

# 300,000 TONS IN MAYOR WANTS NO ALASKA TRADE LOOPHOLES

Mayor Matlock of Pendleton Says Lumber Business Is Important Factor.

PORTLAND COULD GET HELP IF SHE WOULD

G. A. Wagner of Corvallis Tells of Cod Banks Which Promise to Provide Rich Source of Revenue—Many Good Trading Points.

W. F. Matlock, mayor of Pendleton, was one of a group of men who discussed the matter of Portland trade with Alaska last evening at the Imperial hotel. Mayor Matlock owns property at Nome, and since the early days of Alaska stampedes has been one of the most extensive operators in the territory. G. A. Wagner of Corvallis, who was one of the members of the first board of railway commissioners in Oregon, and who owns property in Alaska, and W. N. Matlock, son of Mayor Matlock and interested with him in Nome properties, were in the company that talked of what Portland should do to get Alaska trade. All three men have traveled and lived for a time in the far north, and know what sort of a country it is, as well as its needs for the further development of the wonderful resources.

For many years to come, said Mr. Matlock, there will be a large traffic in lumber alone, not referring to the other things needed in Alaska. Schooners landed in Nome this summer with 2,000,000 to 4,000,000 feet of lumber aboard, and there were a number of boats, but the lumber is only a feature of the northern trade, for practically everything the people use must be shipped in.

Alaska Commerce Enormous. The commerce of the Alaskan territory in the aggregate is not much, if any, less than 300,000 tons of goods annually. For the purpose of being conservative, we will say 250,000 or even 300,000 tons. Nome alone receives about half of that amount, or in the neighborhood of 100,000 tons. Apperition this enormous quantity of merchandise and lumber and machinery among a fleet large enough to carry it all and you would have 50 to 75 good-sized ships.

I am not accurately informed regarding the number of ships that come to Portland to take away the grain shipped from here to the world's markets, but my impression is that the Nome and Alaska fleet would approach closely to the grain fleet in size and carrying capacity.

This comparison between the commerce involved in the grain trade and that which it is possible to secure in Portland in the Alaskan country should show Portland business men what is awaiting them in the north if only they will go and take it.

Cod Fishing Profitable. Mr. Wagner asserts that there are immense sea areas off the coast of Alaska and this side of the Aleutian islands where cod may be caught just as they are caught off the shores of the Atlantic.

Every year seven or eight fishing ships leave Seattle for those northern cod banks, and no one down here ever hears anything about it. The federal government has had the sea surveyed along the coast of Alaska and the engineers have reported finding large cod fishing grounds. The work is now being done systematically, and maps are in existence showing 32,000 acres where cod may be caught, although the engineers are only beginning their work.

The Aleutian islands will develop a number of industries, and there will be quite heavy trade with them. Nome already is a good trading point. St. Michael and the Yukon river territory always will be a heavy purchaser. Cook's Inlet, Skagway and other ports will have a permanent commerce and of all this Portland could get at least half if she would go and get it.

YAKIMA WINTER RATES. Delightful Weather Most of the Time at the people who visited Yakima Bay last winter were surprised at the delightful weather at that popular resort. The Southern Pacific and the Corvallis & Eastern railroads have resumed their cheap rates to this place for the winter. Particulars by asking at city ticket office, Third and Washington streets, Portland.

You Will Hear From Me if There Are Extras, Says Dr. Lane.

CHANGES ARE MADE AND HE SIGNS BIG CONTRACT

City Executive Determined to Have No Avoidable Hitch in Laying of Irvington District Sewer—New System of Arc Lights.

I want this contract made so that the contractor will have no opportunity to present a heavy bill for extras. When this sewer is finished, if it costs more than \$133,445, you will hear from me.

Such was the warning of Mayor Lane yesterday afternoon issued to his executive board. The mayor had declined to sign the contract with the Pacific Bridge company for the Irvington district sewer because he thought it was not worded properly. He was of the opinion that the contractor could present a large bill for extras, and that the city would have to bear the expense.

Two slight changes were made in the wording of the contract, which specified that for any and all work not designated in the contract the contractor should be paid at the rates given in the specifications. Instead of the city engineer ordering extra work, no deviation from the plans and specifications by the contractor without the consent of the executive board.

It was explained by City Engineer Taylor that a slight deviation would have to be made from the plans and specifications in laying the sewer across the head of Montgomery slough, which would cause an extra expense of approximately \$300. He did not anticipate any great changes in the present plans.

