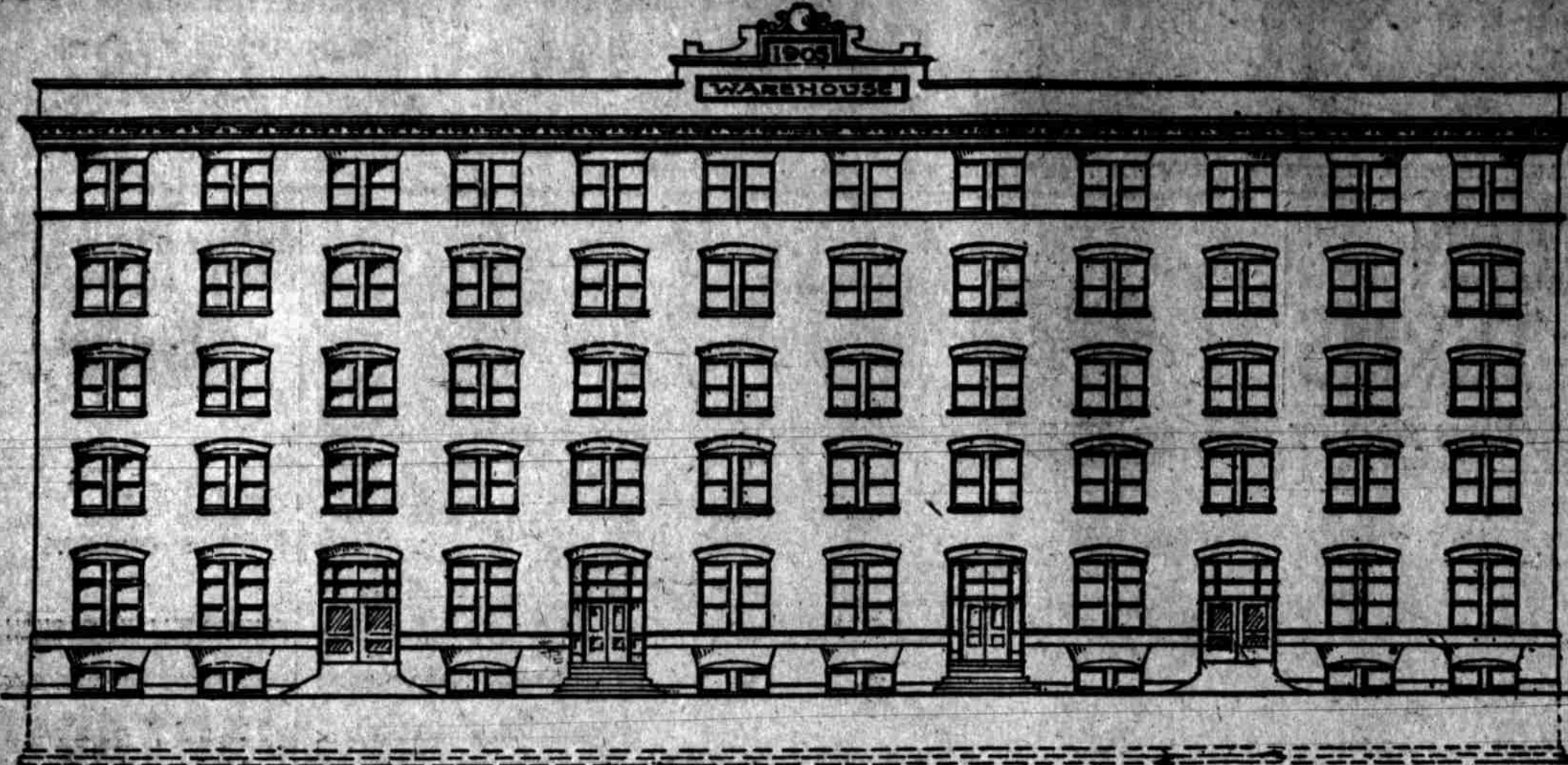


# SYSTEM OF WAREHOUSES ESTABLISHED



Facade of New Brick Blocks, Showing Style of Building to Be Erected by Portland Warehouse Company.

