PORTLAND TO MAKE PROTEST AGAINST THE SOUND OATS AWARD

Seattle Firm Captures Government Contract Despite Lower Bid Submitted Here.

FIGURES ARE AT VARIANCE

Chamber of Commerce Will Send Written Statement to United States Senator George E. Chamberlain.

Awarding of the contract to furnish 3000 tons of oats for the Philippines to a Seattle firm after a Portland bidder submitted an offer far below is not going to pass by unprotested.

The Chamber of Commerce is preparing a written statement setting forth its position and will forward it to Senator Chamberlain.

The United States quartermaster's department's figures favoring Seattle are wrong, according to estimates supplied by Portland shippers.

The differential of Seattle under Portland is given as $4025 by the quartermaster's department in a letter to Senator Chamberlain explaining why Portland was not given the contract. The figures are:

2½ days' steaming at $650 day	$1625
4 days' loading at $350 per day	1400
Pilotage and towage	500
Wharfage	500
Total	$4025

Difference Is Claimed.

The actual difference as figured reasonably is:

One day, 10 hours' steaming at $650 per day	$ 942.50
Pilotage	306.28
Total	$1,248.78

The Northern Grain & Warehouse company's bid was $2650, leaving Portland with an actual better figure by $1,401.22.

"The figures of the quartermaster's department are preposterous," said W. D. B. Dodson, secretary of the Chamber of Commerce, yesterday.

"Running time from Seattle to Portland is 26 hours, divided into 18 hours from Seattle to the mouth of the river and eight hours from Astoria to Portland.

"When the Dix straightened away from the river, bound for the Philippines, she would be on her course to the islands without losing over 50 miles. So that the return journey can be counted at but eight hours.

"Pilotage on the Dix, allowing that she drew 25 feet as an average, and she would probably average less than that, and her net tonnage being 4507 tons, would be only $303.28, instead of $500, as estimated by the government officials.

"There is no reason for charging loading and wharfage against the Port of Portland, for the craft would have to load on the sound and the commission of public docks has guaranteed the same price on government goods going across the municipal docks as they pay anywhere else on the coast.

Local Stevedores Speedy.

"Portland stevedores are the fastest grain handlers on the Pacific coast, if not in the world, and I am assured by them that they would put 3000 tons of oats in the Dix in not over two days.

"The 34 hours of steaming time and pilotage are absolutely the only things to be charged against this port in considering this contract.

"The government officials also state that there would be the dangers attendant upon crossing the bar.

"Some day, and somehow, we are going to have carried from the United States engineer corps to the United States quartermaster's department the statement that there is no bar, that the mouth of the Columbia river is as safe as is the entrance to San Francisco bay. The engineers know it and have told not only the general public but the quartermaster's department, but the latter institution can only remember when in 1906 the Dix was held up here eight days behind a big storm.

"Such delays are a thing of the past, but we do not seem to be able to get that idea into the heads of the quartermaster's department."

BANDON SHIPYARD SOLD

San Francisco Firm Buys and Will Begin Work in 60 Days.

Bandon, Or., May 12.—The Bandon shipyard was sold yesterday to a shipbuilding firm of San Francisco, who expect to begin the construction of two vessels here within the next 60 days. Attorney J. R. Cunnyngham of San Francisco represented the purchasers in closing the deal with the directors of the Bank of Bandon. The yard was owned by the bank in conjunction with the Kronenberg estate and San Francisco interests. The sale price was $12,500.

The new owners are incorporated for $250,000 and plan to construct the first two vessels for their own use on the Coquille river. Mr. Cunningham stated that there are other local industries that would be developed by his company and it is believed that the building of the vessels is only the first step towards an extensive investment.

The plant is of sufficient size to accommodate the construction of two vessels of 3000 tons each at one time. It has been idle for more than six years but formerly was one of the leading industries on the Coquille river.

Yankee Nelson Ashore.

San Francisco, May 12.—(P. N. S.)—Captain A. W. Nelson, veteran Pacific Mail skipper and the author of many sea stories, has been withdrawn from the Pacific Mail liner Ecuador, which he brought on her maiden voyage to the Pacific coast last fall, and will be replaced when the vessel next steams from this port by Captain Robert L. Obez, formerly of the Pacific Mail Panama liner City of Para.

Captain Nelson has been given shore leave for an indefinite period and it is probable that later he will be made master of one of the new vessels contemplated by the Pacific Mail company for the Transpacific service. Captain Nelson was formerly master of the steamer Beaver on the run between Portland and Los Angeles.

