

'BEARSTEAK' SUCCESS DESPITE ABSENCE OF BRUIED CHEF D'OEUVRE

Portland Press Club Eats Beef-steak and Listens to Highly Entertaining Talks.

It was a streetcar night and the high jinks bristling with humor and logic, told of the 5-cent fare and the woes of the rich corporation. Flashed from the lantern's beam, the arithmetic's wise compilations recited the trolley's clang and reflected the straphanger's folly. Who, from a glimpse at the screen, could refrain from a mental reversion? And sympathy, huge and distinct, took the place of the carper's reviling.

Speaking of the flesh of the bear, which was loudly bruited about to be the chef d'oeuvre of the Portland Press club's jollification over Franklin T. Griffith, new president of the Portland Railway, Light & Power company, last night, one is constrained to describe instead the blissful effect of a full mess of beefsteak. Beef, it was explained, when the bear failed to arrive, is logically the great Oregon foodstuff, and is superior to bruin in that it is at least obtainable. Despite the lack of the timid wild thing, all went well at the feast and the trolley chiefs got a respectful hearing after the digestibles had been downed.

President Griffith Speaks.
The Press club's hospitality was joined by more than 100 knights of the quill and allied arts. John L. Travis, as toastmaster, presented Mr. Griffith as the first orator, who declared the corporation of which he is head intends to cooperate with the public, take the people into its confidence, prove there is no mystery about the business, and, to anybody who wants to know, show that Portland has the best system of any city in the country.

General Manager F. W. Hild was called on for a double stereopticon lecture on the trolley car business, and with lantern slides he went into intricate details of the cost of extending, financing and operating. He showed how Portland, considering its vast area, is better served per unit of population than any other city in the world. He recited the woes of Cleveland since the 3 cent fare has kept receipts down and prevented extension and improvements. Intricate charts were used to analyze many phases of streetcar service seldom thought of by patrons.

Mild Quotes Big Figures.
Mr. Hild, with the aid of the charts, demonstrated that Portland, with a larger area compared with its population than most cities of the country, has a higher track mileage per unit of 10,000 people. The gross earnings per inhabitant, therefore, were less than in San Francisco, Kansas City, Los Angeles, Seattle, Denver, Minneapolis and St. Paul.

He declared Portland leads the world in number of cars operated for 10,000 people. He pointed out that the P. R. L. & P. has expended \$46,256,247 from 1908 to 1912, while the gross earnings were but \$27,787,605, the difference representing the investment in improvements. The lecture is to be repeated before audiences in Portland from time to time in the campaign of education announced by President Griffith.

Strahorn Makes Talk.
Robert E. Strahorn, president of the P. E. & E., gave some impromptu remarks in which he prophesied great things for the interurbans in the next year. W. T. Buchanan, publicity manager for the P. E. & E., gave a forceful and logical explanation of why he could not speak and Commissioner Daly, Clyde Alchison, Commissioner C. A. Bigelow and others responded to demands for oratory.

Grilled in Songs.
Just before Mr. Griffith began to speak, H. G. Whipple, the well known basso, sang a "bawl-out" song directed at the trolley chief. The chorus ended "On the trolley, where we must ride, by golly, everywhere we go." Subsequent thereto, the same singer introduced Mr. Hild's remarks by a similar merry ditty, ending with this refrain:

"How late can we stay out tonight, Hild?
How late can we stay out tonight?
We don't want to raise a howl—
Can you fix it with the Owl?
We don't want to walk out home,
All alone, all alone, all alone.
We won't start home till morning.
(Order a special.)

"We'll say that you're all right, all right,
If you will free us from all care
We'll stick right here eating beef—
Oh, say, Hild, how late can we stay out tonight?"

The parodies were written by Dean Collins. Grace Cameron, the actress, could not attend last night as was expected, but Mr. Travis announced she would be "there" next Monday night, when the Press club will hold a reception at which members of the club and their ladies will be present.

Y. M. C. A. SECRETARIES GO TO CONFERENCE

More than 20 secretaries from the Portland Young Men's Christian association left this morning for De Lano Beach, Wash., where they will attend the employed officers' conference of the Y. M. C. A. They were accompanied by a large number of Y. M. C. A. men who had come to Portland from other cities, and the party occupied a special car on the O.-W. R. & N. They will be gone until Monday. Meanwhile affairs of the local association will be conducted by S. W. Harris, W. C. Moore and Lawrence Todnem.

PASADENANS RECEIVE HANDSOME TROPHY



Portland Rose Festival cup awarded Knights of the Rose.

