

BOARD FOR THE CHRISTMAS SHIP; BE SURE AND DO NOT DELAY

LAND'S DAMAS P-CARGO LEAVES FOR EAST THIS WEEK

Last Day on Which
for Little Ones Abroad
Be Received.

YONE CO-OPERATES

and Grown-ups From Far
Near Joining This Carnival
of Good Giving.

By Vella Winner.

A warning that it may be
well to give out now as later
perhaps the damas will have
and that is that Friday
week is positively the last
which Christmas Ship parcels
received at The Journal of-
fice will until Saturday morn-
ing will be disappointed, for you
missed the ship and be-
cause little child across the sea
without the toy or the warm
blanket that you had intended for

member the last day for con-
s is Friday, October 23.
about the way a prairie fire
Says Friends, if don't
if you don't mind a bit of
to the way the interest in the
of this Christmas ship is per-
through the community and
across the boundaries. It
all what you'd call "local"
for we couldn't keep out
and goodness knows we
the kind friends from
the state and even some over
ington, who are just set on
to load this grand old ship
on earth, good will to men.
a mail brought gifts from
Corvallis, Eugene, Forest
from Vancouver, which
everybody knows that
there is a big job to be tackled
and thing to do is to systematize
it up into a convenient
of smaller jobs and then parcel
all these smaller jobs to the

with dispatch.
with the ease of writing hands,
to details thought out do we
to jobs done and that is the
the Journal's share in the
Christmas Ship cargo is pro-
to do. There have been
wished to give either
orders for merchandise and
been others who have been
help but had not the means
so in order that both classes
to have a share in the great cargo,
to bolts of flannelette, a total
value, has been donated and
the hands of women who are
their spare moments to the
of garments of all kinds from
babies to grown-ups, and
night gown for the mother,
for big and little boys and
sweaters, stockings and cotton
are among the things most
to round out the Jour-
are in the cargo.

will help?
night and last night 50 of
pictures show
showed a special slide telling
plans for the Christmas Ship
that was most needed. Last
of the week were
number of houses by talks given
known women who are inter-
themselves in the Christmas
Among the houses were Mrs. A.
last evening were: Echo,
The Gay, The Tivoli, The
The Grand, Portsmouth, Derby,
Crystal, Acme, Victoria,
Nob Hill and Clinton. The
times slip slide and the speakers
greeted with enthusiastic ap-
proach morning it is expected
penny contributions which the
children are to make, will be
some. The teachers will
take away that which be-
comes of each of the contribu-
tions and all pennies must be
Thursday, so that the entire



What Is Desired For the Ship Pack or Wrap Gifts Securely

Questions come pouring in every day over the telephone, in person and by mail regarding what is wanted, how it is to be prepared and when it is to be sent and the last date for receiving gifts.

Warm clothing for women and children, including underwear, dresses, suits of clothes, shoes, stockings, sweaters, caps and mittens are much desired.

Comforter and blankets, both cotton and woolen are acceptable. They may be full sized or small sizes for babies.

Wrap clothing and bedding in heavy paper, tie securely and put on the outside your name and what the package contains.

Pack dolls, toys or other breakables in pasteboard boxes, packing them with excelsior or paper, so that they will not break, then wrap in paper and tie securely.

Bring or send all packages to the Editorial Rooms of The Journal, on or before Friday, October 23.



A few of the many contributors to the Christmas Ship cargo. Top, left to right—The twin children of Mr. and Mrs. O. C. Merrick catch the spirit of the Christmas Ship; DeWolf Hopper adds his contribution. Bottom—This little miss didn't leave her name but she expressed her appreciation of the idea just the same.

amount can be turned over to The Journal by Friday.

Don't fail to give the little ones a penny that they may have a share in the great American gift to Europe.

Old and Young Join in Movement.

From Corvallis today came a letter enclosing a check for one dollar. The letter said: "Please find check for one dollar for the Christmas Ship fund. I only wish that I could give \$100 toward such a worthy cause."

