

AYER ADVANCES PLAN FOR PILOTAGE OF BAR

Report to Chamber of Commerce Recommends That Powers of Port of Portland Be Enlarged to Handle the Work—Banquet and Election of Officers.

In a report made to the Portland chamber of commerce by W. D. Ayer, retiring chairman of the navigation committee, important suggestions are made for consideration by the new standing committee for 1908 in relation to the problem of bar pilotage and river towage of ocean-going vessels. Mr. Ayer recommends that the Port of Portland commission's powers be enlarged to enable it to handle the work that was contemplated in the Port of Columbia bill.

"We would suggest that it might prove wise to enlarge the power of the Port of Portland commission by an initiative petition submitted to the voters of Multnomah county next June the question of empowering the commission," says Mr. Ayer's committee, "to purchase tug and towboats and thus operate a towage system, not confined to the bar, as was the case with the Port of Columbia bill, but extending from the sea to the heads of navigation on the Columbia and Willamette rivers. This would leave the pilotage business in separate hands, but it is possible that at some future time the personnel of the pilotage board may be such that it would work harmoniously with the Port of Portland commission to the interest of all the commerce that goes over the bar."

Present Service Unsatisfactory.

Bar pilotage and river towage have for many years been handled by the O. R. & N. Co., the bar pilots being under the supervision of a pilot board appointed by the governor. Continual troubles at the bar, friction between the pilots and others interested has brought the whole service into disfavor, and the O. R. & N. Co. wishes to withdraw its services, dispose of its tugboats and go out of the business.

Its desire is furthered by the fact that it has been conducting the service at a loss for years, to handle the tonnage exported and imported in connection with the Union Pacific system, and in view of the further fact that the Hill companies are about to add very largely to this tonnage over their competing line, the Portland & Seattle railroad. It was at the urgent request of the O. R. & N. Co. that the Port of Columbia bill was introduced last year and presented for passage by the Oregon legislature.

The bill was fought by Clatsop county and Astoria, in particular, and met defeat in the lower courts. It is now before the supreme court on a petition for rehearing. In the event of its final defeat the navigation interests will be in a bad way for the O. R. & N. Co. announces its irrevocable decision to go out of the towage business.

Solution of Problem.

Upon the navigation committee of the chamber of commerce has devolved the duty of solving the problem that interests the whole state, and with this motive behind their work they have brought forward the suggestion for enlarging the powers of the Port of Portland commission, so as to enable it to take over the duties of bar towage covered in the Port of Columbia bill. If the work would prove self-sustaining and helpful to the state when handled by a Port of Portland commission, it is said the same results would be equally certain with the Port of Portland commission, and even more certain, for the reasons stated above.

The committee also has in mind the differences and bickerings as between two commissions. Ultimately the government of the Columbia river interests should harmonize all interests be in line with the commission and the pilotage act.

At the chamber's annual banquet and meeting last evening at the Portland hotel, various annual reports were submitted, and the following officers were elected: President, L. F. Swigert; vice-president, William McMaster; secretary, C. C. Gitter; treasurer, Addison B. Smith. The following trustees were selected: J. W. Gannon, Big Sichel, George M. Corvill, W. J. Gannon, J. J. Gannon, L. J. Wentworth. On motion of William McMurray the election was made unanimous and the ballot was cast by the secretary.

Thanks to S. G. Reed.

The retiring president, Samuel G. Reed, was given a rising vote of thanks for a year's service and "sevy" on motion of Chairman Beebe, L. F. Swigert, and the following officers were formally thanked by the chamber for his liberality in the matter of the annual banquet.

The year's work has made 1907 the banner year for the Port of Portland of commerce. Its transportation com-

mittee was instrumental in the framing and passage of the railway commission law, and has been watching and aiding its enforcement. To the chamber is due the enactment of a uniform insurance law, providing equal protection for policyholders. The Port of Columbia bill was the result of the chamber's efforts, and shows the full fall of approval by the courts some other measure will be devised to accomplish the results aimed at.

Measures for the opening of the Columbia and Willamette rivers have been consistently advocated, and with great results. The Celilo canal work will be placed on a continuing contract, and the Columbia river jetty system will be carried to completion on a more rational system of financing. The open river association has had the constant cooperation and support of the chamber's committee. The national rivers and harbors congress has found in the Portland chamber of commerce one of the most powerful allies in the whole country, and the work of the Portland delegates at Washington has been fully acknowledged with gratitude by the national officers. Approximately \$1,000 in cash has been contributed by the Portland chamber toward the national work of the congress, and it is believed that Oregon with other states having waterways will ultimately succeed in securing annual appropriations of \$5,000,000 for improvement of rivers and harbors.