Pasadenans have acknowledged receipt of the cup awarded them for making the best appearance of any organization at the recent Rose Festival, in these words:

"The trophy is much handsomer and more expensive than the Pasadena delegation expected. Members of the Knights of the Rose tournament are delighted with it."

ORGANIZATION MUST BE COHESIVE TO MAKE PORTS PLAN SUCCEED

Upper River Interests Conflict Says Pasco Man, but Fact Is River Regulates Rates.

Conflicting upper river influences tend to counteract the bar channel deepening campaign of the ports of the Columbia, and thus make the necessity for a cohesive organization greater, declares Captain W. P. Gray of Pasco, in a letter which he has written to Dr. Alfred Kinney, chairman of the committee of directions of ports of Columbia.

"There are many enthusiastic workers for an open river in every section of the Inland Empire, but the masses are indifferent and there are now conflicting interests," reads Captain Gray's letter.

"Puget sound wants our trade and the railroads need the business. State pride has its influence, and with three railroads crossing the mountains and two following the river, we are not isolated as formerly."

River Regulates Rates.
"But we realize that our navigable rivers should be the regulating arteries of commerce. Even Puget sound cities benefit by the possibilities of navigation on the Columbia, and we will help in efforts for deepening the bar and river to Portland and Vancouver. But you must broaden your efforts to include the upper portions and navigable tributaries. It is a well established axiom that a foundation capable of sustaining a superstructure must be first provided."

"In developing our river transportation, the Columbia river, bar is the foundation. The deepening of channels to commercial centers are the pillars that support the superstructure, which is the many navigable streams that must be improved as arteries of commerce and good roads that must be provided for convenient access to traffic facilities."

Patchwork Plan Obsolete.
"The days of patchwork plans for the improvement of rivers are passed. To have a proper effect with government and state officials, consistent, united and intelligent efforts must be made and every phase of the subject carefully studied by your organization."

"Work for deepening the bar and the rivers to Portland, but don't neglect the Willamette and upper Columbia and Snake rivers. The city officials of every city and town along the rivers will come to your aid financially if you run business, but if you sup with the bar and the rivers to Portland, don't expect help from above."

"I made a trip down the upper Columbia from Pasco last summer with General Bixby, chief of United States engineers, and he was very much impressed with the possibilities of navigating the rivers and spoke enthusiastically of their improvement on a comprehensive plan. I saw him again in

The cup was sent by the Rose Festival association to the Pasadena knights after some delay, occasioned by the engraving on the cup, which reads as follows:

"First grand prize. Awarded Pasadena, best appearing organization in Rose Festival pageants, Portland, Or., 1913."

The cup is of sterling silver and stands 18 inches high.

Portland after he had visited the jeties and he was still favorable to the improvement of the upper streams, so we have an influential friend at court that understands the situation.

Should Add to Name.
"I would suggest that you add two words. The committee of the Ports of the Columbia and Tributaries."

F. L. Stewart, cashier of the Kelso, Wash., State bank, has written accepting appointment on the committee. Similar letters have been received from C. C. Chapman of the Portland Commercial club; C. X. Larrabee of Portland; W. L. Thompson, president of the American National bank at Pendleton; L. M. Plamondon, president of the Woodland, Wash., State bank; E. L. Smith of Hood River; Captain A. T. Stream of Ilwaco, Beach, Wash.; Charles R. Spencer, president of the First National bank of White Salmon, Wash.; E. A. Blackmore of Ridgefield, Wash., and John S. Beall of Portland.

WANT RECREATION PIER ON NEW PUBLIC DOCK

Now that dock No. 2 on the central east side is assured the members of the Greater East Side United Improvement clubs will begin an agitation for a recreation pier and roof garden in connection with the dock. The announcement was made this morning by L. M. Lepper, president of the association.

"Inasmuch as there are four square miles, embracing the central east side, without public parks, playgrounds or places of recreation of any kind the need of this recreation pier is very apparent," said Mr. Lepper.

"We are advocating a recreation pier which would be suitable for band concerts, dancing and other forms of amusement. The people of the central east side are entitled to this roof garden. It will also be in accordance with the Bennett plans for a Greater Portland, and there is no reason why it should not be given. The east side association will take up the matter with the dock commission at an early date."

A ruined castle at Merlenhausen, Saxony, is to be fitted up by the local authorities as a shelter home for tramps.

CROSSTOWN CARLINE WILL BE DISCUSSED

Meeting Will Take Up Subject in Conjunction With Other Bodies.

A special meeting of the North Albina Improvement club will be held next Monday evening at the Albina branch library, 350 Knott street to discuss the east side cross-town carline question. L. M. Lepper of the East Side Business Men's club will address the meeting.