Historic Name Given.

Seattle, May 12.—(P. N. S.)—Bringing memories of the commerce raiding of more than half a century ago and of the memorable engagement between the United States warship Kearsarge and the Alabama—during the Civil war—a keel will be laid here next week by the Alaska-Pacific Navigation company, the wooden vessel to be named after the Alabama.

R. M. Semmes, manager, is the nephew of Captain Raphael Semmes, commander of the old Alabama, and chooses this way to perpetuate the memory of his uncle.

Rolph Buys Barge.

San Francisco, May 12.—Mayor Rolph yesterday bought the barge St. James from the Alaska Barge company of Tacoma for $50,000. The St. James was formerly a ship, built in Bath, Maine, in 1883. She is 218x41x23 feet and has a gross registry of 1578 tons. She will be used in towing both coal and lumber for the Rolph interests.

Two Steamers Sold.

Seattle, May 12.—(P. N. S.)—The Border Line Transportation company steamers Alki and Dispatch were sold today to W. C. Dawson and associates. The consideration was in the neighborhood of $150,000. The purchasers will continue the operation of the vessels in the Seattle-Southeastern Alaska trade. The deal will make the withdrawal of the border line from the Alaska service.

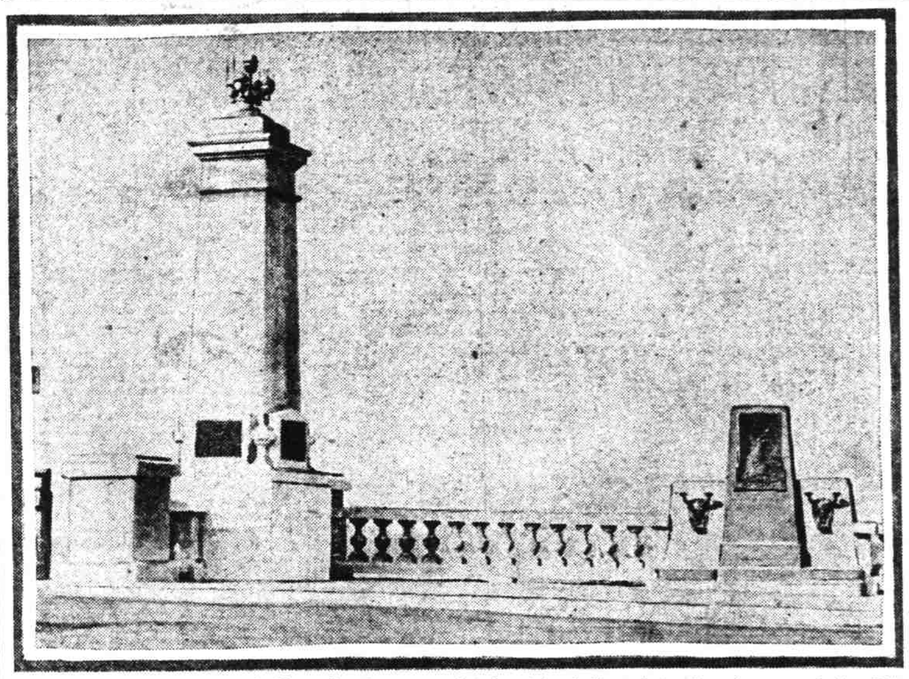
Scarcity of Labor Big Problem.

Scarcity of labor offers a problem for the Pacific coast to solve this summer, according to J. H. Dyer, assistant general manager of the Southern Pacific company, who is back at his desk after a six weeks' inspection of the lines under his jurisdiction.

Good men, especially skilled men, of all kinds are difficult to find, says he, and a difficulty presents itself in the harvesting of crops.

The car shortage situation is rapidly being cleared, he reports, and many more empties are coming into Oregon each day from California.

MEMORIAL MARKS BRIDGE APPROACH



North approach to Interstate bridge, showing memorial fountain dedicated to the pioneers of the Old Oregon trail and erected by members of the D. A. R. resident in the state of Washington.

