

PORTLAND, OREGON, SUNDAY MORNING, NOVEMBER 13, 1910.

PORTLAND TO BE BENEFITED BY
PUBLIC DOCKS AS NEW ORLEANS

The commercial importance of a system of publicly owned docks for which the electors of Portland expressed a preference by a large majority at Tuesday's polls together with the necessity for a greater American merchant marine is emphasized by the fact that New Orleans, who has been in Oregon for the past 60 days. Mr. Story was dock commissioner of New Orleans for 15 years and besides having been a member of the municipal assembly for three terms was one of the leaders in the successful fight against the ownership of public docks. Consequently Mr. Story's opinions on this matter which follow are of value.

"The most signal victory won on November 8 was that which will enable Portland to own her own docks. The vote of the people of the city on this dock matter absolutely secured the commercial development that this favored region holds out. No port can possibly hope to progress and develop to its full capacity with its port terminals in control of private interests. We of New Orleans have learned what benefits accrue from municipal docks owned, controlled and administered for the benefit of the people and commerce generally. Our shipping interests in New Orleans, stagnated for a quarter of a century, due to the fact that our docks were in control of private parties. For years did our progressive and far-sighted merchants put up a strenuous fight in behalf of governmental control of the city wharves, and not until after much bitter wrangling and undaunted discouragements did they finally succeed in their efforts. The docks of the port of New Orleans, are situated on the Mississippi river, and since it has taken over the administration of our docks the beneficial results have been phenomenal.

"Information regarding the system under which New Orleans is operating has been obtained by commencing with Bernard McCloskey, attorney of the New Orleans dock board, or Hugh McCloskey, president of the New Orleans dock board. Since our dock commission has had charge of the New Orleans port our deep sea commerce has doubled. The old rotten wharves have given place to new ones and the old system of cart-paths used for protecting cargoes on the New Orleans levees (and which privilege was sold to private parties) has given place to magnificent systems of sheds. The port charges have decreased enormously, and the railroads entering the city are satisfied to get themselves upon an equal footing in reaching the ships sides over the fine railroad belt line in operation.

"I have been in Oregon since early in September. It has been my pleasure and good fortune to visit every point of interest in this great and marvellous state and no words, however expressive, can give an adequate idea of the magnificence of its scenery, the salubrity of its climate, the fertility of its soil, and the energy and indomitable spirit of its intelligent and patriotic people. You have an immense waste of soil you have only started to tickle. What it will produce from forest, field and factory during the next decade, absolutely staggers the imagination of him, who has had the opportunity to grasp by personal observation its past achievements and future developments. The emancipation of the shipping terminals from private control and the placing of the same under the administration of a progressive board will prove in a short time a mighty factor in the upbuilding of the commerce of Portland and the prosperity of Oregon.

"You will have time to further such improvements that will enable you to prepare to influence and receive your proportion of that great commerce

Sidney Story.

which will ebb and flow through the isthmian canal when completed. For more than a century the nations of the world have hoped for this great achievement which was to be made possible by American genius and enterprise.

New Orleans Experience.

"I want to say to you that no port enjoyed greater natural advantages than the port of New Orleans, situated on the great artery of inland navigation, the Mississippi river, but with all that, the growth of our commerce was retarded and deflected because of the fact that our docks were in the hands of private ownership, and incidentally operated for the benefit of private capital to the injury of commerce. For this reason the port of New Orleans, with all the magnificent advantages endowed upon her by nature, stagnated. "When the people realized the conditions brought about by private ownership of wharves, which prostituted the public interests to private gain, they started a crusade to regain their lost heritage, and only after years of bitter wrangling and unceasing warfare and at great cost did the metropolis of the south succeed in regaining what in a moment of thoughtlessness she had been lulled into surrendering to private greed and exploitation. When the fight was over and our docks were handed over to the people, a dock commission was organized, and in less than 10 years our commerce more than doubled because the dock charges had been lowered and the general facilities improved and perfected for the handling of commerce, the great benefits of which redound principally to the producer and manufacturer anxious to find lucrative markets.

"The docks of New Orleans today are 20 miles in length, all covered with sheds for the protection of cargoes and lined up with the shipping of all nations. We have ample shipping facilities and plenty of wharf room, and ships load at our docks, carrying in their bottoms for far distant markets, 40,000 bales of cotton, each weighing 500 pounds, not counting the grain and other merchandise.

Great Ship Building Enterprise.

"New Orleans is alive to the great benefits and importance of the Panama canal. While we are striving for the

Panama exposition to be held in 1915, the year in which the waterway will be thrown open to the world's commerce, yet the exposition is but a side issue compared to the great steamship enterprise which the people of New Orleans are launching, in order to crystallize the great canal into a practical utility. This steamship proposition is capitalized at fifty million dollars. A large part of the stock will be divided between the shippers and manufacturers of the Mississippi valley, desirous of reaching the markets of South America and the far east.