Portland will soon have shipping facilities unrivaled on the coast. The most important step yet taken in this direction has just been made by the Portland Warehouse company, which has secured options on five blocks of land in the heart of the city and is arranging to commence improvements that will cost from \$1,500,000 to \$2,000,000.

Five five-story brick blocks each 300 by 100 feet square, with commodious basements, are planned by the new company. These blocks lie between Gilsan and Burnside and Ninth and Park streets. But one block separates them from the terminal grounds of both the Northern Pacific Terminal company and the Northern Pacific Railroad company. Wide, open streets, unobstructed by streetcar traffic, bound the tract. A switch will be put through the center of the row of buildings or at one side. Every structure is to be divided into 48 compartments, cranes for heavy lifting will be provided, elevators will give closest connection with upper floors, power and light for all ordinary requirements will be furnished and the great buildings will be among the most modern and best appointed of the country.

**Will Save Cartage Bills.** Centralizing given lines of business and furnishing wholesalers with the greatest possible accommodations in the general purpose of the company. By putting all of the wholesalers on a railway line and giving to them modern transfer conveniences, the company intends to eliminate heavy cartage bills, which are a large feature of the wholesalers' monthly bills. This item, regarded of little consequence by many persons unfamiliar with shipping, is often the point wherein one city exceeds another in price. Some of the front street wholesalers have bills for cartage ranging from \$300 to \$1,000 a month, which is a heavier outlay than for rental.

Large eastern cities have great buildings for the accommodation of wholesale trade. These are situated in such proximity to rail lines and the waterfront that cartage charges are reduced to the minimum. Tacoma has at present the best shipping facilities of the northwest, and the wholesaler of that city is often able to ship to Portland because of his superior advantages. This style of improvements has won for the northern city and its enterprising men many business establishments which would have gone elsewhere but for Tacoma's progressiveness in furnishing modern accommodations to trade. Chicago has some of the finest establishments of this character in the country, and other prominent shipping centers have looked early to such inducements for the wholesaler.

**A Neglected Field.** In the struggle for low rates, Portland has often overlooked entirely the necessity for facilities in handling traffic after it reaches the city. While demanding reduction in railway rates, business men have allowed systems to develop in the city which necessitated greater outlay for haulage here than the reduction in freight meant to them. A. F. Swenson of the firm of A. F. Swenson & Co., a prominent wholesaler of building up a modern wholesale district, all varieties of stock at the leading show.

"The coast is especially favored in its wealthy men who are interested in land and livestock," he continued. "Years ago they foresaw the necessity of the improvement of the native stocks and set themselves to the work with an enthusiasm, liberality and personal interest altogether unparalleled. As a result you now have herds that can win distinguished honors in world's fair stock shows, and when united in an exhibition in their own home present such an array of excellence as fairly to astonish visitors from the east. Another gratifying feature of the present status of the industry on the coast is the strength of the herds and flocks in the hands of men who make their living from the land—the farmers who follow stockraising as a business. Both types of breeders are capably represented in your show and unstinted credit is due them all. I have spent three weeks in a car-window inspection of the coast from Los Angeles to Portland, with occasional stops, and am quite as competent to diagnose and prescribe as are our British friends who write books from trans-continental trains, but I believe I am safe in saying that the development of beefmaking and dairying are among the greatest needs of the agriculture of the coast. And hence I am the more gratified to read in the magnificent exhibit of beef and dairy cattle, indubitable assurance that farmers in this country appreciate these needs and are meeting them in fine fashion. The sheep and swine bred in this country are on a par in excellence with the best and dairy cattle. Altogether the exhibit has been inspiring to those who have at heart the development of the pedigreed stockbreeding industry in America and who appreciate the magnificent natural advantages of this wonderful coast country, the seat of future empire."

