

COMPETITION IS AT AN END IN RIVER TOWAGE SERVICE

Famous Tug Tatoosh Is Removed From Mouth of Columbia River by Seattle Tug Boat Manager.

Competition between the Puget Sound Tugboat company and the Port of Portland in the Columbia river towage and pilotage service is at an end. So stated George E. Plummer, manager of the Puget Sound Tugboat company, this morning, when he announced that the bar tug belonging to them would be taken out of the service immediately. Mr. Plummer arrived in Portland last night from Seattle to order the boats out of service, and the Tatoosh will start north tomorrow.

"The company started their service at the mouth of the Columbia on September 13, 1911," said Mr. Plummer, "to give the Columbia and Willamette river ports a first class service. However, we are now about to give up the service, as we have been definitely assured that we are not looked on with favor by some, and it would be impossible to buck a public service corporation such as the Port of Portland."

Mr. Plummer said that when their service was instituted here it was not done with the intention of cutting rates but for the purpose of building up a lucrative business, not only for themselves but for the port. It was his intention, he said, to make a bid for the large amount of business in coast towing during the summer months that could be secured at this port, and he was about to come down here to handle this business, in order to make this his headquarters, in order to handle that business, when he was informed that the Port of Portland would not turn over the bar pilotage and towage to his company. As they have a large number of contracts for Alaska business at the present time, he said that under the circumstances they could hardly afford to remain in the bar service with the present opposition that they feel against them.

Captain Jacobson of Seattle is expected to arrive today and proceed to Astoria, where he will take over the command of the tug Tatoosh from Captain Reed. He will proceed with her to Seattle tomorrow, and from there she

WILL PROBABLY GO ON UP TO PRINCE RUPERT.

Mr. Plummer said that had the Puget Sound Tugboat company, which from the point of view of the shippers here has increased the efficiency of the service on the Columbia river bar, been able to secure the pilotage and towage service from the Port of Portland and remained here, they would have been able to build up a coastwise towage service that would have equalled any out of San Francisco or Puget sound. This would not only have included log rafts but ships in ballast, as well as disabled vessels along the coast, as they had practically come to an agreement with the underwriters for the towage of disabled craft.

The bar tugs of the company which have been in the service here were the Tatoosh, Goliath and Fearless. The river steamer Monarch was under charter for towing vessels to and from Astoria, Thunders, and other points on the Columbia and Willamette rivers.

NAVAJO DUE TOMORROW Will Have Large Cargo of General Freight for Portland.

When she arrives from San Francisco tomorrow, the American-Hawaiian steamer Navajo, Captain Miller, will have a large cargo of general freight for this port, via the Tahantape route. Her manifest shows that she has 850 tons of New York cargo and 70 tons of general freight in bond from Europe, among which is a shipment of 90 packages of marble from Genoa. She will be due to sail again for the Golden Gate with eastern freight Saturday or Sunday.

GALGATE MAKES SPEED

British Bark First of Grain Fleet to Reach England.

Making a good passage out of 100 days, the British bark Galgate was reported by the Merchants' Exchange this morning as passing Dover on January 11. This gives her the distinction of being the first sailing vessel of this season's grain fleet to reach the United Kingdom. She sailed on September 24 for Ipswich with a full cargo of 115,000 bushels of barley, valued at \$95,000, and 25,000 bushels of wheat, valued at \$22,000, making a total value of \$117,000. She was cleared by M. H. Houser.

ALONG THE WATERFRONT

The examination of Captain Nelson and Chief Engineer C. P. Statton was completed before United States Inspectors Edwards and Fuller yesterday afternoon and that of Chief Engineer Richard Turpin is postponed until tomorrow.

In tow of the Port of Portland tug Ononta, the schooner W. P. Jewett, arrived at St. Helens last night and the British bark Ivernia reached the ballast dock at Linton this morning in tow of the Ononta.

On her way to the sea, the schooner Lottie Bennett was towed down through the bridges this morning. She is lumber laden for Valparaiso.