The members of the board considered that the contract was as good as could be entered into, and that the bid was as low as could be secured. With these assurances Mayor Lane consented to sign it.

The amended contract with the Portland General Electric company for street lights was approved by the board. Hereafter the corporation will be fined 50 cents for each light which has not been repaired after a reasonable time after being reported out to the office of the company. The outages are to be reported to the police headquarters and the officer in charge is to notify the corporation. The company will then dispatch men to investigate the cause of the trouble, and the following morning a representative of the company will confer with the city engineer and an adjustment of the outages will be made.

President Goods of the corporation left yesterday for the east for the purpose of arranging for the purchase and shipment of a complete new lighting apparatus for the city, which he has agreed to install before July 1, 1907. The new lamps are known as the magenta arc and are said to give the best satisfaction of any in use. Installation of the new lights begins January 1.

Several New Homes. Building permits have been issued to A. D. McKinnon, representative of the company will confer with the city engineer and an adjustment of the outages will be made.

Repair permits have been issued to J. W. Swamy, representative of the company will confer with the city engineer and an adjustment of the outages will be made.

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## THE DOCTOR

Prescribed Vinol for the Son of a Prominent Clothier.

Mr. Leo G. Hellbrun, of Decatur, Illinois, writes: "It is a pleasure for me to endorse Vinol after what it has done for my son Herbert. He was in a delicate condition and had no appetite. Our physician suggested Vinol, and it has proved highly beneficial, building up his appetite, increasing his flesh and improving his health generally."



HERBERT HELLBRUN.

A member of the firm of Woodard, Clarke & Co., druggists, says: "There is nothing like Vinol for growing children. It makes new vitality, sound flesh and muscle tissue, and rich, pure, red blood, and many letters have been received from grateful fathers and mothers whose children owe their health, and even life, to Vinol."

"The reason Vinol is so far superior to all other tonics and cod liver oil preparations for children is because it contains, in a concentrated form, all of the strengthening, body-building elements of cod liver oil, actually taken from fresh cods' livers, but without a drop of oil or grease, and it does not upset their weak, delicate stomachs like old-fashioned cod liver oil and emulsions, and is so delicious that children all love it."

Continued he: "We cannot recommend Vinol too highly for puny, weak and ailing children, to build up the run-down, overworked, tired and debilitated, or to give renewed vitality to those who are sure and we of what Vinol will do that we cheerfully refund the money in every case where it fails."

WOODARD, CLARKE & CO., Druggists.

## FAIR LETTERS ARE STILL A HEAVY BURDEN

Local Postoffice Forces Trying Hard to Dispose of Mail Accumulated During Fair.

To outward appearances the tremendous pressure of business to which the Portland postoffice was subjected during the fair has subsided and normal conditions have been restored. But though the loads of the carriers have lightened and the postoffice lobby is no longer jammed from morning to night by the dense throngs lined up before the general delivery windows, an enormous amount of work is still being done.

During the fair there was an inevitable accumulation of mail matter which has not yet been disposed of. Many thousands of unclaimed letters are still on hand, and must be returned to the writer or forwarded to the dead letter office. In many cases persons who were here during the fair left their home addresses before their departure and letters which have arrived subsequently must be remailed.

In every postoffice the outgoing tide of letters and mail matter is partially offset by the heavy undertow of "miscellaneous" communications which come back to the sender for more perfect address. This has been particularly true of the local office. An enormous amount of matter descriptive of Portland and the fair was sent out during the summer and there has been the usual resultant in mistaken addresses, with consequent added labor for the office from which the matter was mailed.

Insufficient postage also has resulted in the detention of much printed matter mailed in Portland during the fair exposition season. Mail matter of this description is usually bulky, and the labor of the postoffice clerks has been proportionately increased.

Postmaster Minto says that his force is still greatly overworked. Every effort is being made to dispose of the business which has accumulated during the past five months, but it takes time and the office is under heavy pressure.

## SAYS DREDGING IS ONLY METHOD

Captain T. H. Worsnop Declares Jetty Method of Removing Bar Is Impracticable.

DREDGING REMOVED BAD EAST LONDON RIVER BAR

Skipper Who Is Said to Be Authority Says Government Engineers Are Only Men Who Still Stick to Jetty Theory.

