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SCHWERIN'S LETTER
AND HOUSE SHIPPERS

Portland Men Think Steamship
Head Is Trying to Thwart
New Oriental Line.

DISCRIMINATION IS SEEN

Report of Unfair Methods of Customs Office as Compared With Seattle and San Francisco, May Result in Action, However.

Through the publication in The Oregonian yesterday of a lengthy communication from R. F. Schwerin, vice-president of the Harriman steamship lines on the Coast, the Pacific Mail and Portland & Asiatic, setting forth that the refusal of Collector of Customs Malcolm to accept bills of lading on goods shipped from the Orient marked "Not negotiable for Custom-House purposes only," when they were intended for Eastern shipment by rail, killed imports here, deep thought has been expended on the letter and all familiar with the situation do not agree that Mr. Schwerin is wrong.

But they agree that there is a strong motive behind the move of the steamship official. It seems to be the common assumption that he burst forth at this time mainly for the purpose of discouraging the establishment of an Oriental steamship line fostered largely by Portland shippers and public-spirited men. Mr. Malcolm only denies that he refused to accept bills to protect himself on shipments to the East, but offers letters from the Treasury Department approving his stand and in which it is brought out that the practice should be made uniform.

Contrary Statement Made.
At the same time a marine man in the city who has much to do with Custom-House matters, but declines to permit his name to be used says that contrary to reports, the Custom-House forces at San Francisco and Seattle are today accepting the bills of lading referred to, which are known in the parlance of the Custom-House as "phony" and "burn." He also asserts that the stand taken by Mr. Malcolm did cut down imports and that the reason it appears at San Francisco and Seattle as if the letter of the law is being complied with is because they accept the bills of lading, but assert that they turn the goods back to the steamship or railroad line, as the case may be, and not to a broker and when delivery is made to the consignee in the East they take up the original bill of lading.

Before R. F. Schwerin took over the management of the Portland & Asiatic from the O. R. & N. officials, there had been established on Montgomery dock No. 2 a bonded warehouse. At that time Portland enjoyed the largest matting account on the Pacific Coast and probably the largest tea account, more of each commodity being shipped through here for distribution to the East than at San Francisco or Seattle. There was no hitch in its operation, and the Harriman interests found it facilitated the distribution of cargo materially. Some assert that Mr. Schwerin arbitrarily did away with the bonded warehouse. Others declare that it was impracticable to continue it after the stand taken by Mr. Malcolm, as a separate bond would have to be given on each shipment, and as a matter of fact, that was done in some cases, as custom-house records show.

Schwerin's Motive Questioned.
Yet even admitting that Schwerin is right, shippers ask why he waited until the O. R. & N. announced that it could not continue a steamship service across the Pacific before bringing up matters that are now history?

When the question arose and Mr. Schwerin asserted that the practice he advocated was followed at San Francisco, it was made the subject of a report to the Treasury Department. A letter written to the Collector at San Francisco was duplicated and sent to Mr. Malcolm, having been dictated by Beekman Winthrop, then assistant secretary of the Treasury, and dated June 27, 1908, in which he said: "It is the practice at ports of New York, Baltimore, Boston, Philadelphia, New Orleans, Chicago, Portland and Port Townsend to refuse to accept bills of lading when presented by persons not named as consignees, and it is the desire to make the practice uniform at the various ports of entry, and the Department is of the opinion that bills of lading so stamped (not negotiable) for custom-house purposes only should not be accepted at your port."

Department Gives Approval.
A letter dated March 17, 1908, stated that the practice decided on at Portland also met with departmental approval, and in 1909, regulations were issued in line with the stand of Mr. Malcolm.

GLIMPSE OF CIRCUS PARADE AND SNAPSHOTS TAKEN ON SHOW GROUNDS.



1. Parade Passing South on Fifth Street.
2. Decorated Camel in Cleopatra Pageant—3. Crowd at Entrance to Circus Tent—4. One of the Clowns.

what is coming, the fascination of seeing wild beasts for one thing, the charming equestrianism for another, to say nothing of the clowns and their musical band, draw out people of all ages and sizes as nothing else would.