Dedicated to the pioneers of the old Oregon trail, members of the D. A. R. resident in the state of Washington, have erected a fountain at the north approach of the Interstate bridge. Its principal decoration is a bronze tablet showing in has relief the prairie schooners, laboring oxen and eager forms of the first comers to the Oregon country, and above all is a strong symbolic figure of Hope with face set toward the land of the setting sun. Four jets of water for the refreshment of pedestrians crossing the bridge pour forth from horns of buffalo skulls also reproduced in bronze. Where the letter "O" occurs in the inscription miniature buffalo skulls are carved within the circle. The uniqueness of the design and its artistic merit have won for the fountain the attention and scrutiny of nearly all who cross the bridge.

Near the fountain are the monuments marking the beginning of the bridge and bearing the inscribed bronze plates which were placed at the time of the dedication of the span. With its fountain, monuments, massive construction, ornamental lamp posts and rose planted south approach the bridge is distinctive in aesthetic quality as well as utility.

Ships Owned and Operated By Public, Portland's Need

In Such Plan Every Taxpayer and Every Business Would Be an Active Partner Working for Rehabilitation of the Fortunes of the Port.

By S. E. Holcomb.

In reference to the much agitated question of establishing a line of steamers to serve the interests of this port, I have been browsing around considerably, getting information to satisfy myself as to which is best—to have a line of steamers owned and operated by the Port of Portland for the interest of the shippers of the port, or to have a line of steamers owned and controlled by private interest, and I have come to the conclusion that to get the best results the steamers should be owned and operated by the Port of Portland itself.

To go into details somewhat, I will state that there were three different measures recommended by the transportation and commerce bureau of the Chamber of Commerce, and turned over to the legislative and taxation bureau for final enactment.

Three Measures Proposed.

One of these measures was a law enlarging the powers of the Port of Portland, authorizing the port to buy and sell steamers, charter boats, etc., and establish a line of steamers to serve the interests of this port.

Another measure was a constitutional amendment which has to be voted on favorably by the people at the June election before it becomes a law, giving the Port of Portland authority to subsidize steamship lines, either local lines on the Columbia and Willamette rivers, or lines elsewhere to Alaska, Oriental or South American ports.

There was also a law passed authorizing the sale of bonds to the extent of $3,000,000, to enlarge docks, build grain elevators, etc., which has to be voted on favorably to become effective.

Would Enlarge Powers of Port.

These three laws were all intended to be taken as a whole and should all be supported. I find that the only one that is being given any publicity, and the only one that has any indorsement of any public body so far, is the one authorizing the dock commission to build additional docks and grain elevators, and the law which I claim is the most important of the three giving the Port of Portland enlarged powers, and the right to acquire and operate a steamship line was passed on the basis of one-third of one per cent of the taxable value of the district only, and will raise about $1,000,000, which is entirely inadequate for the purchase and installation of enough boats to make the line successful.

Objections to Private Ownership.

In gathering facts, in interviewing shippers, I find that nearly all recognize the importance and vital necessity of a coast to coast line being established, both to the city of Portland and to the state, but a good many feel that the line should be owned by private interests, when a great many others are strongly in favor of its being owned by the port itself. Those that are in favor of the line being owned by private interests are up against this proposition: That there are no practical men of wealth who have made their money in ocean transportation, and who will put up their money to establish such a line, and as such a line—if organized—would be run for profit for its stockholders instead of the interests of this port, it will not bring the best results. There is nothing to hold a privately owned line to Portland as long as they can make more money elsewhere, as the present situation proves. Both the Grace line and the American-Hawaiian line pulled out when charters were more favorable elsewhere, and the result is that we have no coast to coast ships serving this port at all.

Publicly-Owned Line Essential.

I am firmly convinced that a publicly-owned ship line is the only weapon this port can use to bring back its supremacy as a port. There is no use threshing over old straw to account for the fact that Portland shipping is decreasing, while other coast ports are increasing largely.

In my opinion, the controlling factor is that before the bar was dredged to allow large size boats to enter the river safely, the Union Pacific line thought it to its advantage to establish steamer connections with Seattle to get its share of the through traffic which Seattle's shipping facilities gave, and threw Portland over as a home port.

The fact that Portland shippers at that time did not give the Union Pacific boats the support that they ought, and only gave the Union Pacific boats the business when they could not do better elsewhere, was a mistake that Portland shippers have dearly paid for.

Portland's Advantages Recognized.

Now that the Columbia river bar has been dredged so that there is plenty of water, there is no reason on earth except the apathy and divided interests of some of the larger shippers in Portland that will prevent Portland from coming into its own as a port.