Best Man to London.

The chamber sent a representative, in conjunction with the American company, to the meeting of international shippers at London to secure recognition of the differential in rates against this harbor, and the O. R. & N. company by absorbing certain port expenses has further improved the situation that the volume of shipping between Portland and Puget sound ports has shifted in favor of Portland, which port will this year handle 25 per cent of the business of the north coast.

The work of the grain standard committee has been to the credit of the port. All grain exported from this coast is subject to the grain standards fixed by the Portland chamber, which rule is the London Corn Exchange.

During the year the chamber has published and sent out a distribution of 50,000 Oregon booklets, to stimulate immigration from eastern states, and hundreds of inquiries are being received as a result of their distribution. During the year on one suburban line alone 200 new families were located as a result of the chamber's immigration work, and the maintaining of an agent at the Union station while the colonial railroads were in effect on transcontinental railroads.

Governor As a Delegate.

At the expense of the chamber, Governor George B. Chamberlain was sent to represent Oregon on the trip of President Roosevelt and state governors down the Mississippi river to the inland waterways convention at Memphis, where the Columbia and Willamette rivers were brought into prominence and the need of their improvement was made manifest.

The work of the chamber's transportation committee, presented in a report by Secretary T. Van Heesken, revealed a very large field of activities which it has fulfilled every requirement placed upon it during the busy year passed. It has favored the extension of the stage portage road to The Dalles, fought for adequate rail rates which tend to prevent railroads from raising rates until shippers have been heard and the interstate commerce commission has approved changes; it has urged a program for a railway commission to secure lower distributive rates from Portland to the interior, invited E. H. Harriman to urge the extension of railroads into central Oregon, and improved steamship service between coast points, assisted in working out local terminal problems and relieving freight congestion, urged before congress the purchase of the Oregon coast, and the proposed means of relief for Tillamook and Bay City territory where famine is imminent.

The chamber's program included brief addresses by J. N. Teal, attorney for the transportation committee; Governor George B. Chamberlain, the chamber's delegate to the Memphis convention; Rt. Rev. Charles Scadding, Episcopal bishop of Oregon, and Homer Davenport, the Silverton cartoonist.

A TRYING POSITION

Portland Readers Will Appreciate This Advice.

A constant itching tries your patience. Nothing so annoying; nothing so irritating as itching piles or eczema. To scratch the irritation makes it worse.

To leave it alone means misery. Some Portland citizens can tell you how to be free from these troubles. Read the following:

M. Sullivan, employed in the street department of the city, who resides at 228 Third street, Portland, Oregon, says, "Doan's Ointment is without any exception the best preparation on earth for the purposes for which its use is indicated, and from my own experience I know that it does all that is claimed for it. For two years I was troubled with the worst kind of itching and bleeding hemorrhoids. I tried one remedy after another, and even sent east for a well known medicine, and was treated by physicians, but I got no relief until I learned about Doan's Ointment. I procured a box and the first application gave me relief such as I had not experienced for two years. I continued the treatment for three weeks, when I was completely cured, and since then I have been free from the tormenting affliction. Whenever I hear anyone complain of being annoyed with piles I never fail to tell them what I got cured. I would willingly give \$20 for a box rather than to suffer one night like I did before I used Doan's Ointment."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.

COMMITTEE SELECTS UNDERTAKER'S DELIGHT

Fishbasket Guaranteed to Hold Corpses Agreed Upon for Streetcars.

After months of investigation the city council adopted the Lambert fender yesterday afternoon, as the one to be installed upon the street cars in Portland and to that effect the city attorney was instructed to draft a franchise embodying the Lambert style of fenders, which were to be installed at the next session of the council.

Doubt was expressed yesterday whether the city would force the street car company to adopt a certain style of fender without making the city liable for all cases of death or injury resulting in the use thereof. City attorney Kavanaugh stated the city could enforce the use of a certain style of fender on street cars and would not be liable for such injuries or damages.

The fender proposition has been in the hands of a special committee for about 10 months in which time many types of fenders have been examined and tested. Chairman Vaughn, while not approving of the Lambert fender, agreed to report favorably on it because the other members of the committee thought it the best of those tested.