If given the proper sort of dredge to work with, Captain T. H. Worsnop, master of the British steamer Agard, says that he could cut out a channel through the Columbia river bar fully ample to accommodate the largest ships afloat. He asserts that the Chinook is not suitable for the purpose, as she is too unwieldy.

Captain Worsnop has had a wide experience in dredging operations. After the English government had squandered millions of pounds sterling building jetties at Durban, South Africa, without attaining results, the captain took charge of a dredge and made Durban one of the leading harbors in that quarter of the world. He did the same thing at East London after the jetty plan had failed, deepening the bar from six to 24 feet at the low water stage.

Dredging the Only Way. "At both of those ports," said Captain Worsnop, "the government engineers were opposed to the dredging proposition, which many of the shippers had advocated strongly. The engineers claimed that a jetty or breakwater was the only plan by which a channel could be cut through a bar, and I understand that the United States engineers entertain the same view. At Durban the taxpayers' money was being so extravagantly used on the jetty work that loud complaints were finally made about it."

"A magnificent dredge was owned by the government and standing idle in port. It was used only for minor work in the harbor. One day, during the absence of nearly all the engineers, I prevailed on one of them to make a test of the dredge on the bar and took charge of the vessel. She made such a fine showing that the business men of the port insisted that she be operated there regularly, or until it could be learned definitely if she was going to prove a success. The upshot of the matter was that the engineers soon came around to our way of thinking and the jetty project was abandoned. In one season the dredge deepened the bar from 18 to 24 feet at the low water stage."

Plan Worked at East London. The skipper says the same plan was then tried at East London, which always had the reputation of having one of the roughest bars in the world. Some carriers carried away the jetty about as fast as it could be built.

"At one time the jetty was sufficiently well along," continued the captain, "to produce a swift current across the bar, but the water was so shallow that four miles an hour. It was kept in that shape for perhaps three months, but so fast as the current was it had 1.0 effect on the bar. This fully convinced the observing people over there that the jetty principle is all wrong, and nearly everybody has about reached the same conclusion, with the exception of government engineers. For some time the government has been trying, whether in the United States, Europe, Africa or the antipodes, still stick to the jetty or breakwater theory."

Dredging Economical. Captain Worsnop also declared that the dredging plan is far the most economical, explaining that the money sunk one year in extending the jetty at the mouth of the Columbia would be spent in a few months in operating a dredge for fully one season. The kind he prefers is a common pump suction dredge, which is capable of handling about 3,000 tons of gravel and sand at a load. She should be built with a hopper and not too great a draught, he asserts, so that she may be operated when the bar is moderately rough.

"There is no doubt that the Columbia river bar could be given a fine depth by dredging," he concluded, "and it is most surprising to me that the people who are directly interested in shipping here do not demand that it be given a thorough trial with a modern dredge. If they should, the bar problem would soon be solved. It is a waste of money building that jetty down there."

Theory Flagrantly Wrong. "The theory is so flagrantly wrong that every one ought to know it by this time. By dredging, intelligently done, this port can be made one of the best on the Pacific coast. Dredging, and not jetties, is what made Liverpool and Dunkirk. In fact, it is the only method yet discovered that gives results, and that is what the people want. They should not stand idly by every year and see liberal government appropriations thrown into the ocean at the mouth of the Columbia without making strong protests."

Captain Worsnop designed the first three sternwheelers that were ever operated on the upper Yukon river. They were built at Lake Bennett and are still doing service above Dawson. He has resigned command of the Agincourt and will leave in a few days for his home in London. He is a member of the London Geographical society and has aided the government in numerous river and harbor undertakings. It is said that his opinion on subjects of dredging and jetties is exceptionally valuable.

SOCIETY DAMES TAKE UP CLEAN GOODS CAUSE

At the Hotel Portland yesterday afternoon, when the first meeting of the local branch of the Consumers' league was held, many of the most prominent housewives of Portland were present and great interest was manifested in the cause of clean goods. The object of the league is to see that all wares shall be made in clean shops and factories and shall be sold in the same kind of stores. The members of the organization agree to buy wares bearing the Consumers' league label, which will show that the articles purchased were made at a fair house. The following officers were elected at yesterday's meeting:

Miss Mary Montgomery, president; Mrs. U. S. G. Marcus, first vice-president; Mrs. H. W. Corbett, second vice-president; Miss K. L. Trevett, secretary; Miss Helen Wilson, treasurer; Mrs. Thomas Kerr, Miss S. B. Linthicum, Mrs. E. H. Trumbull, Mrs. W. B. Ayer, Miss M. B. Burke, Mrs. Elmer Colwell, Mrs. Helen Ladd Corbett, members of the board of directors; Mrs. Thomas L. Elliot, Mrs. L. E. F. Addison, Mrs. H. D.

