

# FREIGHT DAMAGED BY BREAKING OF BIG WATER MAIN

## Dock of Oregon City Transportation Co. Scene of Excitement—Stream Turned Off After Considerable Delay.

Excitement prevailed on the dock of the Oregon City Transportation company, foot of Taylor street, last evening, when a portion of the dock was flooded by a large water main that broke at 6 o'clock, and gushed for forty minutes, doing considerable damage to freight in the path of the leak. The extent of the damage had not been learned this morning.

Captain A. W. Graham, manager of the company, was the only person on the dock at the time the main broke, and he said that it was forty minutes before the water was turned off, although he telephoned to several of the city departments immediately.

The point at which the main broke was on the northwest corner of the dock. It tore out a large section of the water that came from the broken pipe knocked over heavy barrels of oil and scattered gravel and a large boiler over that end of the dock.

In addition to this a quantity of other freight was damaged, and the amount of damage could not be learned this morning. In fact, Captain Graham says that it will probably be a week before the amount of loss there will be known. Captain Graham made an effort to get near the pipe where the break was, but it was impossible. However, he succeeded in getting some of the heavy plinking out of the floor of the dock, which allowed the water to run down, and thus saved the dock from a probable fire, as there were a number of sacks of lime and just out of range of the stream, but the water would soon have reached them, and possibly started a fire had it not been deflected in large quantities through the floor.

### MAY CLEAR TODAY

#### Steamer Rochelle Expected to Leave for Rainier to Load Lumber.

After numerous delays in getting the new steamer Rochelle in commission, it is fully expected that she will clear and get away for Rainier some time this afternoon. She will load a cargo of lumber at the down river port for San Francisco. Captain Nelson has a full crew for the steamer, and so far as is known she will be able to get away for down the river at about 3 o'clock this afternoon. The Rochelle, which was formerly the steam schooner, and later the barge Minnie E. Kelton, has been rebuilt at the Supply shipyards for the Pacific Steamship company, and will be operated in the coastwise trade as a lumber carrier.

### TEARING DOWN DOCK

#### O. W. R. & N. Razing Alaska Dock, Condemned by Fire Warden.

House wreckers this morning started tearing down the part of the old O. W. R. & N. Alaska dock between the new steel bridge and the Alsworth dock, which had been condemned by the fire warden. At one time it was intended to build new concrete docks on the site of that dock and that of the Alsworth dock, but it is said that these plans have been abandoned by the head of the San Francisco & Portland Steamship company because of the Broadway bridge. It is claimed that there is too little room between that bridge and the new steel bridge to maneuver the big steamers well, especially in fresh times.

### WHEAT CARRIER ARRIVES

#### British Steamer Strathfillan Under Charter to Kerr Gifford & Co.

Coming in ballast to load a cargo of wheat for the United Kingdom, under charter to Kerr, Gifford & Co., the British steamer Strathfillan, Captain McPhee, arrived in the river this morning at 8:30 o'clock from B. She made the run over in about 30 days, which is considered good time, especially in view of the fact that she is in ballast. She will take out a cargo of more than 250,000 bushels of wheat.

### ALONG THE WATERFRONT

In town of the Port of Portland to beat Oekahama, the German bark Hera left up the river for the Linnton ballast

docks this morning. She will load a cargo of wheat for the United Kingdom under charter to M. H. Houser.

To continue working what cargo for the United Kingdom, the British steamer Willenden shifted from the Oceanic dock to Montgomery dock No. 2 at noon today.

Carrying passengers and freight, the gas steamer Anvil, Captain Snyder, sailed last night for Bandon and way ports.

Martin Elliott, 56 years of age, former watchman on the steamer Henderson, died this morning as the result of injuries received when he was knocked down by an automobile at Second and Burnside on September 23. The body will be shipped to Dallas for burial after an inquest is held. Elliott had been in the employ of the Shaver transportation company off and on for the past 25 years.