"One of the most deterrent factors on the rapid development of the Pacific coast has been a lack of competition in freight rates. What American ships and competing lines the situation will be scarcely improved, for the present ship lines and the transcontinental lines are practically one and the same. Without American shipping the Panama canal will not prove of any great benefit to America. We are expending on this waterway several hundred millions, and not to provide American ships to ply through it would be like building a railroad and refusing to equip the road with cars and locomotives. If the interoceanic canal were thrown open to the world's commerce tomorrow, there wouldn't be any American ships to ply through it. In other words, we are building this waterway, connecting the earth's great oceans, for the benefit of other maritime nations, France, England, Germany and Japan. From a military standpoint it will be of enormous benefit to the United States, but our prime object in building this canal has always been for the purpose of dedicating it to the peaceful uses of the world's commerce. The commissioners of the Pacific states of Latin America and the islands and continents of the Pacific ocean amounts to billions, and a lion's share of it is ours if we but make the right efforts to secure it.

American Merchant Marine On Wane.

"For a half century the American flag has practically dwindled off the high seas. We have been paying annually to foreign bottoms \$50,000,000 to carry American products. In 50 years this annual sum aggregated some \$15,000,000,000, which has been sent over the ocean by American producers, to pay dividends to English, French, German and other foreign ship owners, and to help support the merchant marine of foreign nations, to be used against us in times of war if necessary.

"New Orleans and Louisiana are alive to these facts, and realizing that the Panama canal can be of no benefit to American commerce without American ships, they have inaugurated a movement known as the Mississippi Valley and Orient Steamship company, which will be the means of creating sentiment in behalf of the restoration of the American merchant marine. The Mississippi Valley and Orient Steamship company will mean more to New Orleans and America than a thousand exportations. It will be a line of American ships radiating from New Orleans to all the ports of the world and through the canal to the far east and up the Pacific coast. This line will be in operation before 1915. The state of Louisiana by a vote of the people on November 8 passed an amendment to the state constitution, exempting this Mississippi Valley and Orient Steamship company from taxation.

"Hon. James W. Porch, who represents the United States as American consul at the City of Mexico under Cleveland and who is the southern head of the Great Lukens Iron & Steel company, of Pennsylvania, with headquarters at New Orleans, is to be the president of this steamship company.

"This is the man who has crystallized this proposition into working shape and who has succeeded in enlisting the interest of the great Mississippi valley in this great ship enterprise, which will have lines of American merchantmen flying the stars and stripes, radiating from New Orleans to all ports on the Pacific ocean. The ships will be officered and manned by Americans, and in case of war will be utilized as transports and the men as officers and sailors.

Menace of War.

"When the great battleship fleet under command of Admiral Evans started from Hampton Roads, on its voyage around the horn and across the Pacific, the ships that followed it with coal and provisions were foreign ships as there were no ships flying the American flag to be found.

"One can readily imagine to what disadvantage our country would be placed in case of war with all nations maintaining strict neutrality.

"To the Latin Americans and to the Orient we must look for reciprocal trade. We cannot achieve any success without American ships and American agents in the foreign ports to foster American trade and demand for manufactured goods.

"In the light of past experience and with these clear cut facts confronting us, it is well for all sections of our great nation to cooperate in an effort to encourage the development of our merchant marine. We want ships operated under the American flag, officered and manned by Americans, connecting the ports of the Atlantic, the Gulf and the Pacific, with all the world's markets.

"The interests of Portland, San Francisco, New Orleans and all American ports are bound together and they must all cooperate with each other to foster the great shipping interests of America. "Portland, like New Orleans, is getting ready to take advantage of the completion of the Panama canal and with splendid dock facilities and American ships its commercial ascendancy is assured."

WET-DRY QUESTION WORRIES MORO FOLK

(Special Dispatch to The Journal.)
MORO, Or., Nov. 12.—Deep interest is being taken by Moro people as to the fate of the home rule amendment. Spelman county went wet by 32 votes, Moro went dry by 19 votes; Wasco, to the north, and Grass Valley, to the south, each 10 miles distant, voted wet. Moro is trying to find some way under the home rule amendment to get around the enforced wait of two years before they can again vote on whether they shall be wet or dry. Sections 12 and 14 of the local option law say that elections can be held only two years apart. Lawyers in Moro claim that as outside of the city limits the territory included in Moro precinct and Moro, never having voted as a city on local option, under the home rule amendment, if carried in the state, Moro has the right either a special or the regular city election next April to again vote wet or dry.

Cleveland, Ohio, is to have a labor temple.

G. ADE'S VILLAGE
EASILY CAPTURES
BUN FOR GROWTHFamous Fabulist Tells How It
Happened That the Town of
Ade Gained 800 Per Cent—
Then, Another Good Joke.