Barnum & Bailey never do anything by halves. Some circuses are content with an elephant or two, one lion and possibly a couple of tigers. Now Barnum's have 10 or a dozen elephants, they have lions from more than one country, tigers galore, while as for such minor things as zebras, dromedaries and camels they just lump in a dozen or so of each, with as much as to say "of course, if you want more, we'll trot 'em out from the grounds."

Horse after horse, with riders dressed in all the glitter and linsel of the ring, and after it, appearing, the performers, white Arabs, cream colored and dapple grays, little Shetland ponies, unridable mules all appeared, some walking in stately fashion, others galloping, they were on their best behaviour, others prancing and cavorting around as though eager to show their mettle.

Callope Brings Up Rear.
Not content with an ordinary display of animals and performers, the manager rivalled the Rose Float with its pageant of nations. Floats, symbolic of the country whose names they bore, with men and women dressed in the true garb of the native, provided a spectacle of imposing proportions.

Then, of course, there were the bands. Five of them, all told, and the inevitable callope, for what parade would be complete without one of these awe-inspiring producers of melodious strains?

Altogether, a mighty parade. And after it was over, the performers went straight back to begin preparations for the show in the afternoon. No need to repeat the eulogies passed upon the parade by the spectators. Every act was just as good if not better than on the preceding day, and everybody was just as full of fun, hilarity and joviality as ever.

Long before the last act of all was being staged, the great circus was preparing to be once more upon the road, and this morning there isn't a lion in the city.

PARADE IS ENJOYED

Weather Clears for Barnum & Bailey's Street Pageant.

THROUGH GATHERS IN RUSH

Crowds Blacken Thoroughfares to See Wild Beasts and Inevitable Callope—Attractions at Big Tent Thrill Old and Young.

Thanks to Forecaster Beals and Jupiter Pluvius.

When all the tiny tots and all the youthful old men and women looked out of their bedroom windows yesterday morning, they all said, "Hang it, it's raining. That means no parade." And at 9 o'clock it still looked as though those relentless weather prophets were going to be right for once, just when everybody would have forgiven them for being wrong.

However, all's well that ends well, for the mighty Barnum & Bailey circus wended its almost interminable way through the business streets to the delight and gratitude of a throng of spectators, which gathered at all points along the route.

Many of them not content with seeing it, for instance, at Nineteenth street, dashed away by side streets so as to meet it on Morrison, or else waited patiently for its return.

Parade Has Fascination.
Somewhat or other there is a mighty appeal in a circus parade. Granted that one almost knows beforehand

GRANGE TO BILL
GIVES HOME RULE

Vigorous Defense of Proposed Measure Comes From Hood River Tiller of Soil.

FARMER TO BUILD AND PAY

State Highway Engineer Would Insure Uniformity in Construction. Cost Would Be Divided Between 33 Counties.

LIBERTY HOME ORCHARDS, Hood River, Or., Aug. 17.—(To the Editor.)—Through our state is now 53 years old and stands unequalled by any other state in the Union in many lines of industry and expedient political reforms, yet she is far behind in giving to its citizens laws that will enable them to ride better rural highways, and to rich in the way of the Grange of Oregon is now initiating two road bills which are worthy of careful study and earnest support of every voter in Oregon.

Our last general election the voters of Oregon said by a majority of over 18,000 that they were willing to let each county vote for bonds for the building of permanent roads. Jackson County voted a bond issue of \$1,500,000 last year, but the bonds would not sell because the county decided the election was illegal. There was no legal power for calling a special election. But the court's decision also said that had the bonds been voted a general election they would have been legal. Hence we find ourselves in a perplexed condition and it is a case of self preservation for the taxpayer, and it will give to the people the power to control their own bond issue and the expenditure of the money derived therefrom.

Politicians Are Feared.
Our two Grange road bills are the outgrowth of a long and complicated battle, covering a period of six years, to secure the passage of legislation of the State Legislature we have failed to secure any good roads to be built by failing to pass the Senate and twice by the veto of Governors. The battle is not whether we need better roads in Oregon, but is to secure a law or set of laws that will give them to us without placing the whole road problem in the hands of a political machine.

