

# MONTH SPENT IN FINDING LANDING PLACE FOR VESSEL

## Experience of Bates & Chesbrough Steamship Co. in Locating Berth for Aztec Shows Harbor Conditions.

After a month's continuous effort a limited berth was found yesterday on the S. P. & S. railroad dock for the Bates & Chesbrough steamship, Aztec, which will arrive in port from New York today, laden with 3000 tons of hardware to be used at the Pacific Hardware & Steel company, now under construction. The lack of a public dock in Portland made it at first seemingly impossible to find a landing place for the independent steamship. Accommodations secured are so limited that it may be now found impossible for Bates & Chesbrough to continue sending their ships here without municipal provision for better dockage facilities.

The present conditions simply illustrate and emphasize the fact of Portland's dependence upon railroad-owned docks for any new business, declared A. C. Callan, manager of the Pacific Hardware & Steel company this morning.

### All Docks Crowded.

The truth of the matter as related by Mr. Callan is that applications were made day after day to first one and then another of the railroad and private dock owners. There was nothing to be had. The lumber and grain and other special purpose docks were crowded. The railroads indicated no desire to give dockage to a ship that was in competition with the railroads' right against water transportation. The effort to find a landing place became discouraging. It is hinted, then, that the cause inducing the Hill interests to sell dockage space was because the Aztec and others of the Bates & Chesbrough line is to enter directly into competition with the Harriman interests, provided it is possible under the present harbor conditions for Bates & Chesbrough to make Portland a regular port of call.

The Aztec is the first steamship in a long time to come around the Horn. Her arrival is particularly significant. She is a type of the independent steamships that will come to Portland upon the completion of the Panama canal. She is bearing cargo of great value to be used in starting a great wholesale business.

### Figure on New System.

The coming of the Aztec is the result of the desire of Mr. Callan and others who are looking into Portland's commercial future to inaugurate the new system of water transportation between Atlantic ports and Portland. That the people may make it possible for many such steamships to bear freight to Portland by routing in favor of public docks November 8, and that the business interests of the city may be shown that it is to their interests to have shipments transported by such means, is the earnest desire of these men.

Figures of growth from seaports show that these ports are nearly bound to grow until public docks were instituted. Rotterdam serves as a single instance. In 1878 the steam and sailing vessels entering the harbor were 416; in 1882, 7677; in 1892, 3121; in 1902, 14,109; in 1908, 18,129. Rotterdam's situation is much like that of Portland. A river must be ascended to reach the harbor.

### THE FAT FROM THE FLOWER.

There is not a single kind of animal food which we might not replace with a vegetable counterpart. In most cases it is merely a matter of choice which is preferable, the animal or the vegetable. In the matter of cooking fats, however, the vegetable has by far the advantage. Lard is made from the fat of hogs, often impure and unclean, always indigestible. Cottolene comes from the cotton fields of the Sunny South. It makes food that can be digested with ease, even by invalids. Cottolene is recommended alike by physicians and noted cooking experts as much more healthful and desirable than lard.

The city has been built altogether on its shipping, yet before public improvement there was no shipping and no city to speak of. Growth in population, wealth and prestige has come through public docks.

### Greater Than Rotterdam.

About 100 vessels for the deep sea loaded in Portland last year. Yet Portland is the center of a greater distributive area than Rotterdam and has greater commercial opportunities provided these opportunities are developed. That this is true is the testimony of J. N. Teal and William MacMaster, president of the Chamber of Commerce, both of whom have recently returned from tours abroad.

The evidence of General Marshall, ex-chief of United States engineers, of Major McIndoe, corps United States engineers, and of many other authorities, is that while railroad transportation is increasing tremendously, water transportation is declining. This they ascribe to the fact that in Portland as well as elsewhere railroads are finding it comparatively easy to stifle water competition by owning water front, controlling water terminals, and thus controlling freight rates. Acting upon the advice of government engineers, the commercial students of the world, and all authorities on shipping, local commercial organizations and workmen decided that the only way to insure Portland's commercial greatness was to build public docks.

Hence their leadership of the public docks campaign in Portland which is being brought to a culmination by the vote November 8.

### What They Learned.

The chief findings of these bodies in their investigation of conditions have been these:

First—The railroads have quietly but steadily acquired Portland's water front until there is today not a desirable site for sale, neither is there a dock site 1500 feet to be obtained without compelling railroads on one side or the other or both to part with a portion of their holdings.