Councilman Willis asked to have provision inserted in the ordinance compelling the company to keep the fender back so it would not project ahead of the fender and be a menace to persons falling into the fender. He contended that a person caught by the fender would be thrown back upon the fender if it were allowed to remain standing and severely injured, thus destroying the purposes of the fender.

To Entertain Bluejackets.

(United Press Leased Wire.)

Rio Janeiro, Jan. 8.—The expected arrival here tomorrow of the American battleships under Rear Admiral Evans has aroused the keenest interest among all classes of the thousands of American bluejackets will be given the freedom of the city and nothing will be left undone to contribute to their pleasure. For the officers of the fleet there will be a continuous round of official entertainment from the time of their arrival until after their departure. The functions for which elaborate arrangements have already been concluded will include a dinner by President Penna, a

FOR TWO DAYS—FRIDAY AND SATURDAY

ANY LADY'S SUIT in the HOUSE

Any COAT or CRAVENETTE, any WAIST or SWEATER, all BAGS, BELTS, COMBS, FURS at

1-2 Price

Also For the Two Days

ANY MAN'S SUIT in the HOUSE

(Reserving only the blacks and blues)—500 HAND- TAILORED SUITS for immediate clearance at

1-2 Price

I. GEVURTZ & SONS

FIRST ON YAMHILL SECOND

banquet by the minister of foreign affairs, and receptions and dinners to be given by Irving B. Dudley, the American ambassador, by the minister of marine and by the Naval chief of Rio Janeiro.

Historical Society.

(United Press Leased Wire.)

Jackson, Miss., Jan. 9.—Many members of the Mississippi Historical society are gathered in the capital for what promises to be the most interesting annual meeting the society has ever held. The formal opening takes place this evening and the proceedings will continue over tomorrow. Among those scheduled to present papers or addresses are Bishop Galloway, Professor Franklin L. Riley of the University of Mississippi, Professor Albert Bushnell Hart of Harvard university, Professor Walter L. Fleming of Louisiana State university, Professor Ulrich B. Phillips of Tulane university, Professor J. E. Walmisley of Millsaps college and Professor W. H. Braden of South Mississippi college.

Western Passenger Affairs.

(United Press Leased Wire.)

Chicago, Ill., Jan. 9.—Important matters are slated for consideration at the meeting of the Western Passenger association in session here today. Among the subjects to receive attention are the suggested withdrawal of second class party fares, the collection of joint agency fees, the application of short line fares from Chicago to Kansas City via St. Louis, and the question of showing in tariffs filed with the interstate commerce commission that tickets are

The Boston Store's Bargain Friday Specials

- Ladies' Soiled Handkerchiefs 1c
- Ladies' Ribbed Fleece Underwear 13c
- 300 Mussed Flannel Shirtwaists, values up to \$4.50, for 69c
- 50c All-Wool Golf Gloves 9c
- Children's 20c heavy ribbed Hose, 2 pairs for 5c
- Men's 15c Fancy Socks, at 1c
- Men's 50c Ribbed Underwear, shirt or drawers, for 9c
- 75c Heavy Black Satin Shirts 29c
- Boys' \$2.50 Overcoats, all in perfect condition ... 25c
- Men's \$2.50 Black Dress Pants 48c
- Misses' \$2.50 patent leather Shoes 79c
- Ladies' Oxfords and patent strap Sandals 39c
- Men's double sole Work Shoes \$1.48
- Men's and youths' Overalls 52c

government is now attempting a treaty with Brazil for the introduction of our preserved meats to that country free of duty.

ADMINISTRATOR'S SALE.

Extra Special Values for Friday and Saturday.

\$1.25, \$1.50 and \$1.75 gloves 95c a pair—all dress goods remnants half price—all evening wraps one third off; 150 pairs lace curtains (slightly soiled) one third off regular price; odd lots of Warner's and Thomson's corsets, values to \$1.50, at 47c; men's \$1.50 underwear, 33c; two lawn waists \$1.50 and \$1.75 values at 97c. Good goods only. McAllen & McDonnell, Third and Morrison.

CHAMPION TOBACCO CHEWER HAS CHEWED A BIG HOLE IN HIS HEART

It is vain to the tobacco trust, for Citizen Parker has sworn off. It is also said, but true. The veteran champion of the tobacco mastiff's union has foregone the perpetual transportation of a half-a-plug and cut down his daily allowance to a single cigarette, not larger than a wessened and wrinkled, worm-inhabited English walnut.