There is absolutely no question but what Portland is most advantageously situated, both as a fresh water port and from an economical shipping standpoint. There is no good reason why ships should pass the mouth of the Columbia river and go 300 or 400 miles further north to load wheat when they can come to Portland or Astoria and get cargo that has the benefit of a water level grade. There is, in my opinion, no reason except an artificial rate structure against Portland that is not made from the cost of haul, but from the combination of railroad interests that will prevent Portland from becoming the New York of the Pacific coast.

Example of the Erie Canal.

Before digging the Erie canal in New York state, New York and Boston were about on a parity, and the small difference in the cost of haul that the Erie Canal gave to New York city established New York as the leading city on the eastern coast. Portland is much more advantageously situated as to its competitors than New York city was on the eastern coast, now that the work of dredging the bar and the Columbia river has been accomplished, and all that is necessary to bring this result about is cooperation and unity of effort.

Ships Are Essential.

There are some who object to the Port of Portland building ships for a boat line who are in favor of the Port of Portland owning its own ships, and I have no doubt but what private ship building corporations, either now in existence or that can be organized, will be willing to build ships and turn them over to the Port of Portland at a profit of not to exceed 10 per cent, the same as they do for the national government, and thus enable the port to secure her ships at a reasonable price. The national government has spent something like $400,000,000 in building the Panama canal, $25,000,000 to $30,000,000 for dredging the bar, building the canal at Cello, etc., and all that is needed now to make all these investments pay is the establishment of necessary steamers.

Tax Would Bring Reward.

There is not a laboring man in town who owns his own home who would not be benefited 10 times as much as the little extra taxes he would have to pay to establish these lines. There is not a business man in town who would not be benefited 10 times more than the extra taxes by the saving he would make in freight alone. There is not a lumber manufacturer in Portland or on the Columbia river who would not be benefited 100 times as much by the saving in freight as their extra taxes would amount to.

I think the following facts will be generally admitted:

First. That the Interstate Commerce Commission will recognize in the future, more than they have in the past, the justice of the claim of interior points for lower rates by rail than to terminal points, and

Second. That sea ports will have to take advantage of water transportation to enable their jobbers to get back into the interior.

Third. That after the present world-wide war is over there will be a large development of water transportation through the Panama canal, coastwise, and with South America and Oriental countries, and that the cities which prepare themselves for this development first will get a decided advantage over their competitors.

Special Session Urged.

The powers conferred on the Port of Portland by the bill already passed are ample, and all that is needed to make it completely successful is authority to sell sufficient bonds to pay for the acquiring of the necessary boats, and to get this authority it will be necessary to have the governor call a special session of the legislature. The publicity alone of calling a special session of the legislature for this purpose would be a good thing and would advertise to the world that we had faith in our own harbor, and would be a big benefit in helping to get contracts from the government for the building of wooden ships, and the saving in freight alone to the producer of the northwest would be more every month than the cost of calling a special session.

Advantages to Accrue.

If the Port of Portland will organize itself along the lines of operating Portland-owned steamers to take care of productions of the territory naturally tributary to Portland, to be run at cost; to subsidize, where thought advantageous, Oriental, South American and Alaska lines, with a competent traffic manager at their head to establish the necessary connections with the proper rates, with the policy especially in view of maintaining favorable rates on raw materials needed by our manufacturers, all kinds of business in this territory would develop to such an extent that the unholy combination of railroad interests would be broken; that the O.-W. R. & N. could then well afford to work for the interest of Portland; the S. P. & S. for the interest of Astoria, with the result that the present stagnation owing to the inability of manufacturers and producers to make deliveries except at an exorbitant rate would soon change to increased business in all lines.

I, for one, believe that Portland's location is such that if the Port of Portland adopts and carries out plans along these lines, that there is absolutely no question as to its success, and will end this somewhat lengthy epistle by the following recent quotation from Herbert Kaufman: "A city was never built, an empire never founded, an industry never ruled, a fortune never amassed, a reputation never established nor a project ever completed by a man with a sharper ear for doubt than for confidence. Half the estimates of pessimism are wrong. Faith is an inveterate conqueror."

TRANS-PACIFIC RATE AGAIN SOARS WHEN WORLD WAR WIDENS

Material Increases Being Felt in All Commodities; Copra and Rice Go Sky High.

San Francisco, May 12.—(P. N. S.)—Transpacific freight rates are again bounding toward the high quotations of a year ago before the Japanese relieved the situation.

Importers are paying $50 a ton to bring rice from Yokohama to San Francisco. Before the war they growled over paying $6 a ton.