The British bark Ivernia was shifted from the ballast dock to the public dock at St. Johns by the steamer Monarch this morning.

To have damages repaired, sustained at the time she went out when the tanker Rosecrans was wrecked, the Port of Portland tug Ononta, arrived up at the drydock this morning. She had one ventilator carried away, another started and some eyebolts holding the lashings of her lifeboats started.

MARINE NOTES

Astoria, Jan. 14.—Arrived at 7:30 and left up at 9 a. m.—Steamer Breakwater from Coos Bay. Arrived at 7 and left up at 9:30 a. m.—Steamer Olympe from San Pedro. Arrived at 9 a. m.—Schooner W. H. Marston from Valparaiso. Arrived at 9:30 a. m.—Norwegian steamer, Hattula from San Francisco.

San Francisco, Jan. 14.—Arrived at 2 a. m.—Steamer Leelanaw from Portland. Arrived at 10 a. m.—Steamer City from Astoria. Arrived with cargo No. 93 in tow, from Portland.

Eureka, Jan. 13.—Sailed—Steamer Temple E. Dorr for Portland.

San Francisco, Jan. 13.—Passed—British bark Galgate from Portland for Ipswich.

Astoria, Jan. 13.—Arrived at 1 and left up at 2:30 p. m.—Steamer Coaster from San Francisco.

Callao, Jan. 13.—Arrived—Schooner R. W. Bartlett from Columbia river.

Cardiff, Jan. 12.—Arrived—British steamer Strathlain, from Portland.

San Pedro, Jan. 12.—Arrived—Steamer Willamette from Portland. Sailed—Steamer Rosecrans for San Diego.

San Francisco, Jan. 13.—Sailed at 7 p. m.—Steamer Carlos for Portland.

Astoria, Jan. 14.—Condition at the mouth of the Columbia river, 6:30 a. m.—2.5 feet. Low water—12:35 a. m., 2.2 feet; 11:31 p. m., 2.3 feet.

Daily River Readings.

STATIONS	Project	Height (in feet)	Change in last 24 hours	Rainfall in last 24 hours
Lewiston	24	8.2	+1.8	.08
Higgins	24	8.2	+1.8	.15
Ematilla	23	8.2	+0.2	.01
Eugene	10	8.0	+1.3	.17
Albion	10	8.5	+1.2	.02
Salem	20	8.5	+1.0	.02
Wilsonville	37	13.8	+1.1	.06
Portland	19	6.2	+0.4	.20

(*) Rising.

THEY WON'T SMOKE; THEY WILL; THEY WON'T

(Salem Bureau of the Journal.)
Salem, Or., Jan. 14.—The anti-smoke sign was hung out in the senate this morning as the result of a vote on a resolution reported by the committee on resolutions. Some of the most persistent smokers voted for it, or it would not have carried. As it was, the senate cast the Haydens into utter darkness by a vote of 22 to 6.

YAMHILL COMMISSIONERS HANDS FINALLY LOOSED

(Special to the Journal.)
McMinnville, Or., Jan. 14.—The county commissioners have fixed the tax levy at 19.95 mills, a little bit higher than last year, on account of the school levy which was fixed by statute. Yesterday the injunction relative to the construction of the Newberg bridge was dissolved so far as it affects the carrying on of the regular business of the county. It remains effective so far as it does not permit the county court at this time to construct the bridge.

CONTRACTOR IS KILLED WHEN SCAFFOLD BREAKS

(Special to the Journal.)
McMinnville, Jan. 14.—S. Scheller, a local contractor, was killed in a fall yesterday noon by falling from a scaffold which gave way on the Powell residence he was building on the Sheridan road. Mr. Scheller came here from Astoria where his family resides. He had been in McMinnville for about a year. He was about 40 years of age and is survived by two sons and two daughters.