"I want these to go to some little boy in Europe," said little Fred Beach cutting flannel, which was immediately sent out to Mrs. L. V. Rawlings, who with her neighbors and club members will make it up into baby garments. The bolts of cutting flannel given by Mrs. Holt C. Wilson, went today to Mrs. W. Hull, president of Chapter A of the P. E. O. sisterhood, the members of that chapter planning to make up children's garments.

Mr. and Mrs. C. C. Lightfoot brought in a dozen pairs of woolen stockings and said they would bring some clothing next week. Dollar contributions were received from Mrs. A. Watkins and from Mrs. Lillian Polk of Corvallis. A big box of toys from 3-year-old Elizabeth Steele of Athena arrived on the afternoon mail yesterday. Several people who declined to give their names left bundles of

clothing and toys yesterday.

Mrs. E. F. Monges, Richard and Adele Monges and Mrs. H. M. Lull, Jimmy and Barbara Lull, came together early yesterday morning laden down with toys and warm clothing. Mrs. Lull and Mrs. E. A. Woods also left dollar contributions. Little Richard Ottenheimer, his little face wreathed in smiles, brought in a package of new toys for some little European children. Little Lester F. Zehring, Sammy Lockwood, Alf Otto Johnson, all brought contributions of toys. Clothing was contributed during the day by Mrs. R. F. Robinson, Helen Louise Crosby, Adeline De Keeser, Mrs. H. C. Jordan, Mrs. William Gyntner, George and Janet Beggs brought a bundle of toys and clothing.

Baby Clothing is Given.

"This is to buy cutting flannel for the European children," said little Margaret Robinson, as she deposited \$1.50 on the desk of the Christmas Ship editor. Highly gratifying is the large number of contributions of baby clothing since 1913. The children can play with them until they get tired and then their mamma can cook them." Of course, she meant the beans, not the children.

Federated Clubs Offer Indorsement

The Oregon Federation of Women's clubs, when in annual convention at

Small Gifts for Christmas Cargo

Practical Suggestions Made for Those Who Would Do Little Kindnesses Worth While.

Mrs. E. A. Jobs and Mrs. C. M. Pierson offer some very valuable and practical suggestions for people who wish to make some contribution to the Christmas Ship, yet whose means will not permit of giving. They suggest papers of pins, safety pins, needles, darning cotton, scissors, combs, brushes, baby blankets and comforters, packages of sweet chocolate, prunes done up in pound packages packed in little muslin bags, small quantities of cut sugar and other imperishable dainties, which will help to make the cargo truly Christmas-like.

Vancouver Sewing Club Is Interested

Meeting Called for Tuesday to Consider Cooperation in Plan to Send Gifts to Europe.

Vancouver, Wash., Oct. 17.—The ladies of the Vancouver Sewing club will hold a meeting at the Commercial club rooms next Tuesday afternoon, in which they will be joined by ladies from the various other city organizations. The matter of sending a large box of Christmas gifts to the war-stricken territory of Europe will be taken up. Professor Shumway has been requested to ask that each child attending school in Vancouver bring one penny each, and it is expected that