Another commodity that has made a spectacular jump during the past three weeks is copra.

Three weeks ago a shipping man who had a vessel near Manila was offered $30 a ton to bring copra hence from that port. He thought the matter over and decided to await another rise in the freight market. Today he was offered but did not actually close for $45 a ton.

Copra has taken on a suddenly great value on account of its use in the manufacture of nitroglycerine and in the making of an oil to lubricate the tools of high speed munition lathes.

NEWS OF THE PORT

Arrivals, May 12.

Washtena, Am. ss., Captain Woldsun, oil, from San Francisco, Union Oil Co.

S. I. Allard, Am. ss., freight, from San Francisco, Parr-McCormick SS. Co.

Daisy Mathews, Am ss., Captain Donaldson, freight, from San Francisco, Freeman SS. Co.

Marine Almanac.

Weather at River's Mouth.

North Head, May 12. — Condition of the mouth of the river at 8 a. m., smooth; wind, southwest, 6 miles; weather, cloudy.

Sun and Tides, May 13.

Sun rises 4:40 a. m. Sun sets 7:35 p. m.

Tides at Astoria.

High Water.	Low Water.
6:26 a. m. 7.3 feet.	0:56 a. m. 3.2 feet.
7 52 p. m. 7.8 feet.	1:16 p. m. 0.7 feet.

Daily River Readings.

STATIONS	Flood stage	Height (in feet)	Changes in last 24 hours	Rainfall last 24 hours
Wenatchee	40	15.5	+1.3	0.02
Kamiah	25	11.7	+0.8	0.00
Lewiston	22	13.0	+0.7	0.12
Umatilla	23	13.3	+0.8	0.25
The Dalles	10	20.4	+2.2	0.06
Eugene	40	6.8	−0.1	0.01
Albany	20	8.6	−0.5	0.07
Salem	20	8.6	−0.5	0.07
Oregon City	12	7.2	−0.1	0.11
Portland	15	13.2	+0.7	0.01

(+) Rising. (−) Falling.

River Forecast.

The Willamette river at Portland will rise steadily, reaching stages of about 13.8 feet Sunday, 14.4 feet Monday and 15 feet Tuesday.

At Neighboring Ports.

Astoria, May 12.—Sailed at 11:30 last night, Beaver, for San Francisco and San Pedro. Arrived and left up during the night, Washtenaw, from Port San Luis. Arrived at 5:40 a. m. and left up at noon, motor schooner S. I. Allard, from San Francisco. Arrived at 5:45 and left up at 7 a. m., Daisy Mathews, from San Pedro. Sailed at 7 a. m., motor schooner Sanlino. Arrived at 3 and left up at 4:20 p. m., W. F. Herrin, from San Francisco. Sailed last night, Daisy Putnam, for San Francisco.

San Francisco, May 12.—Arrived: Willamette, Los Angeles, 9:45 a. m.; Brunswick, Fort Bragg, 9:05 a. m.; W. S. Porter, Everett, with ship Falls of Clyde in tow, 6:50 a. m.; Pasadena, Albion, 6:55 a. m.; barge Santiago, Monterey, in tow tug Arabs, 6:55 a. m.; Sves, Grays Harbor, 8:50 a. m.; Yale, Los Angeles, 9:05 a. m.; Asuncion, Astoria, 11 a. m.; J. B. Stetson, Los Angeles, 11 a. m.; barge Fullerton, Port San Luis, in tow tug Fearless, 1:40 p. m.; Rose City, Los Angeles, 3 p. m.; Washington, Eureka, 5:40 p m.

Sailed: Whittier, Port San Luis, 4 a. m.; schooner Luzon, Grays Harbor, 9 a. m.; W. S. Porter, Port San Luis, 11:35 a. m.; Great Northern, Astoria, 9:30 a. m.; Willamette, Portland, 11:50 a. m.; barkentine Jane L. Stanford, Puget sound, 12:10 p. m.; Chehalis, Grays Harbor, 3:50 p. m.; North Fork, Eureka, 4:15 p. m.; Yale, San Diego, 4:15 p. m., M. S. R. P. Rithet, Mahukona and Mana, 4:50 p. m.; Elizabeth, Bandon, 5 p m.; President, Seattle and Puget sound ports, 5:20 p. m.; Homer, Santa Barbara, via ports, 5:45 p. m.; Avalon, Willapa Harbor, 7:10 p. m.

