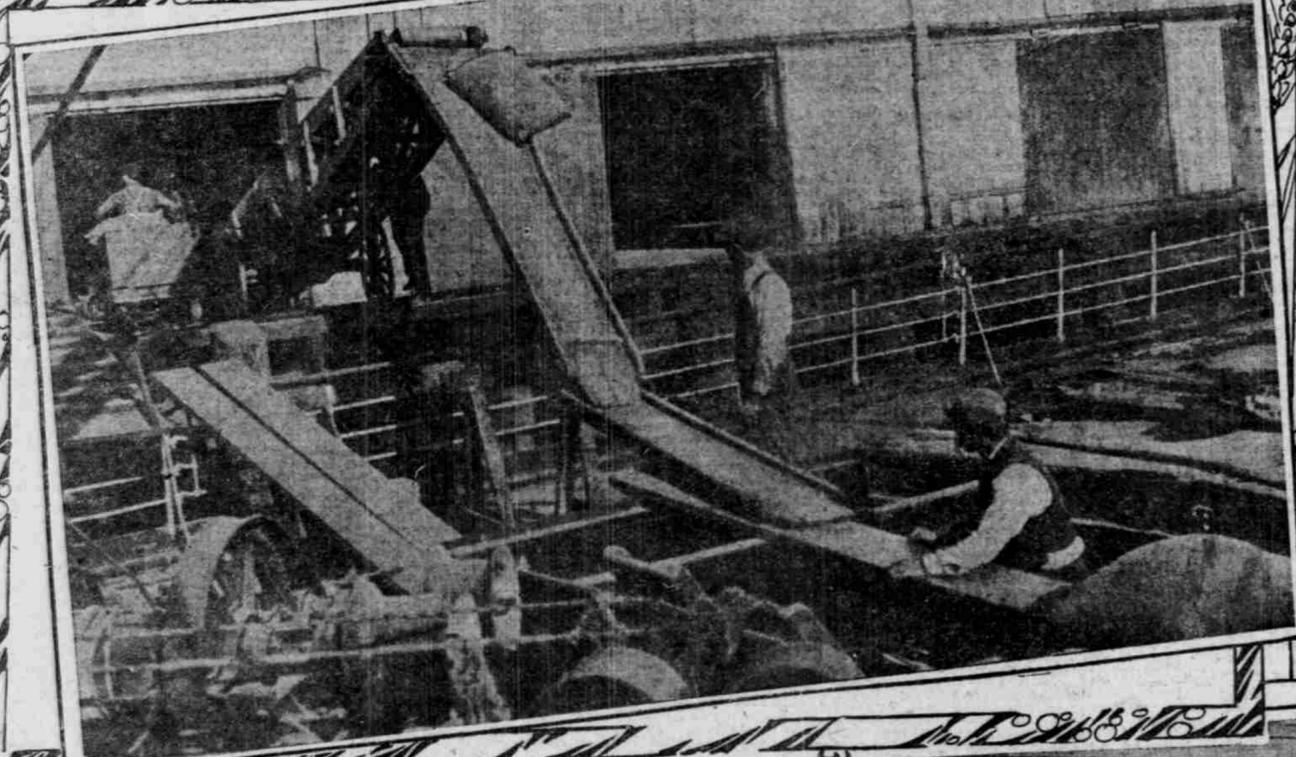
THIS PORT LEADS THE WORLD IN THE VOLUME OF ITS EXPORT OF THIS CEREAL.



READY FOR LOADING



WEIGHING AND STENCILING



ELECTRIC CONVEYER IN OPERATION



GOVERNMENT INSPECTOR



TRUCKING FROM THE CARS

From the time of sowing until the final consumption wheat has an enchantment peculiarly its own, and its witchery has formed the groundwork for both romance and tragedy. Not the least of its fascination is its shipment, and to see a steady stream of the golden cereal pouring into the hold of a vessel is ever alluring. Many factors enter into the process of transportation of the wheat from the producer to the consumer, and the "bit," the railroads, the ocean, with all their side lines of labor, play the prominent part.

Portland's foreign distribution of wheat requires a yearly average of something like 100 vessels—the number sometimes going up to 150—and the loading of these ships is the final chapter in a story of sowing and reaping, buying and selling. In the transportation of the wheat the railroads are first utilized, and the wheat is brought to the docks by the trainloads. Although examined and graded when bought, its arrival at the dock means a repetition of such examining and grading before it is loaded into the ships.