Second—All other Pacific ports are preparing to spend large sums in preparation for the increased business following the completion of the Panama canal. The experience of the world's great ports has been that preparation for bigger business is an accepted invitation to bigger business and that in this way every well known port has grown and developed. Where docks on the Pacific coast are public owned rates are lower. Tonnage at San Francisco is 5 cents, where in Portland it is five times as great, or 25 cents. Every arrangement is made, too, at San Francisco to keep built-up ports moving. Long vessels that want to tie up to the docks have to pay well for the privilege.

### Public Docks Pay.

The Commercial News of San Francisco recently showed how the receipts from the public docks during the fiscal year just ended were \$1,827,949.19, of which \$243,397.18 was received for handling freight. The rest came from the ferry depot rental, the belt line railroad, the government substation, post-office and various concessions. Some was paid in as penalties for lying empty at the wharf. The Call of San Francisco instituted an investigation of shipping in other parts of the United States some time ago and found the San Francisco rates to compare favorably with New Orleans or New York, where docks are publicly owned, and to be much lower than rates at Portland and Puget sound.

### Interest Six Per Cent.

It is estimated by competent authorities that the income from public docks in Portland would be 6 per cent on the first investment. Steam schooners bring cargoes averaging 700 tons each, not 600 as has been stated in a local morning paper, and the income from the freight carried by these schooners would more than pay operating expenses. The advocates of public docks also declare that any argument that Portland's shipping does not deserve public docks while at the time representing the shipping is steadily increasing is a contradiction within itself, based upon a conception of shipping in the terms of the loading of a lumber or grain ship, but not with intelligent grasp of the greater commercial problems.

A statement recently made that most of the freight handled over the public docks at San Francisco consists of grain, flour and lumber from Puget sound is also answered by the fact that nearly all of these things are unloaded at Port Costa, 21 miles from San Francisco. The greater percentage of San Francisco's dock business is miscellaneous, the class of freight now being turned away from Portland.

### San Francisco Official.

In San Francisco an official who fails to find a berth for a loaded ship at the public docks loses his job. Loaded ships are turned away from Portland because there is no official responsible for finding them a place, and no public dock to be used, even if there was such an official.

# PORT COMMISSION'S SCALP IS IN DANGER

## Mass Meeting of Citizens Will Take Steps to Change Personnel of Body.

"Matters connected with the Broadway bridge and the methods used by the Port of Portland commission are of the highest importance to every citizen of Portland. Wherefore it is the sense of the Civic Council that every citizen should attend the mass meeting for consideration of Port of Portland reconstruction at the Armory Friday night, and the Civic Council pledges itself to cooperate in securing the attendance of every citizen who finds it possible to come."—Resolution adopted last night by the Civic Council.

"Unless the Port of Portland commission is reconstructed and placed on a different basis it will attempt to nullify the powers and authority of the proposed Public Docks commission," declared Judge M. G. Munly, speaking last night before the Civic Council.

The city proposes to vest the Public Docks commission with exactly those powers over which the Port of Portland commission claims a monopoly, namely, absolute control of the river and harbor," continued Judge Munly. "For this reason it is important that the Port of Portland, now a political anomaly, a body that does not answer to any other nor is it responsible to any other body, should be brought within popular control."

The action taken by the Civic Council in approving the mass meeting for Friday night and offering to help get out the people was unanimous. The meeting was unusually well attended because of the fact that many members of east side improvement associations had come as members of the committee on organization. Upon call of Judge Munly a meeting will be held again tomorrow night in the convention hall of the Commercial club, where a representative from each improvement association will be in attendance. Further plans for the mass meeting will be made.

### PRAISES MEN TURNED OUT BY BEAVER STATE

General John C. Black of Washington, D. C., president of the United States civil service commission, employed under the rules of which are more than 250,000 government employees, arrived in Portland last night, "not," as he expressed it, "upon a tour of investigation, but upon a tour of observation." He will depart this afternoon.

General Black came from Washington by way of Chicago, Denver, Colorado Springs, Salt Lake City, Los Angeles and San Francisco. He will go

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to Seattle, and thence back to the capital city by way of the northern route. "I have been traveling over the western part of the United States," he said, "endeavoring to find how the civil service law is working. I have been trying to find if any corrective measures were needed. I have found little friction and little necessity for correction. I want it understood that I am not investigating charges."