San Diego, May 12.—Sailed, Bandon, San Francisco, 3 p. m; Harvard, San Francisco, 8 p. m.

Santa Barbara, May 12.—Sailed: Aurelia, south, 3 p. m.; Charles Christiansen, north, 11 a. m.

Ventura, Cal., May 12.—Arrived 5:30 p. m., Aurelia, San Francisco; San Jacinto, San Francisco, 7:30 p. m.

South Bend, May 12.—Arrived: Santa Barbara, Raymond, 6:45 p. m.

Tacoma, May 12.—Arrived, Elihu Thompson, San Francisco, 2 p. m.; Alaska, Alaska, 11 a. m.; Japanese steamer Hawaii Maru, Seattle, 6:30 a. m.; Japanese steamer Sado Maru, Seattle, 6 a. m.; Japanese steamer Yubari Maru, Seattle, last night.

Vancouver, B. C., May 12.—Sailed, Portsmouth, Seattle, via Comox.

Point Wells, May 12.—Sailed, Captain A. F. Lucas, 95 barge in tow, San Francisco.

Aberdeen, May 12.—Arrived, Necanicum and Fair Oaks, San Francisco, 7 a. m.

Seattle, May 12.—Sailed: Humboldt and Despatch, 10 p. m., southeastern Alaska ports; Umatilla, 4 p. m., San Francisco; whalers Star I, Star II and Star III, 2 p. m.; Fort Armstrong, Alaska; barge General Fairchild in tow of tug Kingfisher, noon, Anchorage; Olcum, 10 a. m., Port San Luis.

Arrived: Victoria, 8 a. m., Bering sea; Alaska, 1 a. m., Anchorage; Tranquebar, 4 p. m., San Francisco; Curacao, Point Wells.

Port Townsend, Wash., May 12.—Arrived 8 a. m., Alaska, from Anchorage for Seattle, proceeded. Sailed 1 a. m., Northland, Skagway; 1 a. m., Admiral Evans, Anchorage; 1:30 a. m. Saginaw, San Pedro; 4 a. m., Spokane, Skagway; 8 a. m., Captain A. F. Lucas, San Francisco; 8:45 a. m., Danish steamer Tranquebar, Tacoma.

Weather Conditions.

Portland, Or., May 12.—A trough-shaped depression overlies the northern Rocky mountain and southern plateau states. A large high pressure area is central over Manitoba and the barometer is relatively high along the north Pacific states, Utah, western South Dakota and in portions of New Mexico, and in the gulf, north and south Atlantic states. Changes in temperature since yesterday have been unimportant.

Conditions are favorable for fair weather Sunday in western Oregon and western Washington and for showers elsewhere in this district.

Today's Forecast.

Portland and vicinity—Sunday, fair; westerly winds.

Oregon and Washington—Sunday fair, except showers extreme east portion. Westerly winds.

Idaho—Sunday, showers; cooler southwest portion.

North Pacific Coast—Sunday, probably fair; moderate westerly winds.

E. A. BEALS, Forecaster.

Observations.

Station	Min temperature	Precipitation past 24 hours	Wind Vel.	Wind Dir.	State of Weather
Baker	46	.06	..	S	Pt. Cloudy
Boston	40	.04	10	N	Cloudy
Chicago	42	.0	..	N	Clear
Denver	40	.0	..	W	Cloudy
Duluth	34	.0	..	NE	Clear
Galveston	66	.04	12	NE	Cloudy
Jacksonville	58	.0	14	NW	Pt. Cloudy
Kansas City	50	.0	..	N	Pt. Cloudy
Los Angeles	52	.0	..	SW	Clear
Medford	50	.04	..	N	Raining
Minneapolis	40	.0	..	N	Clear
New Orleans	60	.0	..	NW	Cloudy
North Head	46	.06	8	NW	Cloudy
N. Yakima	46	.0	6	SW	Cloudy
Pendleton	51	.36	..	W	Cloudy
Portland	52	.01	12	N	Cloudy
Roseburg	50	.0	..	W	Cloudy
St. Louis	48	.0	..	NE	Clear
San Diego	54	.0	..	NW	Clear
San. Fran.	52	.0	12	NW	Pt. Cloudy
Seattle	50	.04	8	SW	Cloudy
Spokane	54	.08	6	E	Pt. Cloudy
Tatoosh Isl.	46	.38	..	SW	Cloudy
Walla Walla	54	.54	6	E	Cloudy
Washington	46	...	10	NW	Clear
Winnipeg	32	.0	10	NE	Clear

Local Record.