The Christmas Ship's Friends List of Contributors to Date

- The following is the complete list of contributors to the cargo of the Christmas Ship, to date:
- Mrs. Richard Koehler, bolt of outing flannel.
 - Mrs. Holt C. Wilson, bolt of outing flannel.
 - Mrs. Guy W. Talbot, bolt of outing flannel.
 - Junior league, \$50.
 - Mrs. C. A. Dolph, \$15.
 - Mrs. James Bainbridge, \$2.
 - Mrs. J. F. Kelly, \$2.50.
 - Mrs. A. S. Benson, two pairs of blankets.
 - Mrs. James B. Kerr, 10 yards of flannel.
 - Mrs. L. L. Fish, 10 yards of flannel.
 - Mrs. T. J. Mullin, 10 yards of flannel.
 - Mrs. C. M. Pierson, 10 yards of flannel.
 - Mrs. Sigmond Frank, bolt of outing flannel.
 - Miss Lillian Tingle, bolt of outing flannel.
 - Mrs. J. G. Edwards, bolt of outing flannel.
 - A friend, large quantity of clothing.
 - Mrs. E. A. Gscheider, bolt of flannelette.
 - Mrs. Rose T. Hughes and friends, making up bolt of flannelette.
 - Boys of Sherman school, toys.
 - Boys of Shattuck school, toys.
 - Boys of Shaver school, toys.
 - A friend, \$1 and woman's coat.
 - Mrs. N. Koisappel, clothing.
 - Mrs. Albertine Nickles, clothing.
 - Laura Nickett, clothing and toys.
 - A. E. Wellington, clothing.
 - Immater of Christendom Home, making up bolt of flannelette.
 - Fenninsula school, making up bolt of flannelette.
 - Mrs. A. E. Knapp and friends, making up bolt of flannelette.
 - Richmond school, making up bolt of flannelette.
 - Mrs. Thomas G. Greene and friends, making up bolt of flannelette.
 - Immater of county jail, making up bolt of flannelette.
 - Immater of city jail, making up bolt of flannelette.
 - Llewellyn Parent-Teacher association, making up baby clothes.
 - Mrs. A. E. McGowan and friends, making up baby clothes.
 - Glenhaven association, making bolt of flannelette.
 - Stockman association, furnishing and making up both flannelette.
 - Mrs. E. A. Jobs and friends, making up bolt of outing flannel.
 - J. B. Dinmore, toys and slippers.
 - Chapter A, of P. E. O., making up clothing.
 - Chapter C, of P. E. O., making up clothing.
 - Mrs. E. H. Ingham, clothing.
 - Mrs. Ward, \$1 and toy bag.
 - L. C. Gilbert, mechanical toy.
 - A friend, \$5.
 - Mrs. C. J. Young, two boxes of stockings.
- A contributor, stockings.
- Jack Gladys, doll.
 - Robert and Frances Pilkington, pair of earrings.
 - Home Davis, toys.
 - Vincent Jones, toys.
 - Hester Miller, mittens and dress.
 - Margaret Galt, \$1.
 - Evan and Jean McTanner, 50 cents.
 - William Wheeler, toys.
 - Vera McCurdy, doll.
 - Olivia Lipscomb, doll.
 - Children's class Grace M. E. church, \$1.25.
 - Foreign class, Y. M. C. A., cash.
 - A friend, toys.
 - Mrs. Mrs. A. B. Cowler, \$1.
 - J. P. Serres, boys' stockings.
 - J. P. Leithauer, \$1.
 - A friend, clothing for two years old child.
 - Boys of Sellwood school, toys, tabourettes and sleeve boards.
 - Mrs. Helen Graves, hose and stockings.
 - E. J. Siebel, clothing.
 - Elizabeth Kestel, toys and clothing.
 - A friend, toys.
 - A friend, 2-year-old baby outfit.
 - Evington school girls, bean bags.
 - Richard Ottenheimer, toys.
 - A friend, baby clothes and toys.
 - Mrs. W. G. Harrington, of Forest Grove, toys and clothing.
 - Mrs. E. F. Robinson, clothing.
 - Lester F. Zehring, toys.
 - Mrs. E. P. Monges, Richard and Adele Monges, toys and clothing.
 - Mrs. E. M. Lull, clothing and \$1.
 - Jimmy and Barbara Lull, toys.
 - Mrs. E. A. Woods, \$1.
 - Mrs. Lillian Polk, \$1.
 - A friend, toys.
 - A friend, candy.
 - Sammy Lockwood, boys.
 - Helen Louise Crosby, clothing.
 - A friend, clothing.
 - Alf Otto Johnson, toys.
 - Mrs. E. A. Jobs and friends, toys.
 - R. W. Kenneman, baby clothes.
 - Glady and Eva Beschem, baby clothes.
 - Adeline De Keeser, clothing.
 - Mrs. H. C. Jordan, clothing.
 - Mrs. William Gyntner, clothing.
 - George and Janet Beggs, toys and clothing.
 - Mrs. and Mrs. C. C. Lightfoot, woolen stockings.
 - Fred Beach, box of dominoes.
 - Mrs. J. C. Ainsworth, bolt of outing flannel.
 - Mrs. A. Watkins, \$1.50.
 - Margaret Robinson, \$1.50.
 - A friend, clothing.
 - Bonnie Bird, toys.
 - Iona and Geraldine Kowett, clothing and toys.
 - Berina Grossen, toys and clothing.
 - Maurice Barrett, puzzles.
 - Mrs. L. F. Alysworth, woman's underwear.
 - Mrs. R. C. Eulbert, 20 yards of flannel.
 - Mrs. H. M. Chard, baby clothes and stockings.