If we are to build good roads for the farms of Oregon, and at the same time ask them to help pay for them, we believe that they should have a voice in some of the essentials, especially in those pertaining to the selection of roads to be improved, the material to be used and how their cost shall be met. Oregon is the only state in the Union that has no legislation and why make an exception of road legislation.

The Grange road bills place the whole power in the hands of the people. They apply the initiative and referendum to the whole road problem. If the majority of the people in any county desire to build a road, these bills give them the right to select those roads and name the conditions relative to the issue and payment of the bonds; and, most important of all, to throw out both the money and construction safeguards which will prevent either the county courts or the State Highway Engineer from overriding the wishes of the voters.

Bills By and For Farmer.
My dear reader don't believe all I am telling you without investigation, but study our Grange road bills carefully and if there is anything in them you cannot understand or to which you are opposed write me personally and I will endeavor to answer and remove all obstacles. Our road bills were framed by the farmers. We farmers do not desire to dictate to the city taxpayers what materials shall be used on their streets or what streets shall be improved, but we do want to have a say in the selection of roads to be improved, and we want to have a say in the selection of the material to be used and how their cost shall be met. One section of our bonding act provides that the maximum grade cannot exceed 5 per cent unless otherwise ordered by the county road meeting. This places the whole proposition directly in the hands of the people. If there is a man in Oregon who is so unfair as to say that the voters should not have a voice in these essential points before they place a mortgage upon their homes?

Approval Given by Educator.
While talking a few days ago with a man who holds a high position in one of our state institutions of learning he said: "Do you know what I admire about the Grange road bills above everything else? I replied that I would always rather have a man who is an expert in his own field than a man who is an expert in everything else. He replied, 'It is the method of selecting the roads upon which the money is to be expended. The plan is unique and will be a model for other states. I might add here that the question of who shall select the roads upon which the bonded money is to be expended is the whole controversy revolves. There are some who do not believe that the people should have the power to select the roads to be improved, but we believe that they should. We also believe that a State Highway Engineer is absolutely necessary as a matter of economy. The extreme cost of this office to the 33 counties, outside of Multnomah County, will not average more than \$240 a county. If your County Court should employ an engineer to draw the plans for one washed-out bridge of any size it would pay perhaps more than this amount. A competent state highway engineer can do a week's work for \$100. He would establish a uniform system of road building throughout the state and give advice to our County Courts which will be worth far more than some of us realize."

Roadbuilders Wanted.
We must not forget that the majority of our County Courts are honest but are elected not because they are practical roadbuilders, but because they may be good citizens, good business men or even good politicians. Hence, it is no wonder that the majority of our road money squandered by ignorance in methods of road construction. To say to a member of a County Court that you cannot build a locomotive engine would cause him to smile, but when you tell him he cannot build a good road, in all probability he will

Special Elections Provided For.
The only difference between the acts of the county road meeting and of our State Legislature is that the acts of the former must be referred to the people while the acts of the latter may not. You will observe that our bills provide for voting bonds only at special elections. We do not believe it wise to have a bond issue at a general election where all kinds of political log-rolling may be used, either to defeat or carry a bonding proposition.

There is nothing complicated in our proposed road bills. They are simple, fair and just, and if they ever become a law, will give the farmers of Oregon a chance to get roads from their farms to their market centers without having to contribute to the wishes of any set of road politicians.

Our bonding act gives the people the power to decide the essential points before the election is called. Three financial and three constructive, in

Talk Machines Within
Everyone's Easy Reach

Big Offer Still Holds Good.
Dozens Are Being
Sold Daily.

A Fine \$25 Talk Machine in Perfect Order and a Complete Library of 79 Brand-New Records, Latest and Best, All for \$29.65—Similar Offers on Many Other Machines—Chance to Get Immense Number of Latest Records Free—Carfare or Picture Show Money Buys Splendid Entertainment at Home.

If any Portland merchant found his business for the first 17 days in August more than 300 per cent greater than during the same period last year, the statement would arouse considerable comment.