Special meetings are being held by all improvement clubs of the North-east Portland district to agitate the extension of the proposed cross-town carline on East Twenty-eighth street from Greeley street to East Thirty-third street. It is reported that the St. Johns cars will be routed over Williamette boulevard as soon as the improvements on that street are completed. If this is done it will leave a part of the Killingsworth avenue district without adequate streetcar service unless the proposed cross-town service is given.

The present movement of the east side clubs is under the direction of L. M. Lepper of the East Side Business Men's club, and H. Niehuuser of the Killingsworth avenue Improvement club. At each meeting a special committee of five members is appointed to represent each club. These committees will meet with the city commissioners before the cross-town franchise of the Portland Railway, Light and Power company is acted upon.

"This cross-town carline question is of great importance to all citizens of the Peninsula district," stated Mr. Niehuuser yesterday. "The Killingsworth avenue district is in great need of the cross-town service from Greeley to East Thirty-third streets, and we shall demand that it be given. Killingsworth avenue is the main thoroughfare of the Peninsula district and for that reason it should be connected with all cross-town service. It is the intention of our improvement club to begin an agitation for a cross-town service on East Thirty-ninth street, from Killingsworth avenue south at an early date."

DAILY ORDERS OILING OF ALBINA BOULEVARD

Out on Albina avenue between Portland boulevard and Alameda street motor trucks carrying building material to the new Kenton school have been raising clouds of dust that drifted over on the playgrounds of little children, for Peninsula park borders this street. It has been but a comparatively short time since this part of Albina avenue has been open to general traffic. Pending the success of a movement to harden the surface the thoroughfare only grading was done.

Heavy traffic and much of it has



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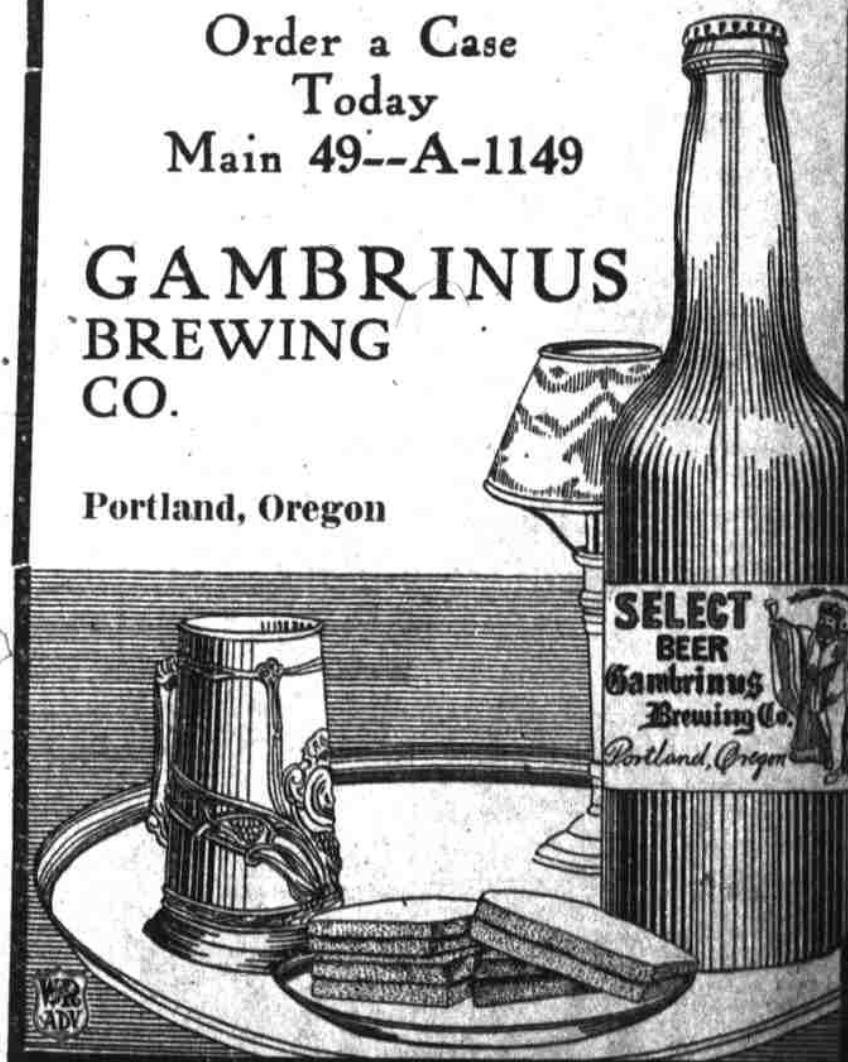
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