### MARINE INTELLIGENCE

**Due to Arrive.**  
Gas. str. Anvil, Bandon ..... Oct. 6  
Str. Alliance, Eureka ..... Oct. 11  
Str. Bear, San Francisco ..... Oct. 8  
Str. Rose City, San Pedro ..... Oct. 3  
Geo. W. Elder, San Diego ..... Oct. 12  
Str. Beaver, San Pedro ..... Oct. 12  
Str. Beaver, San Pedro ..... Oct. 12

**Due to Depart.**  
Gas. str. Anvil, Bandon ..... Oct. 7  
Str. Rosalie, San Diego ..... Oct. 2  
Str. Elmore, Blandford ..... Oct. 2  
Str. Bear, San Pedro ..... Oct. 3  
Str. Alliance, Eureka ..... Oct. 3  
Str. Bear, San Pedro ..... Oct. 3  
Str. Geo. W. Elder, San Diego ..... Oct. 9  
Str. Rose City, San Pedro ..... Oct. 12

**To Leave San Francisco.**  
Str. Yale, San Pedro ..... Sept. 28  
Str. Harvard, San Pedro ..... Sept. 27

**Vessels in Port.**

Boston, U. S. S. S. Stream  
Rose City, Am. ss. Alsworth  
St. Nicholas, Br. bk. Drydock  
Ryza, Nor. ss. Elevators  
North King, Am. ss. Gobie  
Berlin, Am. bk. Gobie  
Levi G. Burgess, Am. bk. Gobie  
Hera, Ger. bk. Linnton  
Edouard Deltail, Fr. bk. North Bank  
Lavour, Fr. bk. Westport  
H. Hackfield, Ger. sh. On way down  
Willisden, Br. ss. Montgomery  
**Grain Tonnage Enroute and Landed.**  
Aberior, Br. str. Nicolaisak  
Str. Elmore, bk. St. Rosalia  
Aitair, Br. bk. Callao  
Arabian, Dan. str. Antwerp  
Bangor, Br. bk. Antwerp  
Boadicea, Br. ss. Buenos Ayres  
Cian Macfarlane, Rus. ss. Gatico  
Colon, Br. bk. Buenos Ayres  
Egmont, Br. bk. Buenos Ayres  
Egon, Ger. bk. Fokkaieli  
Elbeke, Ger. bk. St. Rosalia  
Etruria, Br. bk. Iquique  
Fitzpatrick, Br. str. Coronel  
Gen de Neugier, Fr. bk. Shields  
Hera, Ger. bk. Callao  
Hougmont, Br. bk. Callao  
Inverclyde, Br. bk. Buenos Ayres  
Isabek, Ger. bk. St. Rosalia  
Jardine, Ger. bk. St. Rosalia  
Johannes, Br. bk. Antofagasta  
Killoan, Br. bk. Rio Janeiro  
King, Dan. str. Victoria  
Mantua, Br. bk. Callao  
Marchal Villars, Fr. bk. Santos  
Metropolis, Br. bk. Buenos Ayres  
Ossa, Ger. ss. Coquimbo  
Osterbek, Ger. bk. Montevideo  
Owenee, Br. bk. Taitai  
R. C. Rickmers, Ger. bk. Higo  
Ravenhill, Br. ss. Callao  
Rens, Fr. bk. Sydney  
Rene Kervier, Fr. ss. Newcastle  
Strathfillan, Br. str. Brisbane  
Strathness, Br. str. West Coast  
Tepischore, Ger. ss. Rio Janeiro  
Thiers, Fr. ss. Shields  
Valerie, Nor. str. Cape Town  
**Miscellaneous Foreign to Arrive.**  
Achilles, Br. str. Guaymas  
Balboa, Am. sch. Caleta Buena  
Bay of Biscay, Br. ss. Callao  
Cristobal, Br. str. San Francisco  
Drummlir, Br. ss. San Francisco  
Dundee, Rus. bk. Santos  
Expansion, Am. sch. Valparaiso  
Hornet, Br. str. San Francisco  
Frankly, Br. str. San Francisco  
Frankmount, Br. str. Victoria  
Geo. E. Billing, Am. sch. Iquique  
Hercules, Am. sch. San Francisco  
Hornet, Nor. str. Honolulu  
Kalis, Br. str. San Francisco  
L. Lunamon, Am. sch. San Francisco  
Koko Head, Am. bk. San Francisco  
Lahaina, Am. bk. San Francisco  
M. S. Dollar, Br. str. Cook Bay  
Makawell, Am. bk. San Francisco  
Marchen, Rus. bk. Cardiff  
Ockley, Br. str. San Francisco  
Owensby, Br. str. San Francisco  
Robert Dollar, Br. str. San Francisco  
Strathburn, Br. str. San Francisco  
Titania, Nor. str. San Francisco  
Tsurugusan Maru, Jap. str. San Fran  
Vancouver, Br. str. Port Allen  
Winslow, Am. sch. San Pedro  
Wm. H. Marston, Am. sch. Valparaiso  
Wm. H. Smith, Am. sch. San Pedro