ASSERTS MEDFORD MEASURE MENACE TO LINES ON RIVER

Boats Will Be Put Out of Business if Rate Is Enforced, Says C. A. Hart, Attorney for Hill Roads.

"If the so-called Medford rate bill initiative measure is enforced it will put the river boat lines out of business altogether," said C. A. Hart, attorney for the Hill lines in Oregon, yesterday afternoon, in arguing in the United States district court on the state's answer to the alleged railroad application for a permanent injunction against the operation of the measure.

Attorney Hart, in support of his argument, gave several individual examples of the way the new law will affect freight transportation tariffs, according to his calculations.

"From Portland to the Dalles," he said, "the rate on canned goods is now 10 cents. This is 13 cents less than the 23 cents which the interstate commerce commission, as a result of its investigation of Oregon transportation problems, decided would be a fair and reasonable rate on this class of goods between the two points. The 10-cent rate, however, was established because the boat lines in competition for trade, or the tariffs as low as possible, and the railroads had to meet the price. Now, if the initiative rate measure is enforced, this 10-cent rate will be cut again to 7 1/2 cents, and at this rate it could not exist at all. When 23 cents has been determined a fair rate by the interstate commerce commission it must follow that a much lower rate is unfair."

Rule applies to sugar.

"The same rule holds good on shipments of sugar to Salem, where the rate of 17 cents, fixed as fair by the commission, has been cut to 14 cents by local competition. If the Medford rate is established this will be cut to 7 cents, and the boat lines would be unable to operate under such a condition."

The fixing of such arbitrary rates must be considered, he believes, confiscatory act, and not a rate regulating measure within the police power of the state.

Arthur C. Spencer, counsel for the Oregon-Washington Railroad & Navigation company, also a plaintiff in the action against the state and the state railroad commission, referred to the Medford rate measure, which was made a law by the voters at the general election in November, as an act of "unwarranted interference in the management of a railroad, which would necessitate a waste of time, money and energy in the operation of a public utility in which the public is interested."

"The act is arbitrary, capricious and does not come within the police powers of the state," said Mr. Spencer. "Enforcement of the measure would result in a big advantage to the heavy shippers over the small shippers, and this is distinctly against recent decisions of the supreme court of the United States. The measure seems designed to produce privilege and preference for the men of large capital and extensive business and to allow them to continue in business and eliminate the small dealer."

Seeking Uniform Classification.

"The interstate commerce commission as well as the state commissions have been working for years toward a uniform classification, and this Medford rate measure would undo all the work of that arrangement rather than build it up. If the provisions of the measure were followed there would be a difference of as much as 30 per cent in the fourth and fifth classifications, in carload and less than carload lots."

Attorney Spencer read several supreme court decisions having a bearing on the railroad companies' side of the case. He argued also that interstate commerce would be affected by the measure and that rulings and rates of the commission would be unlawfully interfered with.

Attorney General Crawford, for the state, filed a voluminous brief of 43 pages in further support of the Medford rate measure. The brief is the work largely of Frank H. McCune, author of the bill. In answer to railroad counsel's contention that interstate commerce would be affected by the rate bill Attorney General Crawford said that the railroad companies have

FUNDS NEEDED FOR BUREAU OF MINES

Eastern Oregon Jurist to Ask Legislature to appropriate \$25,000 Annually.

Judge Thomas C. Burke of Baker, president of the state board of immigration, believes that the legislature will be guilty of serious oversight if it fails to provide support for the bureau of mines and geology. Judge Burke passed through Portland yesterday on his way to place a petition before the legislature for an appropriation of \$25,000 for the bureau of mines, and another \$25,000 annually to carry on the program of the immigration commission. The function of the mining bureau is to find Oregon mineral deposits for which millions are now sent annually out of the state.

"The establishment of a bureau of mines and geology by the last legislature for the scientific investigation of the mineral and geological products of Oregon, can only be made effective for that purpose by an appropriation commensurate with the work designed," said Judge Burke.