### Grand Jury Does Not Meet.

Los Angeles, Nov. 1.—The special grand jury called to investigate the Times explosion did not meet today. Its sessions will be resumed tomorrow, when, it is thought, the witnesses subpoenaed in San Francisco will be here.

A distinguished Vienna physician has attributed the increase in diseases of the respiratory organs to the growing practice among men of going clean shaven. Crowd attended Oaks Rink last night.

# SUPREME COURT HANDS DOWN FOUR OPINIONS

(Salem Bureau of The Journal.) Salem, Or., Nov. 1.—Opinions were handed down by the court this morning as follows:

In M. Bailey, respondent, vs. Benton county, appellant, appealed from the circuit court for Polk county, George H. Burnett, judge; motion to strike out is denied in an opinion written by Chief Justice Moore. In the case of Oregon Timber & Cruising company, a corporation, appellant, vs. Waldemar Seton and W. F. Matthews, respondents, appealed from the circuit court for Coos county, J. S. Coke, judge; motion to dismiss appeal is denied in an opinion written by Associate Justice Eakin. In the case of E. D. Kingsley, re-

spondent, vs. H. J. Kressley and Thomas L. Greenough, appellants, appealed from the circuit court for Multnomah county, motion to dismiss is denied in an opinion written by Associate Justice Eakin. S. W. Bayless, E. Bond and Noble Andrews, comprising the school board for district No. 13 of Douglas county, appellants, vs. Douglas county, respondents, appealed from the circuit court for Douglas county, J. W. Hamilton, judge; is affirmed in an opinion written by Associate Justice Eakin.

## STARTING FOR EUROPE; KILLED BY STREETCAR

(United Press Leased Wire.) San Francisco, Nov. 1.—As he was about to start on a trip to Europe, John A. Schroeder, 72 years of age, died here today from a fractured skull received when he fell from a street car yesterday. Schroeder, whose home is in San Jose, came yesterday to say goodbye to his daughter, Mrs. Victor E. Veckl, before going abroad. He fell from a

street car near her home and the man who lifted him from the street carried him to her door to wait for an ambulance. Mrs. Veckl recognized her father and had him taken into her home. He died without regaining consciousness.

## TRY THIS FOR COLDS

"Mix half ounce of Concentrated pine compound with two ounces of glycerine and a half pint of good whiskey; shake it well each time and use in doses of a teaspoonful to a tablespoonful every four hours." Smaller doses to children, according to age. These ingredients can be had from any good druggist or he will get them from his wholesale house, any one can mix them. This is said to be the quickest cough and cold cure known to science. The Concentrated pine is a special pine product and comes only in half ounce bottles, each enclosed in an air tight tin case, but be sure it is labeled "Concentrated."

# Old Tunes Are Best

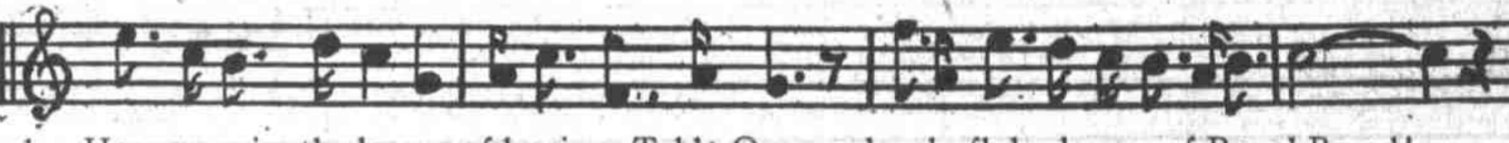


## Table Queen in Song

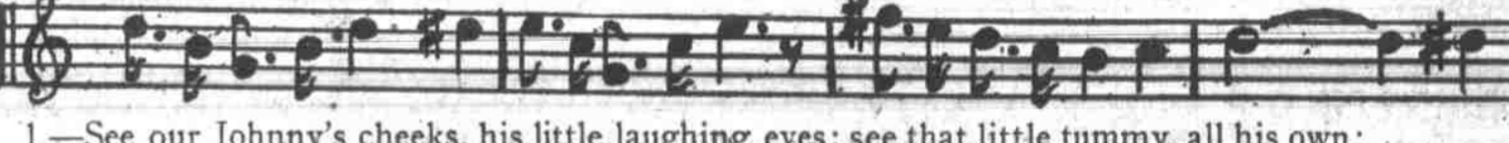
Music adapted from the genuinely popular "CRADLE'S EMPTY—BABY'S GONE." Sung, hummed and whistled by your fathers, your mothers, your uncles and your aunts 30 years ago.