**Daily River Readings.**

STATIONS	Stage	Height (in feet)	Change in 24 hours	At 10:00 a.m.
Lewiston	24	2.6	-0.1	0
Riparia	20	2.9	-0.1	0
Umatilla	25	0	0	0
Harrisburg	20	0	0	0
Albany	20	1.3	0	0
Salem	20	2.3	0	0
Wilsonville	27	0	0	0
Portland	15	2.3	-0.3	0

(-) Falling.  
Blobs—The average woman does not use her head.  
Slobs—Oh, yes, she does. She uses it to display her hats.—Philadelphian Record.

# TO CORRECT FALSE IMPRESSION ABOUT CITY OF PORTLAND

## Passenger Traffic Men Take Action to Counteract Effect of Film Pictures Shown in Europe—To Send Booklets.

So much harm has been done Portland in Europe by moving pictures professing to show wild Indians scalping helpless victims in the middle of the Rose City's streets and reckless cowboys shooting up red front spooks, that William McKim Murray, general passenger agent of the Oregon-Washington Railroad & Navigation company has called a conference of passenger traffic men to find a way of correcting what has come to be a common impression about Portland in the cities of Europe and Great Britain. Among others in attendance at this conference when held will be Charles S. Fee, passenger traffic manager of the Southern Pacific.

As a first means of correcting this false impression Mr. Murray will send in one containing 10,000 copies of the recently issued Portland book of the Oregon-Washington Railroad & Navigation company to Europe. These books are filled with tinted illustrations showing Portland's modern buildings, harbor and parks, the rose gardens and other features that give this city distinction and show that the Rose City is no more frontier than Paris.

**Booklets to Boost State.**  
As the most important event of the United States for 1912 the books will include a page announcement of the second world's Christian Citizenship conference to be held in Portland next summer.

"These thousands of books widely distributed will do Portland more good than anything yet sent out," declared Clement H. Congdon, publicity manager of the world conference who had been in Portland several days until yesterday evening. "They are the finest things I have seen for showing the beauty, wealth and splendid location of the city and the resources of its tributary territory. The announcement of the world conference in Portland that draws an attendance of 20,000 delegates will also be conclusive that Portland is not a village but a metropolis bound to be as famous as any city of Europe."

Mr. Congdon asked before he left for California last night, "What has Portland really done to prepare for the world conference next summer?" "What are the definite arrangements for hotel accommodations for the great throng while it is here?" "Between 1500 and 1800 persons in Portland who know no word of any modern language. They will be Persians, Assyrians, Turks. What arrangements have been made for interpreters?" "There will be hundreds from France, Germany, from Italy. Some of them know English. Others do not. We will have Russians, and Scandinavians, Japanese and Australians. There will not have been such another cosmopolitan assemblage in the world."

**Means of Identification.**  
For the French, German, Italians and other foreigners we have arranged an easy means of identification. The German will wear, say, a purple button; the Frenchman, red; the Italian, blue; and so on. They speak more than 100 languages and we have arranged colors to represent the countries whose language they are able to use. For the people of the United States will be little red, white and blue buttons to be pinned on lapels and dress fronts.

"I have been asked," continued Mr. Congdon, "what definite plan of electing delegates to the conference has been adopted. The question is easily answered. The plan is so effective that with the conference still many months away, we have 6000 names of persons who are ready to attend. The plan is so good that Garrett Fort and other passenger experts have been unable to find any fault with it. They are so confident that arrangements are already being made for the special train service that will bring the people here. Will Draw Ready Men.

"The plan is simply this: In all the populous eastern and middle west sections we have field secretaries and district managers. These attend all the denominational and civic meetings. They tell about the conference. The organization elects its delegates or organizes and makes arrangements for their transportation.

"The idea of a conference having as its speakers the great minds of all lands and dealing with the vital problems of all life, has long appealed to me from many nations to speak. I recognize the truth of that statement, but I will not rest content upon any such assurance. The people who attend the conference should come from east of the Rocky mountains and from abroad. And it is for this reason we are working. We are paying no attention to Oregon and the Pacific coast. That attendance is assured. We will bring the people from east of the mountains. They will come here to stay for over a week. They will be the best people that could possibly be brought here.