Portland, Or., May 12.—Maximum temperature, 63 degrees. Minimum temperature, 52 degrees.

River reading 8 a. m., 13.2 feet. Change in last 24 hours, +0.7 foot.

Total rainfall (5 p. m. to 5 p. m.) .01 inch. Total rainfall since September 1, 1916, 30.14 inches. Normal rainfall since September 1, 40.88 inches.

Deficiency of rainfall since September 1, 1916, 10.94 inches.

Total sunshine, 3 hours 12 minutes. Possible sunshine, 14 hours 50 minutes.

Barometer (reduced sea level) 5 p. m., 29.98 inches.

Relative humidity at noon, 49 per cent.

When writing to or calling on advertisers, please mention The Journal. (Adv.)

SEE HOW IT WORKS IN SEATTLE, URGE THOSE FAVORING 2 PLATOONS

"We Will Pay Expense of Sending Committee," Announces Hayes for Firemen

BOTH SIDES ARE WANTED

Opponent of Proposed System Points to Cost and Handicap City Faces Financially.

"If a committee representing the civic and business organizations will investigate the workings of the two-platoon system for the fire department of Seattle, we will pay the traveling expenses of such a committee," announced E. J. Hayes, secretary of the two-platoon campaign committee of Portland firemen and other citizens, Saturday.

"I would suggest," continued Mr. Hayes, "that the Chamber of Commerce, the Progressive Business Men's club and the East Side Business Men's club each choose a representative to constitute this committee. To the committee should be added a representative of the Portland fire chiefs who are fighting the two-platoon measure on the ballot June 4, and a representative of our campaign committee, in order that all evidence bearing on both sides of the question may be obtained and recognized at its true value.

Favorable Report Predicted.

"I am confident that the findings of such committee reported without bias will be a boost for the two-platoon system proposed for Portland and will show that the firemen are treated with greater justice, are allowed home life; that the spirit among the firemen is better, that they are more efficient at their work, and that the additional cost and added number of men necessary to the two-platoon system are more than compensated by the increased efficiency, decreased fire losses and prospective decrease in insurance rates."

Mr. Hayes said that he would ask the organizations named to appoint their representatives on the committee this week. In response to a questionaire sent cities of the nation having the two-platoon system, the Portland Chamber of Commerce, acting for a business men's committee generally representative of the civic and business bodies, received 22 replies. Of these 21 stated that the system is working satisfactorily. A qualified negative was received from Omaha.

Different Views Probable.

But James J. Sayer, secretary of the Portland Building Owners' association, who analyzed the answers, pointed out that in each of the 21 cities making answer favorable to the successful operation of the two-platoon system, the reports were made by fire chiefs, while the qualified negative came from the Omaha Chamber of Commerce. He suggested, therefore, that further inquiry might reveal diverse points of view and recult in the securing of additional evidence from the cities having the two-platoon system.

"The issue in the bill as proposed for Portland is not good," said Mr. Sayer. "In the first place it does not provide the funds for putting the plan into effect. There would be very little argument for or against the two-platoon system if there were plenty of funds and men. But under our present budget system we cannot get additional money for this year and the proposed two-platoon ordinance if adopted must become effective in 90 days.

Cost Issue Raised.

"Further, the future is not provided for, because we are limited by the 6 per cent amendment and the estimated expense of putting in this proposed system varies between 50 and 100 per cent greater than at present, according to the authorities. If the city is compelled to put in the proposed plan, therefore, every other municipal department must suffer for want of its share of the finances. We sent the following telegraphic invitation Saturday to George W. Booth, chief engineer of the national board of fire underwriters:

The undersigned commercial and civic organizations of Portland respectfully and urgently request that you send your engineers to Portland at once in order that they may prepare an immediate report and furnish the voters of this city with impartial, expert advice concerning the proposed two-platoon measure as affecting the efficiency of our fire department and the safeguarding of the lives and property of our citizens.

Portland Realty Board, by Frank L. McGuire, president.

Chamber of Commerce, by W. D. B. Dodson, executive secretary.

Progressive Business Men's club, by E. A. Clark, president.

East Side Business Mens' club, by L. M. Lepper, secretary.

Portland Rotary club, by C. E. Cochran, president.

City Club of Portland, by Edgar H. Sensenich, president.

Portland Association of Building Owners and Managers, by James J. Sayer, secretary.