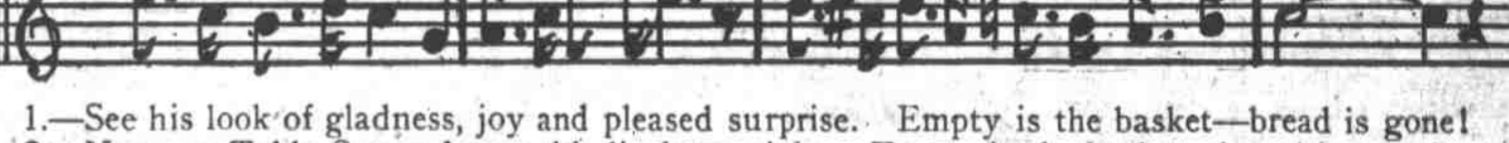
- 1.—Little wicker basket, empty, slick and clean—all its precious burden now has fled. 2.—Jolly little Johnny, swell and satisfied; he is ready now to go to bed.



- 1.—How we miss the loaves of luscious Table Queen—lovely flaky loaves of Royal Bread! 2.—We are sad and hungry; we have wept and cried, "Darn that boy—he's eaten all our bread!"



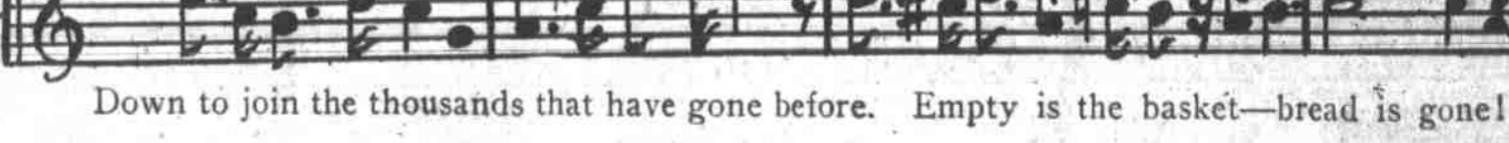
- 1.—See our Johnny's cheeks, his little laughing eyes; see that little tummy, all his own; 2.—We are longing, waiting, hoping for a bite, to build up health and muscle of our own.



- 1.—See his look of gladness, joy and pleased surprise. Empty is the basket—bread is gone! 2.—Now, no Table Queen for us this livelong night. Empty is the basket—bread is gone!



Bread has left the basket, gone through Johnny's door—to his little tummy it has flown.



Down to join the thousands that have gone before. Empty is the basket—bread is gone!

## Try It on Your Piano

Play and sing it to the folks at home and watch them "sit up and take notice," their eyes dimmed with tears of commingled joy and surprise.

"EMPTY IS THE CRADLE" used to bring tears to mother's eyes—so did BAKING DAY. We therefore have changed the keynote of the song from pathos to humor and jollity, and offer it in its new dress as a fitting souvenir to be used in celebrating the passing of at least one of mother's many hardships. She will tell you BAKING DAY was a weekly burden years ago, but the advent of TABLE QUEEN in Portland spelled PEACE and COMFORT for her.

# The Royal Bakery & Confectionery, Inc.

It's Table Queen Only When the Word "ROYAL" Is on the Bottom Crust

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On Tuesday, November 29, 8:15 P. M., the Columbia Conservatory of Music will give a

### CONCERT

In Christensen's Hall, Eleventh and Yamhill. Admission 50c

In order to let the newcomers of Portland know of our school of music and at the same time give ambitious young people who are desirous of obtaining a thorough musical education, an opportunity to do so, we make the following offer of free scholarships:

First—To the person who sells the greatest number of tickets to the concert we will give a \$100.00 scholarship free, including 50 pieces of sheet music to be used with the course. This scholarship covers one entire year's work on either piano or violin.

Second—To the next two highest we give to each a six months' course, either piano or violin, including the necessary music.

Third—To the next three highest we give to each one term of lessons, piano, violin or voice.

Fourth—To the next four highest we will give to each an imported violin and case, also one month's instruction.

Fifth—To every other contestant we will give one month's lesson free, and at the end of the month to the two pupils showing the greatest improvement and native talent we will give free two full years' scholarship (value \$100.00). One of the scholarships to be for piano and the other for violin.

Contest Starts Today. Call at Office and Get Tickets. 512 Columbia Bldg.