**It's Up to Portland.**  
"They will go away praising or criticizing just as they have been entertained. It is up to Portland to wake up to the bigness of this conference. A bigger thing could not be planned for New York or Chicago. A greater honor could not be paid any city than has been paid Portland. An immediate understanding of the situation and a rising to the necessity for preparation is imperative. A greater profit could not come to any city than will come to Portland if this conference is handled right."

Mr. Congdon spent several hours with C. C. Chapman, development manager of the Commercial club, going over the local plan and preparation. He says the only lack he finds is in local understanding of the bigness of the gathering.

**FREAKISH AIR CURRENT TROUBLES AUTOMOBILISTS**  
Orlesby Young, Democratic candidate for circuit judge of District No. 4, on returning to Portland by auto after addressing a meeting at Troutdale last night, had a peculiar experience when on the other side of Montavilla they ran into a freak of air, a coil that it from the fog on the wind shield of the machine. They had to stop two or three times to scrape the ice crystals off the glass so that they could see to proceed. As soon as they reached Mt. Tabor the air became much warmer.

It is impossible to make something out of nothing—with the possible exception of a bathing suit.

# COMMODITY RATE CASE SETTLED AT SEATTLE

J. H. Lothrop, manager of the transportation committee of the Portland Chamber of Commerce, returned this morning from Seattle, where he attended a conference of the commercial interests of the Puget sound cities and Spokane and the railroads interested in that district.

The conference was in connection with the so-called Spokane differentials case. An understanding was reached under which the Spokane commodity case, involving rates on a number of commodities moving to Spokane from Seattle and Tacoma in carload lots, is to be dismissed simultaneously with publication by the carriers of new commodity rates, as follows: Blue vitrol, 43 cents, minimum 40,000 pounds; tin cans, 50 cents, 18,000 pounds; dried fruit, 52 cents, 30,000 pounds; salt and dried fish, 40 cents, 36,000 pounds; sugar, 43 cents, 44,000 pounds; syrup, 43 cents, 36,000 pounds; canned goods, 42 cents, 40,000 pounds; tea, 49 cents, 24,000 pounds; rope, 45 cents, 30,000 pounds.

"At the same time," explained Mr. Lothrop, "the Spokane differential distributing rates will be advanced to the basis of the public service commission order naming distributive rates within the state of Washington. This matter has been before the public service commission about five years and the adjustment reached seems to be satisfactory to both carriers and commercial interests.

"The reduction of the commodity rates referred to does not materially affect the distributing ability of Portland wholesalers, but will be of substantial benefit to manufacturers or producers of tin cans, dried fruit, fish, syrup, canned goods and rope."

**RURAL ROUTE MAIL MUST BE COUNTED**  
During the months of October and November, a count on every piece of mail that goes out of Portland over the rural routes has been called for by the postoffice department. Two routes lead directly out of the city.

### MARINE NOTES

Astoria, Oct. 2.—Sailed at 7 a. m.—Steamer Maverick for San Francisco. Arrived at 8:30 a. m.—British steamer Stratfillan from Brisbane. Arrived at 9:30 a. m.—Norwegian steamer Titania, from San Francisco. Left up at 11 a. m.—Schooner William H. Smith.

San Francisco, Oct. 2.—Arrived at 3 a. m.—Steamer E. S. Loop from Columbia river; at 6 a. m.—Steamer Rose City from Portland.

Astoria, Oct. 1.—Arrived—Steamer Daisy Mitchell from Columbia river. Astoria, Oct. 1.—Arrived at 1:40 p. m.—Schooner William H. Smith from San Pedro. Sailed at 3:40 p. m.—Norwegian steamer Thor, for Hongkong. Sailed at 4 p. m.—Schooner Malrose for Honolulu.

San Francisco, Oct. 1.—Sailed at 1 a. m.—Steamer Yellowstone from Portland. Arrived—Steamer Bear from San Pedro. Sailed at 3:30 p. m.—Steamer Geo. W. Fenwick for Columbia river. Melbourne, Oct. 1.—Arrived previously from British steamer Gifford from Columbia river.

Astoria, Or., Oct. 2.—Condition at the mouth of the river at 8 a. m. smooth; wind south, two miles; weather, clear. Tides at Astoria Thursday. High water, 6:17 a. m., 6.3 feet; 2:22 p. m., 7.8 feet. Low water—11:05 a. m., 4.4 feet.

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