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Will buy you a FIRST CLASS SUIT OR OVERCOAT. At this store of GOOD VALUES. No need of paying more elsewhere—\$3 to \$5 in your pocket will go a long way to help making next Christmas cheerful—save it by purchasing here.

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Given away with all purchases of \$5.00 or over in our Boys' and Youths' Department.

# MOYER & OAK

Green, Mrs. Walter Honeyman, Mrs. James Laidlaw, Mrs. W. S. Ladd, Mrs. J. B. Montgomery, Mrs. R. B. Wilson, Judge A. L. Fraser, Dr. E. P. Hill, Dr. A. A. Morrison, Dr. S. S. Wise, honorary vice-presidents.

## DALLES HORSE THIEF CAUGHT AT PRINEVILLE

(Special Dispatch to The Journal.) The Dalles, Nov. 1.—H. W. Riley, captured at Prineville a few days ago, was brought to this city yesterday afternoon by Constable Harper.

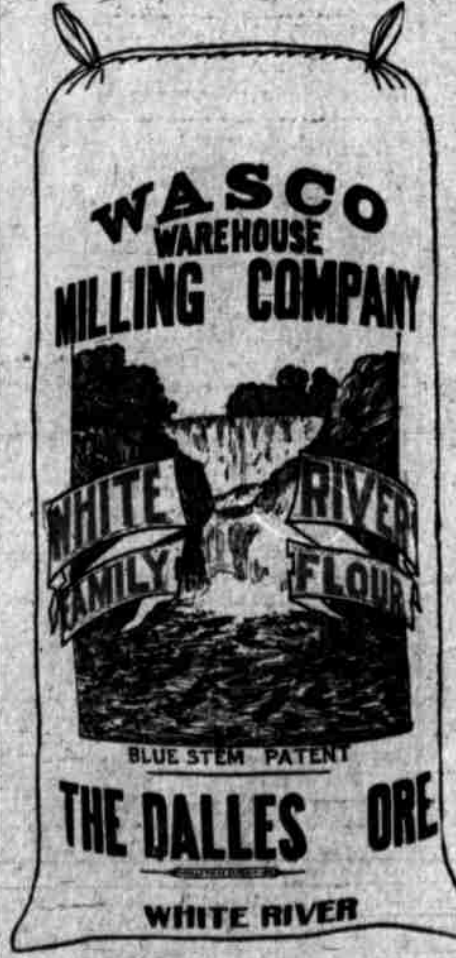
About a month ago, it is charged, Riley stole a horse that was tied in front of one of the business houses here and made his escape.

Frank Phillips, to whom the horse belonged, notified Sheriff Sexton and Marshal Woods, who have worked unceasingly since to find him. In jail he announced his intention to plead guilty.

Preferred Stock Canned Goods. Allen & Lewis' Best Brand.

## AMERICAN INN PLUMBING for SALE

GRAND OPPORTUNITY to Secure FIRST CLASS PLUMBING CHEAP. I have purchased all the High-Class Plumbing used in the AMERICAN INN, at the Lewis and Clark Exposition, including Enamelled BATHUBS, TOILETS, BASINS (all complete). Also 1 1/2-INCH BOSTON WOVEN RUBBER MILL HOSE AND RACKS, STEAM PIPE AND FITTINGS and a large quantity of COIL PIPE. Everything in FIRST-CLASS CONDITION, AS GOOD AS NEW. This is a great opportunity for BUILDERS and PLUMBERS. Will sell in quantities to suit. FOR PARTICULARS CALL ON HERMAN METZGER, 226-228 FRONT ST. Or GEORGE BICKEL, at the AMERICAN INN.



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There's a guarantee printed on a little brown slip that goes with every sack of White River Flour. It is not necessary to return this slip to get your money back if you are dissatisfied—just return the partly used sack.

Allen & Lewis WHOLESALE GROCERS Selling Agents, PORTLAND, OR., U. S. A.

White River Flour won a GOLD MEDAL and special mention by Jury of Awards at Lewis and Clark Exposition.

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