By John B. Lathrop.
Washington, Nov. 12.—George Ade, playwright, humorist, farmer, amateur politician and enthusiastic insurgent, gets the blue ribbon for producing the town which achieved the greatest increase in population in the past 10 years. Ade, Ind., named for George, so the humorist showed, increased 800 per cent. Director Durand and Press Agent Oslick, of the census bureau, unhesitatingly hand to the man Ade and the town Ade the 1910 palm.

"We have to hand it to him," so Press Agent Oslick is reported to have said, and such a remark could never be credited to Director Durand, inasmuch as he is assumed to have no sense of humor. And Ade, Ind., goes into history with the official sanction of the census bureau as having had the greatest increase from 1900 to 1910.

As Told by Ade Himself.

Ade himself tells the story: "You see, Ade, Ind., isn't very old. I bought a farm out there a few years ago, after the American people had permitted me to put one over on them with my 'Fables in Slane,' and later with some of my dramatic productions. I got the price of the farm in that way, and sunk it in some fertile acres.

"Business got good for the railroad company, and finally it agreed to install a station on my farm, and place a man in charge. Of course, I live on the farm proper, and not in the city of Ade; so I remained a stranger, while the station agent was the city population.

"That agent got married in the first year; it made a 100 per cent increase in population. Mr. and Mrs. Station Agent had a fine baby born to them a year later; that added another 100 per cent to the original population.

"An aunt and uncle came to live with them—adding another 100 per cent. A pair of twins came to bless the station agent—addition of still 200 per cent more to the population, making 600 per cent increase to date.

"Mrs. Station Agent got prosperous and hired a servant—100 per cent added and the hired girl got married, brought her husband to live at Ade, and that made the 800 per cent increase."

Jimmy Hagan's Little Joke.

But Director Durand has no monopoly of the lack of sense of humor. In fact, he has rank outsider as compared with Ogden L. Mills, treasurer of the Republican campaign committee over in New York city.

Jimmy Hagan got a letter from Mills, along with several other thousand citizens, asking for contributions to the funds. Jimmy is the Tammany district leader who came to Washington in the spring of 1908, when Bryan was banqueting by the Democracy of the District of Columbia at the Raleigh hotel, pledged Tammany Hall to Bryan in the approaching campaign for the nomination for president, and got called down by Charlie Murphy. Murphy opined that Jimmy had a keen sense of humor, apparently, when he thus promised that Tammany Hall should get out its banners and march joyously to the tune of Bryan brass bands playing the Com-mo-ner into the presidency.

Obviously, Hagan has not lost his sense of humor; for the other day, receiving the ponderous Mr. Mills' request

for a contribution to the Republican funds, he answered with mock courtesy, and enclosed a check on the Bowery Savings bank for one red cent.

Ogden Mills, the serious, answered it with no apparent conception that there was an incident that might tend to lighten the gloom of the then insoluble fight in New York, and thus wrote:

"Mr. James J. Hagan, 131 West Thirty-fourth street, City—Sir: I herewith return your check sent me October 13. While we appreciate the patriotism of Mr. James J. Hagan, the Republican

party must decline to be indebted to him for even the extent of one cent. Yours very truly,

"OGDEN L. MILLS, Treasurer." Someone called at the Republican headquarters and made a diagram of the joke for the ponderous Treasurer Mills, whereat the latter saw the point, and said weakly:

"Ha! Ha!" After July 4, 1911, no child under 14 may be employed at night work in New Jersey factories.

Judge Bean's Last Term.
(Special Dispatch to The Journal.)
Pendleton, Or., Nov. 12.—Circuit Judge H. J. Bean left yesterday for Heppner to convene his last jury term of court. Before time to convene the next term of court in this county he will have resigned his present office to accept a seat upon the state supreme bench. He takes his new office January 1, and a few days before that date he will hand in his resignation as circuit judge of the Sixth judicial district.

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In This Section on
PAGES 6 and 7TALKS ON TEETH
and ALVEOLAR DENTISTRYIt Emancipates People From Being Plate or
Bridge Victims

The Partial Plate Nuisance

In spite of the fact that this company has steadily advertised the Rex Dental Co.'s Alveolar Method of restoring teeth without the aid of plates, there are thousands of people in the country who are submitting to the partial plate nuisance.

Either one of two things is the matter—we have not made our talks on teeth sufficiently strong to inspire complete confidence, or only a few people read our Talks on Teeth.

A partial plate should be a scarce article at the present day.

The idea of half filling the mouth with a piece of rubber or metal in order to fill up a space between the teeth is ridiculous on the face of it. The plate never fits, owing to the constant changing of the shape of the gums, consequently is kept in place most of the time with the tongue, it not having sufficient suction from the roof of the mouth to hold it in place. It also causes the gums to redden, keeps the teeth and gums continually sore, and in many cases is the direct cause of pyorrhea.