DE WOLF HOPPER MAKES CONTRIBUTION TO SHIP

"To attach some little idea of practical joy and comfort to the belligerent 70 per cent of the world seems more or less difficult, but whatever can be done in that direction, I heartily approve," said the inimitable De Wolf Hopper, as he deposited his contribution to the cargo of the Christmas ship in the editorial rooms of The Journal—several boxes of toys, which Mr. Hopper claimed he had as much

fun in buying a little recipients across the water will have in playing with them.

"But," continued Mr. Hopper, "whatever little practical sense I am blest with prompts me to suggest that the gift of an axe to each power in question, and to the representatives of the same be locked up in a room and use the gifts on each other, would be a reasonable treatment for the unprecedented entanglement."

Woodstock Pastor To Discuss Idea

Rev. Frank James to Devote Today's Sermon Hour to Interests of the Christmas Ship.

"The Christmas Ship for Europe's War Stricken Children; Help Give It a Cargo" will be the subject of the sermon to be preached this morning at the Woodstock M. E. church by the pastor, Rev. Frank James.

Existing Competent System of Publicly Owned Terminals Is Declared to Be Logical Result of This Policy.

under lease would undoubtedly be much larger, since in San Francisco the greater part of the terminal service is on the property improved or operated by the state.

How Charges Are Levied.

The satisfactory character of this service is evidenced by the charges, which are: For Dockage, two cents per ton for the first 200 tons and cents for each additional ton per day; tolls, 5 cents per ton; average overall charges, 10 cents per ton; or about half the Portland charges.

The belt line is a feature of the equipment of the state terminal. The charges for the \$2,500 car except when Market street is closed. Then it is \$5 per car. It is operated by the harbor board and the receipts from this source is \$15,000.

The industries which seek the waterfront in Portland are satisfied with access by spur lines. Sawmills may, if they prefer, either lease waterfront or go outside.

All this public terminal property in San Francisco has been built upon the revenues derived therefrom, and by the board of public works, which are valued at \$32,515,000. These have been reclaimed by filling the foreshore, not for the public, but only to produce an efficient terminal open to all on equal terms, but to produce a revenue sustaining itself and rendering cheap service. In the case of \$9,000,000 of bonds was authorized but these are carried by the date revenues.

The board estimates that "in private ownership the terminal would be capitalized for at least \$250,000,000 and handsome returns easily made on that figure."

San Francisco's terminal trade for 1913 amounted to about \$200,000,000 while Portland's amounted to \$7,000,000, a difference due more than to any other cause, to Portland's habit of speculating in public commercial properties rather than developing them.

SAN FRANCISCO'S HANDLING OF WATERFRONT PROPERTIES SHOWS ADVANTAGE OF DEVELOPMENT OVER SPECULATION

The Beginning California Waters and Their Beds in Alienation.

By J. B. Ziegler.

Oregonian has advised the state to vote on the several bills. It does not mince matters in condemning the waterfront bill, saying flatly that they are the work of "shallow thinkers," and that they are "take away that which belongs to all the people of the state and give it upon a part."