It could not be due to an ordinary growth in business. There must be some other stronger reason for it.

Eilers Music House is gratified and almost surprised to find that so far for August, the sales in the Phonograph Department are more than 300 per cent greater than for the same period last year. We were extremely busy last year in our new, splendid Talking Machine Department, which had just been opened.

But our business this year is three times greater.

This must mean that the splendid facilities we have provided in those plate-glass and mahogany "daylight" record and talking machine selection rooms are appreciated.

It means that the thorough knowledge possessed by our salespeople and their courteousness is being appreciated; and it means that our aims, wherever possible, to furnish more for the money than is obtainable elsewhere are becoming recognized.

It means that our present sale of talking machines is being extensively patronized and that every caller finds here the machines and the prices exactly as stated, resulting in one sale after another to delighted buyers.

The rules of the several Talking Machine manufacturers prohibit advertising the names of machines at cut prices, hence this general announcement can only be made. But come and see! The machines in this sale are most of them latest types, many of them received in part payment of our wonderful little bungalow player pianos, the antipianos and player piano de luxe, from homes where two instruments were not wanted.

Others, again, have come to us in part payment for the great \$200 and \$250 machines. Still others have been out on sale in dealers' hands who have gone out of business.

We now give one of the double disc records free to every caller who has not previously received one.

Every machine in this great sale is in perfect order and so guaranteed, and reduced one-third, one-half, and in some cases as much as 80 per cent. For example, there are still left \$200 machines for \$155, including 40 selections of latest records, payments \$10 cash, \$6 a month.

\$200 machines, \$130, including 40 new and latest selections, \$10 cash and \$5 a month.

Other words, the people of a county desiring to issue bonds for the improvement of its roads will first decide among themselves (at the county roads meeting), the amount of bonds to be issued, the time they shall run and the rate of interest they shall bear. They will then select the road or roads to be improved and name the amount of money to be expended upon each (what our opponents do not want). They will name the material to be used and fix the maximum grade to be permitted. One section of our bonding act provides that the maximum grade cannot exceed 5 per cent unless otherwise ordered by the county road meeting.

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\$150 machines and 40 new and latest selections, \$90, \$5 cash and \$4 a month.

\$110 machines and 40 new and latest records for \$70, \$5 cash and \$3 a month.

\$100 machines and 20 new and latest selections for \$60, \$5 cash and \$2.50 a month.

\$85 machines and 20 new and latest selections, \$35, \$5 cash and \$1.50 a month.

\$80 machines and 60 new and latest records, \$35, \$5 cash and \$1.50 a month.

\$50 machines and 30 new and latest selections for \$32, \$5 cash and \$1.50 a month.

\$45 machines and 60 new and latest records for \$40, \$5 cash and \$1.50 a month.

\$45 machine and 12 new and latest records for \$24, \$4 cash and \$1 a month.

\$25 machines and 24 new and latest records for \$15, \$2 cash and \$1 a month.

\$20 machine and 10 new and latest selections for \$9, \$1 cash and \$1 a month.

\$15 machine and 10 new and latest selections for \$8, \$1 cash and \$1 a month.

\$15 machines and 10 new and latest selections for \$7, \$1 cash and \$1 a month.

There are also several machines, in good order, which will be sold with 79 new and latest records, \$29.65, \$5.65 cash and \$1.50 a month.

Remember that every machine is in perfect playable condition. This is the greatest sale of modern TALK MACHINES ever held.

In addition to the greatly reduced prices we arrange with any buyer the most reasonable terms of payment, as above, or strictly confidential in any other manner as best suits the convenience of each purchaser.

Make a small deposit to show good faith—then pay a little each week or each month.

We'll send these machines and records anywhere subject to trial. If any instrument, after delivery, is not entirely satisfactory, it may be returned, for Eilers Music House is a Money-Back Store. No transaction here is right that does not mean satisfaction to the buyer.

Ask also about our liberal exchange privileges extended to every buyer during this sale.

EILERS MUSIC HOUSE.
Eilers Bldg., Alder Street at Seventh.
The Nation's Largest Dealers.