"Similar bureaus established for years in the adjoining states of Washington and California and supported by state appropriations—in Washington of \$90,000 and in California of \$40,000—have placed us far behind and subjected us to economic loss in the purchase from these states of their geological output in the form of cement and clay products alone in the sum of millions of dollars annually, money that might as well be spent for Oregon development and for products that exist here in great plenty here as in other states, if we but had an aggressive policy of discovering exact location and means of getting out the material."

"The work of this bureau with proper support," predicted Judge Burke, "will soon add millions of dollars to the material wealth of this state, which will participate in the burden of taxation, thereby lowering the tax to the individual."

Concerning the need for continued appropriation for immigration work and selection, especially in view of the thousands of immigrants through the Panama canal, Judge Burke said:

"The work so effectively started by the state immigration agent in conjunction with the immigration board, in organized effort to bring from foreign countries desirable settlers for Oregon lands is worthy of commendation because it will accelerate development and increase taxpaying power of the state."

already fixed an arbitrary rate of 10 cents, which they use in interstate business, and that the provisions of the Medford bill would in no wise alter or interfere with such business.

To Apply Automatically.

"The Medford rate bill is not intended to establish any one classification," said Attorney General Crawford, "but is intended to apply automatically to any classification they may have. It is intended to encourage shipments in mixed and other than carload lots, in the hope that congestion at terminals will be relieved. It does not prevent the railroads from changing their classifications in any way recognized by the railroad commission, and does not abolish class rates."

"If the act did abolish class rates, would it be unconstitutional?" asked Attorney Hart.

"I do not see how it could act that way at all," replied Attorney General Crawford.

Attorney General Crawford admitted that he is not as familiar with rates and classifications as the railroad attorneys, but said that all points in the case were covered in the brief filed by the state.

On request of counsel for the railroads the court allowed them 30 days in which to answer the state's brief.

Federal Judges Wolfert, Bean and Gilbert sat en banc during the arguments.

POLICE MAY HAVE ASSISTANT CHIEF

Captain John Moore Will Be Named; Council Committee Raises Salaries.

The ways and means committee of the city council at its adjourned session yesterday afternoon recommended the passage of an ordinance creating the office of assistant chief of police at a salary of \$200 a month. Mayor Rushlight will probably appoint Police Captain John Moore to the new office if the council takes favorable action on the committee recommendation.

Action of the committee was taken on the request of Mayor Rushlight and Chief of Police Stover, who believe there should be some one at the head of the department in the absence of the chief. Councilman Maguire opposed the ordinance because he thought it would divide the authority, as well as the responsibility, of the chief.

If the new position is finally created and Captain Moore is promoted there will be a number of important changes in the personnel of the officers of the department. One of the men now on the eligible list for a captaincy will have to be promoted to take Captain Moore's place. Then there are two vacancies in the rank of police sergeant to be filled. Friends of Detective T. E. Hammersley are urging his appointment as sergeant, and friends of Sergeant E. E. Lyon are equally active in seeking a captaincy for this Spanish war veteran.

The committee voted to appropriate \$5000 to install a gong and semaphore fire alarm system on the busy downtown street crossings. In case of fire all traffic is obliged to come to a standstill in the congested districts at the ringing of a gong or the flashing of a semaphore until after the fire apparatus has passed the corner where the signals were given.

A number of salary raises, in addition to those announced in yesterday's Journal, were recommended by the committee before it concluded the all day session. All of these increases, however, did not amount to more than \$5000 a year.


What is believed to be an effort of the engineers' union to force the employment by the city of an assistant to the engineer of the city hall was the introduction of an ordinance to this effect in the committee. Councilman Maguire favored the passage of the ordinance, but the rest of the committee were solidly opposed to it. Engineer D. E. Smock, who handles the boilers at the city hall, does not belong to the union and he has not asked for an assistant. He works about 11 hours a day and gets an extra allowance of salary for the three hours overtime. There is not enough work to keep two men employed for eight hour shifts each.