There is another class of people who continue to wear a partial plate because they are afraid that the Alveolar Method is something which calls for a surgical operation. They are often afraid that the method is something which calls for boring or cutting into the gums, whereas it is far from that.

The operation of fitting the Alveolar teeth in the mouth and fastening them in place is a simple one and almost entirely painless. When once the teeth are in place, the wearer can defy anybody to say whether or not they are nature's teeth or artificial.

You may be one of those who stick to the partial plate. You may have been considering the advisability of adopting a newer or better plan for the restoration of missing teeth. This Talk on Teeth is intended for you, it is directed to you and it is the means of bringing you to our offices for a free examination of your mouth, it will have served its purpose.

Bridge Work Won't Do

The ordinary "bridge-work" which dentists set in between teeth is a poor substitute for missing teeth. It makes the two pier teeth to the work of supporting ALL those that are fastened to the bridge, which is wrong.

If the wearers of this bridge bites on the bridge teeth, it puts a terrific strain on the two piers, causing them to become loose in time and the gums to become sore and inflamed, and in the end OUT COMES THE BRIDGE.

It is a painful piece of work from beginning to end.

Then, again, it is unsanitary. Being higher in the middle than at either end, it permits food becoming lodged under it, which soon causes fermentation to set in, bringing more inflammation.

Bridge-work is as much of a makeshift as the partial plate.

The bridge won't do.

Alveolar Teeth Where Bridge-work Is Impossible.

If only your front teeth are left, say 3 or 4 or more, we can replace all those that have been lost on both sides clear back with perfect Alveolar teeth, whilst bridge-work would be impossible even if you had 3 or 10 front teeth to tie to. If you have only two back teeth on each side, say molars, we can supply all the front teeth that are missing with beautiful serviceable, lifelike Alveolar teeth. This could not possibly be done by the bridge route. Suppose you have lost your last (back) teeth, two or more upper or lower on either side. We can replace them with Alveolar teeth.

The bridge specialist would have to advise a partial plate which would encumber the mouth as well as to help to destroy your other teeth. Where you have lost a few teeth there are dentists who would extract all the rest to make room for a plate. (Where people have no teeth we make plates, too.) And when we do they look like they grew there.

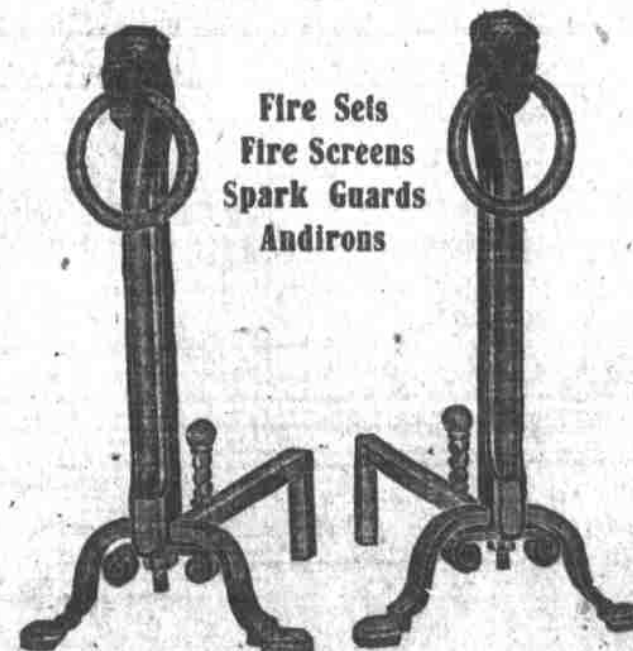
They are scientifically and artistically built for service and comfort as well as beauty. Even where bridge-work is possible, there is no comparison between the two. A very large percentage of our work is taking out bridge-work put in by supposedly high class dentists and replacing it with the beautiful and artistic Alveolar Teeth. And unlike bridge-work, in another respect, it is practically painless. No boring or cutting into the gums, nothing to be dreaded. Now, then, prices being equal, which would you choose?

During Pyorrhea (loose teeth), a disease given up by other dentists as incurable, is cured by our specialists. We cure it absolutely. It's a boastful statement to make, but we can do anything that is possible in dentistry, and what we do is always of the very highest class. Our booklets, "Extracting Teeth," are free. Write for one if you want to see. We have samples of our work to show you.

THE REX DENTAL CO., DENTISTS
211 to 214 Abington Bldg., 106 1/2 3d St.
Tel. 3-114. Terms to Reliable People.

What's
the Use

Of investing in an unknown and unreliable brand of heating stove; one that will give but poor service at the very best, when you can buy a Bridge Beach & Co.'s make at practically the same price. Their name stands for quality and for satisfaction. Visit our stove department and see the array of samples that we are showing.



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