In close touch with the railway systems. He enlisted in the work Moore Bros. and W. H. and H. A. Moore have financed the enterprise. For more than two months the promoters have been securing options on five blocks of land required. In selecting this, they found themselves fortunate in being able to secure the tract in consecutive blocks, at a point centrally situated, and where there were no important improvements. There is not a brick in the entire row of five blocks secured, and the frame buildings on them are of little value.

**Has Been a Secret Deal.** The campaign was conducted with remarkable secrecy, and not until two weeks ago had it become known outside of the actual workers what was being done. The last of the options have just been secured, so that the company has the sites under control. Arrangements have been made with the railway company for the necessary trackage and the managers of the most cordial manner to the enterprise, as they appreciate what it means to a business metropolis. The project has been taken up with wholesale dealers, who are most enthusiastic, believing that they will have in this work the very best possible accommodations that can be given the business. A systematic campaign has not been taken up to secure contracts with the big dealers less favorably situated, but this phase of the work is to be inaugurated at once, and the enthusiasm shown seems to insure a rush to the great buildings planned.

**Never Firms Will Move.** There was a question at first regarding the advisability of some classes of business moving to the new buildings, but it is found that the commis-

sion houses receive nearly all of their produce by railroads, and as water traffic is hauled by drays and trucks under present arrangements, a haul of a few blocks further will be of little significance. But the Portland Warehouse company has not overlooked this feature of the conditions of future traffic. As the new railway system establishing terminals here secured waterfront property, where docks will be built, cars may be put in at the docks, loaded and then shoved up to the big warehouses, where they may be unloaded without any draying or truck hauling.

**Save of New Era.** Portland has lost many business enterprises through lack of complete accommodations. This fact has been apparent for several years, and private building enterprises have been undertaken to remedy the defect, but not until the present has there been inaugurated such a mammoth project as would give relief to a multitude of firms. The effect is expected to greatly stimulate business coming at this time, in connection with the great work of the North-

ern Pacific, it will be one of the most enlivening factors in local business. The time for commencement of work has not been definitely fixed, but will probably be within 30 days. The company will build one structure at a time, making arrangements for the others as quickly as the work can be taken up with assurance of tenants. The first big building is expected to prove a wonderful advertisement for the others, as it will serve to demonstrate what can be saved and the conveniences possible in such an arrangement.

**Our Ideas Won't Blind.** Front street will be the section from which the largest number of firms are expected. Another advantage in the new location over Front street as at present arranged will be the side streets. The prices paid by the representatives of the company for realty are not known yet, as the options secured have not been recorded. This land is high, centrally situated and must have been held at a figure making the realty purchases reach a total of something like \$600,000 or \$700,000. The promoters of the enterprise are among the most vigorous and progressive of the city. Mr. Swenson has been identified with the buying of several big terminal grounds in the east and first conceived the work now reaching its fruition two years ago. More recently he enlisted Moore Bros in the work and they have brought together other strong people of the city, the list numbering some of the most conservative and strongest financial firms of Portland. Moore Bros. have made rapid progress since reaching Portland, engaging in several heavy operations that involved considerable capital.

## EXPERT PRAISES FAIR SHOW

R. Goodwin of Chicago Considers Present Livestock Exhibit One of the Best.

## COAST HERDS AS GOOD AS ANY IN THE WORLD

Men of Wealth Who Made Blood a Hobby and Those Who Made Breeding Their Livelihood Have Done Great Work.

"Your livestock show is an eye-opener even to those of us who were well posted in the development of the industry on the coast," said W. H. Goodwin, Jr., one of the editors and publishers of the Breeder's Gazette, Chicago. Mr. Goodwin has made a wider observation of the livestock shows of America than any other man, as for over 20 years he has written technical reviews of the decisions of the judges on

## IGORROTES IN LOVE WITH OREGON HOGS

Several of the brightest men from the Igorrote villages were taken to the livestock show yesterday by Manager Schneidewind and evinced the liveliest interest in the display. They were particularly impressed with the fine showing of hogs and upon their return to the village told their fellows of the enormous size of these animals, which, next to their favorite dish, they prefer in their daily menu. An unusual, and called Melling and Domingo, the other chiefs, in consultation and suggested that all the Igorrotes here pool their money and take several fine boars home when they return and improve their native stock. The suggestion met with unanimous approval, though the warriors were much cast down when they learned that the finest specimens exhibited were worth as much as \$1,000.