The supreme court (Winters vs. Myers, 1903) recently used the language in an opinion declaring that a legislative grant of the right of a navigable stream—that belonged to all the people and the legislature had no right to give to a part of the people. The court can't see it from that angle, and is trying to confuse in the minds of its readers, title with taxes.

Multnomah bar in solemn conference has also put the stamp of disapproval upon the measure, reasoning that they would disturb and increase litigation.

It is that band of faithful lawyers who go up to Salem, biennially, to left alone the public trust of the state in the beds of navigable streams and respected the state's interest in the title, to be contained in the terms of the bill, viz: "All the navigable waters of the state shall be public property, and forever free as well as citizens of said state, to the citizens of the United States, and any tax, duty impost or toll thereon, there would have been no right of private ownership."

Waterfront opponents could not obtain their wharves under the act of 1862, until the state or court ready to provide more modern wharves and the wharves could be taken over by the state, without paying the occupant for an exorbitant price, due to the fact that the act of 1862 was not a legal policy of expropriation of the public property from the

right of wharfare, and thereby putting it at the mercy of private greed.

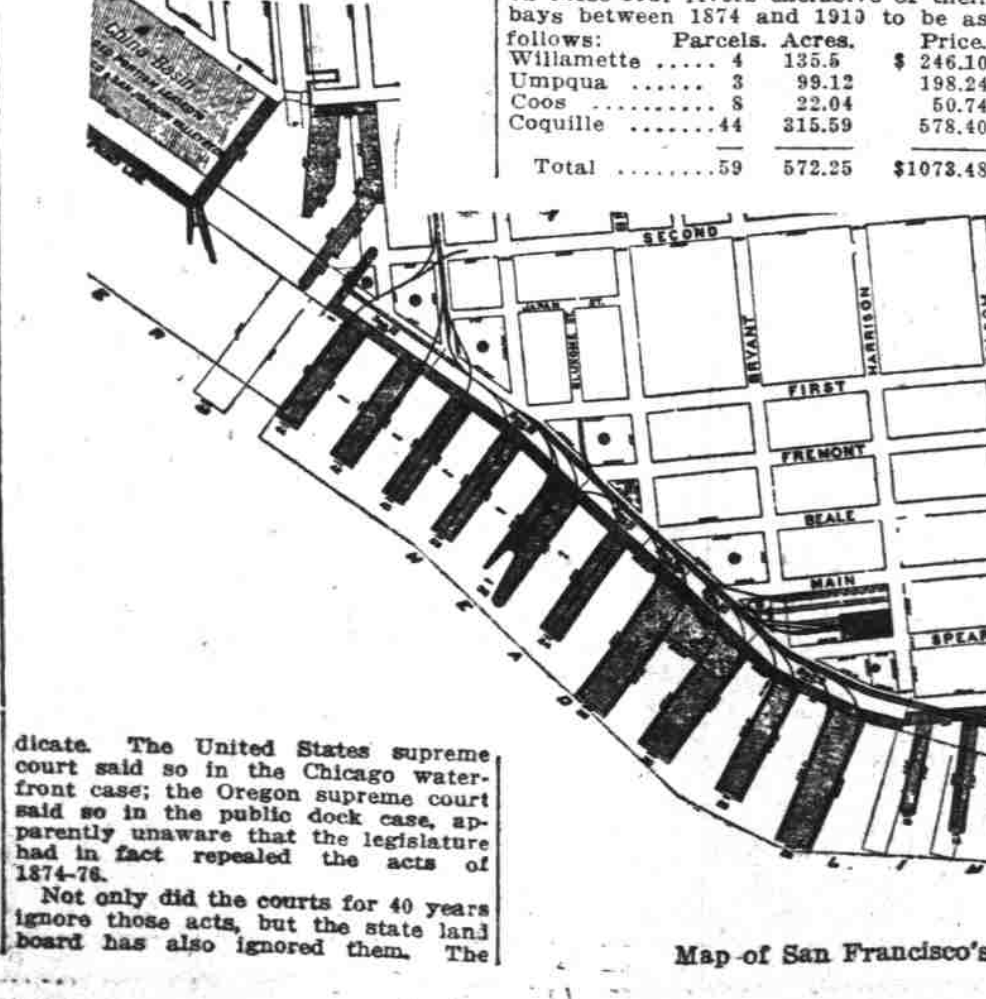
Not only did the courts say in all the Willamette cases prior to the public dock case that the acts of 1874-76 conveyed nothing, and that the ordinary high water line continued to be the boundary between private owner and the state, but in 1878, the legislature repealed them.