Head Janitor C. E. Simmons received an unexpected raise of salary. Mr. Simmons appeared before the committee to ask for an appropriation of \$1000 with which to do some caulking around the hall.

"Well, if you can get along with \$850 we will put the other \$150 on your salary," said Mr. Burgard, Simmons said he thought he could.

FLOUR SHIPMENT TAKES FORTY FREIGHT CARS

Pendleton, Or., Jan. 14.—Sixty thousand sacks of hard wheat flour have been shipped by the Byers Milling company of this city to the orient during the last three days. The last installment was shipped this morning. The shipment required 40 cars and is routed by way of the Northern Pacific to Tacoma.



Best for Biscuit

Experienced housekeepers who have tried many different kinds of baking powders, find that Rumford biscuits are lighter, whiter and better flavored.

They are also more wholesome and much more easily made with

Rumford

THE WHOLESOME BAKING POWDER

The Best of the High-Grade Baking Powders—No Alum



ANNUAL Clearance

Now in Progress Brings

All Chafing Dishes—Chafing Dish Sets

All Our Casseroles—All Carving Sets

All Manicure Sets

1/3 Off

Only Contract Lines Excepted

A sale sure to appeal to hundreds of women. See our windows. Come tomorrow.

Oregon Hardware Co.

Worcester Bldg., Third St., Cor. Oak.

Is Your Time Money?

Then increase your profits by opening an account with this bank. With our location and perfect service, your banking can be done in the shortest time and with best results.

Our Savings Department Pays 4 Per Cent Interest

Merchants National Bank

Under Government Supervision

Founded 1886 Washington and Fourth Sts.

Mr. Auto Owner

WE HAVE

"Everything for the Auto"

All in one establishment. Our expert service is at your disposal. This saves you time and secures you just what you need at right prices.

WESTERN HARDWARE & AUTO SUPPLY CO. Seventh and Pine

BUY NOW AND SAVE

One Hundred Twenty Dollars ON NEW KNABE AND OTHER HIGH-GRADE PIANOS

Reed-French Piano Mfg. Co.

Distributors for Reliable Pianos

184 SEVENTH ST. JOURNAL BUILDING.

Again at your Grocers

WHITERIVER FLOUR

BETTER THAN EVER

Makes Whiter, Lighter Bread

THE J. R. GILL CO. Third and Alder

Parcel Post Scales

For Commercial and Domestic Use

These scales just received, automatically compute the cost on packages for city and rural delivery, and for the different zones of mileage and the necessary information is shown on the dial, also show weight by ounces up to twelve pounds. Number of zones and mileage printed in red. Complete with all requirements; indicates the exact cost of postage in cents for the different zones of mileage for parcel post. Low price—Please **YOUR** order **AT ONCE.**

Gil's

Office Supplies—Furniture Books, Social Stationery



INSPECT Our Methods

We have no secret process in making glasses. The satisfaction your glasses give is the result of untiring and conscientious application of known scientific laws necessary to produce glasses which are good to look through and look at.

Standard goods at standard prices plus quality services.

Suggestion: Kryptok lenses in Shur-on Mountings. Nothing Better.

THOMPSON OPTICAL INSTITUTE

209-10-11 Corbett Bldg., 2d Floor

The Morgan Atchley Furniture Co.'s Going Out of Business Sale Still Continues

Notwithstanding Rumors and Statements to the Contrary

Our inventory, just complete, discloses the fact that we have so many good bargains we have concluded to give our customers the benefit, rather than to dispose of the remainder of the stock to dealers. We have not time to give figures, but will guarantee reduction of from 50 to 75 per cent in almost every department. We hope that all our friends, and especially our former customers, will take advantage of this opportunity.

Buy Heating Stoves Now

For the balance of this season's use and next winter's. We will dispose of the remainder of our stock at

Half Price



GRAND AVE. and EAST STARK

MORGAN ATCHLEY FURNITURE CO. INC.

GRAND AVE. and EAST STARK