**Mikasa's Captain Attempts Life.** (Journal Special Service.) Tokyo, Sept. 23.—Captain Iwichi of the ill-fated Mikasa, made an attempt to commit suicide yesterday at Sasebo by jumping out of a window after making an address to the survivors of the ship in which he spoke feelingly on the loss of his ship. He was severely injured and removed to the naval hospital in a critical condition.

## DEMANDS PROMPT SETTLEMENT

Swedish Consul Would Force Scott and Riddell to Return Jansen Funds.

## SAYS COURT ORDER IS NOT RECOGNIZED

Also Asserts That Entire Management of Case by Attorneys Has Been an Outrage Which Bar Should Notice.

Endre M. Cederbergh, Swedish and Norwegian consul at Portland, today called on County Judge L. R. Webster and demanded that the court require R. O. Scott, administrator, and H. H. Riddell, his counsel, to make an immediate accounting of the \$2,500 which was paid to them by the Portland Consolidated Railway company, in settlement of the claim for the death of Rudolph Jansen in a streetcar accident at Montavilla last February.

"It is now 18 days since I was appointed administrator of the estate," said Consul Cederbergh. "R. O. Scott returned from the east eight or ten days ago, the court's order making me administrator carried with it a presumptive order that the funds belonging to the estate be accounted for by Mr. Scott and Mr. Riddell, and yet nothing has been done to enable me to close the business."

**History of the Case.** Rudolph Jansen was killed February 4, and R. O. Scott was named as administrator the following day; H. H. Riddell was appointed counsel for Scott under a contract authorized by Judge Webster for the payment of not more than 50 per cent to the attorney who would collect from the streetcar company for Jansen's death. Riddell began suit; the company agreed to pay \$2,500, and handed Mr. Riddell a check for the amount, which he deposited in the Merchants National bank to his own credit as counsel for Administrator Scott, and at once drew a check for \$700 in favor of Richard W. Ruffin, who had induced Herman Jansen, brother of the deceased, to give him a contract for half the sum that might be collected from the company. When Riddell's contract came to light it was found that it called for 50 per cent, and the \$700 paid by Riddell to Ruffin was half the 50 per cent, which is 10 per cent in excess of the amount permitted by the court's order.

## IRVINGTON SEWER BIDS ARE OPENED

Pacific Bridge Company Found to Have Lowest Estimate on This Big Contract.

## THIEF ACTS AS AGENT AND GETS TYPEWRITER

Some clever crook stole a new typewriter belonging to a local agency a few days ago. The machine had been rented to Dr. Day, a mining expert, in the Mining building at the fair. He took it to the gatekeeper when he was through with it and instructed him to deliver it to an employe of the agency who would call for it the next day.

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to examine into the advantages we offer. You can make comparisons; we can hardly do so. Visit our school, if possible. If not, send some one in your place. Seeing is believing. We know we have the best, hence our urgent invitation to call. Investigate critically—our school will bear it. Open all the year. Catalogue, pen-work, business forms, etc., free. Call, telephone or write.

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### ARTHUR JOHNSON LOSES LIFE IN SMITH RIVER

(Special Dispatch to The Journal.) Eugene, Ore., Sept. 22.—Arthur Johnson, a farmer living on Sweet creek, in the lower Willamette country, was drowned in Smith river, in the western end of Douglas county, while engaged in logging in that stream Thursday. No particulars of the drowning have been received here. The unfortunate man was poor and leaves a wife and a number of small children.

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