No one takes kindly to the innovation, not the coteries of friends, nor were ever sure of a "chaw" when Citizen hove in sight, nor Citizen himself who now passes languidly into the windows and at the shelves, but touches not, and tastes but seldom.

After some time Citizen Parker has discovered that he really has a heart, and having made the discovery, has cut out the juicy and soul-satisfying weed.

Some time ago, Citizen Parker, pausing from his study of Democratic conditions, entered into calculation and discovered that since beginning to chew, he had consumed an amount of tobacco, which, if welded into one long plug, would reach once across the Morrison street bridge and halfway back.

This computation earned for him the championship in the Tobacco Mastiff's association as was attested by the presentation of a plug of the choicest product of the Duke factory, so by the manufacturers, upon hearing of Mr. Parker's faithfulness to his product.

Now, however, all is changed. This morning Citizen Parker stood on the corner making occasional motions like an expectorator, which, however, were without effective result.

"What's the matter, Citizen?" asked

the passing friend, noting the tired and disgruntled expression on Mr. Parker's face.

"Sworn off," answered the champion, with another spiteful expectoration.

"What! spit the astounded friend."

"Sworn off," said Parker, elevating a voice that was dry and cracked from lack of moisture.

"Why?" asked the almost speechless friend.

"Heart," was the laconic explanation. Then the champion unloosed the gates of his woe.

"For two nights now," he said, "I have had palpitation of the heart and I am forced to believe that tobacco has got something to do with it. It may be coffee, or no have quit using both. I carry a little hunk so I won't be lost without it, but I only take one or two chews at a time. I've stopped the coffee altogether, though. I believe it is the coffee more than the tobacco, but I have cut down on both. Don't you think it is the coffee?"

"No, I believe it is the tobacco," said the friend.

"That is what they all say," mourned Citizen, as the friend left him still making the fruitless efforts with his dry and parching throat.

FEAST IN HONOR OF COLONEL M'CLURE

(United Press Leased Wire.)

Philadelphia, Pa., Jan. 8.—Governor Stuart, General Miles, Admiral Schley, Admiral Coghlan, P. A. B. Widener, and Senator Penrose are a few of the hundred or more notables who will gather about the banquet board at the Hotel Majestic tonight to do honor to Colonel Alexander K. McClure. The affair is designated as a "four score symposium" dinner, and has been arranged in celebration of Colonel McClure's eightieth birthday.

Colonel McClure is the Nestor of Pennsylvania journalism, and for four generations he has been the friend and confidant of nearly every American statesman of any prominence. He was born in Perry county, this state, and received his education in the public schools. Before the civil war he served in the legislature, and occupied several other public offices. During the war he served as an assistant adjutant-general. He was admitted to the bar, but soon abandoned the law for journalism. After serving an apprenticeship on several small papers, he became chief editor of the Philadelphia Times, and continued in that position for 26 years.

GLOVES

All one to two-clasp Gloves, Half Price



MISSES' SKIRTS
A large assortment, values up to \$8.00, \$2.25

Children's DRESSES
Values up to \$2.50, \$1.00

CHILDREN'S COATS
In fancy mixtures, all sizes, values up to \$7.50, \$2.25

A DIFFERENT CLEARANCE SALE

There's a striking contrast between our Clearance Sale and similar sales elsewhere about the city. The prices quoted here are in many instances half of other stores' prices, and not alone are reductions made on broken lines and odds and ends, but every item in this establishment is slashingly reduced.

For Friday We Offer the Following Extraordinary Specials:

COATS
25 Kersey Coats, in black, blue and brown, regular 12.50 value, \$5.00

BROADCLOTH COATS
Full satin lined, black and colors, values up to \$27.50, \$12.50

SUITS
Silk Demi Costumes, values to \$50.00, \$22.75

TAILORED SUITS
Values up to \$40.00, \$15.00

CHILDREN'S COATS
Bear cloth, values up to \$10.00, \$4.75

FURS
White Ermine Ties, regular \$7.50 values, \$1.68
Gray Squirrel Boas, values up to \$25.00, \$7.75

KNIT UNDERWEAR

Regular 65c value, 25c



MILLINERY
500 stylish Trimmed Hats, splendid variety, all colors, values up to \$5.00, choice \$1.00