The actual shipment of wheat for foreign ports begins with the sale of a cargo and the charter of a vessel. After the vessel is chartered and arrives at the dock, the first work is to "line" her, which means the sheathing of the hold with rough lumber, the latter covered with burlap or cheap cloth. This lining is done for the purpose of protecting the grain cargo from dirt and dampness, and is performed by contractors engaged in this work, and commonly called "liners." When the ship is lined the actual loading begins. In this work two distinct bodies are employed—the longshoremen and the grainhandlers—and there is in addition a Government Inspector. The grainhandlers, with their trucks, form the first link in the

chain of loading. In a continuous procession they receive on their trucks 17 and 18 sacks of wheat from the scales for weighing, pass the Government Inspector and deliver them either at the electric conveyor or to the chute. As in all other things, the labor and time-saving appliance has entered into grain loading. A few years ago when wheat was loaded into a vessel, the dock of which, owing to the stage of water, was lighter than the dock, it was handled and lowered into the hatch by means of slings, a slow method at best. Now electrical force has been brought into use, and the electric conveyor, by means of an endless belt, receives the sack of grain, carries it up the inclined plane and drops it into the hold as easily and quickly as it is thrown down the chute, as is done with lower vessels. In the transferring of the grain to the conveyor or chute 50 and 60 men with trucks are employed. Two men take sacks of the truck and place them on the conveyor or chute, at the end of which there is a gang of 20 men to receive the wheat and store it in the hold of the ship. Such a crew can load from 600 to 700 tons of wheat daily. When the grainhandler receives his truckload of wheat on the dock he first takes it to the scales, where it is weighed and branded with the consignee's distinctive mark. Passing from there, and before reaching the ship, each sack comes under the careful scrutiny of a customs inspector. This inspection being held in order to confirm the bagmaker's claim for rebate. The material from which grain bags is commonly made is principally imported from Calcutta or some other foreign port, and under the customs laws when this imported material is exported in manufactured form a drawback is allowed on the duty paid. Each bagmaking firm places a distinctive mark on its sacks, commonly a colored circle around the bag, and the customs inspector's duty at the loading of a grain vessel is to keep correct account of the various marked sacks exported, so as to ver-

ify the later claim for rebate by the bagmaker.

After passing the inspector the sacks of wheat are placed on either the conveyor or chute and dumped into the hatch of the ship. Below this hatch there is a crew of 20 longshoremen, whose work is to take the wheat into the hold.

When the last sack has been placed in the hold the hatch is battered down and the transfer of the wheat to its far-off market begins with the sailing of the ship.

THREE BOYS RUN AWAY

Parents Unable to Find Them Are Much Distressed.

Efforts of the police to locate Harry Jones, Willie Baird and Basil Ray, missing since last Monday morning, have met with failure to date, and much anxiety is felt by the parents of the lads. They are aged 12, 13 and 10 years, respectively.

Basil is the son of Mrs. S. C. Ray, of 23 Second street. Harry is the son of Mr. and Mrs. Joseph H. Jones, 24 Third street, and Willie lives at Second and Clay streets. It is thought they all went away together. The police are of the belief that they are on a trip through the country, possibly bound for Seattle, where the mother of the Baird boy resides. The officials at Seattle have not located them yet, however, although asked to do so by the local police.

Harry Jones persisted in smoking cigarettes last Sunday, and received a whipping from his father. He was in a surly mood afterwards, and refused to go to school. He and Willie Baird were pupils in the Shattuck School, while Basil Ray went to the North Central. It is thought the other boys, being older than he, coaxed him to accompany them on a trip of adventure.

Harry Jones is large enough to pass for 16 years of age. Both he and Willie Baird have blue eyes; Basil has brown eyes. All wore knee trousers and caps.

NOW FOR GREATER OREGON

Mayor Wilkins Says Seed Has Been Sown for Great Harvest.

EUGENE, Or., Oct. 20.—(To the Editor.)—Upon my arrival home I found your letter and telegram awaiting an answer. I regret not being able to comply with your request to send in communication for the issue of October 12, but at this late date want to say, without fear of contradiction, that Oregon is a bigger and better state for having held the Exposition; her people think more than ever of its present and future greatness, and no one who visited this unique and bolted-down Fair will ever regret the money put into it.

While in Lane County, as in all other outlying districts, we have received but little direct benefit during the Summer. It was perfectly natural that we shouldn't, as the people were seeing the Fair, and in order to do so, strict economy had to be practiced in many instances, consequently the retail trade has suffered a loss of business.

But it's only temporary, and the seed has been sown for a greater Oregon, and the harvest is just as sure as that the Exposition is now closed.

More than all else this great Fair has been an inspiration to the youth and manhood of the state, a comfort and pleasure to the pioneer, who laid the foundation for it all, and out of it will come the greatest good to one of the best states in the Union.

F. M. WILKINS,
Mayor, Eugene.

WISCONSIN ITEMS.

If Baby is Cutting Teeth
Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, relieves all pain, cures wind colic and diarrhoea.