I repeat this for Mr. Coover's benefit. He says, "the state cannot take back what it once grants away," but it can take back that which it attempted to give away and had not the power to give. It can resume for the state a trust which it attempted to ab-

act of 1874 excepted the Willamette from the provisions of the general title and swamp land act, and proposed to grant to adjacent owners any tidelands which might exist down to low water. The act of 1876 extended this exception to the Coos, Coquille and Umpqua rivers. The courts held that the banks of the rivers could not be conveyed by these acts. Under the common law and presumably not coming under the courts' jurisdiction, tide flats, not useful for navigation and not forming a part of the bed of the river, could be sold. At any rate, quoting from the records of the state land board, I find sales of tide lands on these four rivers exclusive of their bays between 1874 and 1913 to be as follows:

Parcels.	Acres.	Price.
Willamette	135.5	\$ 245.10
Umpqua	3	99.12
Coos	3	22.04
Coquille	44	215.59
Total	59	572.25

\$1073.48



Not only does the above table demonstrate that the acts of 1874 and 1876 had not established a title in the alleged grantees at the time they were repealed, but displays the extent of the loss with which the public is threatened. In a period of 40 years, 59 parcels of land, aggregating 572 acres, for \$1073.48, the proceeds on four of the more important tideland streams of the state.

Then think of the sale of Dabney's island in the Swan Island terminal district (cancelled by order of the court), 11 1/2 acres for \$22.50, while the dock commission but a few years later was compelled to pay \$850 per front foot, and you have an epitome of the policy so dear to the hearts of the opponents of the waterfront bills and so expensive to the public.

California's Practice.

Now let us turn from this painful picture to California, a state which has protected navigable waters and their beds from alienation, by reas-

serting the common law doctrine in its constitution.

It will take the one notable instance of the San Francisco waterfront, owned by the state and operated by the state board of harbor commissioners since 1903.

It was not until 1879 that California put the section against alienation into its constitution, so we see that even since 1903, the state was wise enough to recognize the advantages of public ownership of a terminal which could be kept free to all transportation on equal terms and managed to maintain the public right in the foreshore, for unobstructed commerce.

The following figures show the returns to the state for a period of 50 years:

Year	Amount
1863-64	\$117,848.28
1865-66	177,392.66
1867-68	188,716.80
1868-69	236,439.36
1869-70	297,890.62
1870-71	352,649.56

1871-72 408,917.03
1872-73 465,035.64
1873-74 521,154.25
1874-75 577,272.86
1875-76 633,391.47
1876-77 689,510.08
1877-78 745,628.69
1878-79 801,747.30
1879-80 857,865.91
1880-81 913,984.52
1881-82 970,103.13
1882-83 1,026,221.74
1883-84 1,082,340.35
1884-85 1,138,458.96
1885-86 1,194,577.57
1886-87 1,250,696.18
1887-88 1,306,814.79
1888-89 1,362,933.40
1889-90 1,419,052.01
1890-91 1,475,170.62
1891-92 1,531,289.23
1892-93 1,587,407.84
1893-94 1,643,526.45
1894-95 1,699,645.06
1895-96 1,755,763.67
1896-97 1,811,882.28
1897-98 1,867,900.89
1898-99 1,924,019.50
1899-00 1,980,138.11
1900-01 2,036,256.72

Map of San Francisco's waterfront from Central Basin to Leavenworth street.