Portland Woman's club, by Mrs. C. B. Simmons, president.

Portland Association of Credit Men, by E. G. Leihy, president.

Mary Olson Sold Again.

San Francisco, May 12.—(I. N. S.)—Fred Linderman today purchased the steam schooner Mary Olson for $195,000. She is now in the western ocean, but may be brought back to this coast.

The Mary Olson was built for the old firm of Olson & Mahony in 1913. She was sold by that firm to eastern parties for $135,000 and has since been on the Atlantic. Linderman said today that the vessel will not be turned over to him until next week, and he has not yet decided what to do with her as several attractive offers of charter have been made on both coasts.

New Shipyards Planned.

Vancouver, B. C., May 12.—(I. N. S.)—Fifty of the total number of ships for which the government has authorized $10,000,000 will be constructed by Grant Smith & Co., the Canadian and American railroad contractors. The concern has acquired a site here and will at once install six building ways. While the greater number is planned to be constructed here it is understood that Grant Smith & Co. will also establish a yard at or near Seattle and possibly another at some other Puget Sound port.

Nuxated Iron Should Be Used in Every Hospital and Prescribed by Every Physician

Says Dr. Howard James, Late of the Manhattan State Hospital of New York and formerly Assistant Physician Brooklyn State Hospital.

It quickly enriches the blood, strengthens the nerves and puts most astonishing youthful power and vigor into the veins of both men and women. It often increases the strength and endurance of delicate, nervous, run-down folks 100 per cent in two weeks' time.

Opinions of Dr. Schuyler C. Jacques, Visiting Surgeon of St. Elizabeth's Hospital, New York, Dr. A. J. Newman, and other physicians who have tested Nuxated Iron in their own private practice.

In a very interesting and instructive discourse on the great values of plenty of iron in the blood, Dr. Howard James, late of the Manhattan State Hospital of New York and formerly Assistant Physician Brooklyn State Hospital, said:

"A patient of mine remarked to me (after having been on a six weeks' course of Nuxated Iron).

"'Say, Doctor, that there stuff is like magic.'

"Previous to using Nuxated Iron, I had been prescribing the various mineral salts of iron for years, only to meet complaints of discolored teeth, disturbed digestion, tied-up, hardened secretions, etc., when I came across Nuxated Iron, an elegant, ingenious preparation containing organic iron, which has no destructive action on the teeth — no corrosive effect on the stomach, and which is readily assimilated into the blood and quickly makes its presence felt by increased vigor, snap and staying power.

"Iron is absolutely necessary to enable your blood to change food into living tissue. Without it, no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale and sickly looking, just like a plant trying to grow in a soil deficient in iron.

"As I have said a hundred times over, organic iron is the greatest of all strength builders. If people would only take Nuxated Iron when they feel weak or run down, instead of dosing themselves with habit-forming drugs, stimulants and alcoholic beverages, I am convinced that in this way they could ward off disease, preventing it becoming organic in thousands of cases and thereby the lives of thousands might be saved now who die every year from pneumonia, grippe, kidney, liver, heart trouble and other dangerous maladies. The real and true cause which started their diseases was nothing more or less than a weakened condition brought on by a lack of iron in the blood."

"Thousands of people suffer from iron deficiency and do not know it.

"If you are not strong or well, you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of Nuxated Iron three times per day after meals for two weeks. Then test your strength again and see how much you have gained. From my own experience with Nuxated Iron I feel it is such a valuable remedy that it should be kept in every hospital and prescribed by every physician in this country."

Dr. E. Sauer, a Boston physician, who has studied both in this country and great European medical institutions, was asked what he thought of Dr. James' remarks. In reply, he said: "I fully agree with Dr. James. People need more iron. There can be no strong, vigorous iron men and beautiful, healthy women without iron. Not long ago a man came to me who was nearly half a century old and asked me to give him a preliminary examination for life insurance. I was astonished to find him with the blood pressure of a boy of 20, and as full of vigor, vim and vitality as a young man; in fact, a young man he really was notwithstanding his age. The secret, he said, was taking iron—Nuxated Iron had filled him with renewed life. At 30, he was in bad health; at 46 he was careworn and nearly all in—now at 50, after taking Nuxated Iron, a miracle of vitality and his face beaming with the buoyancy of youth."

Dr. A. J. Newman, formerly House Surgeon Jefferson Park Hospital, Chicago, in commenting on the value of Nuxated Iron, said: "This remedy has proven through my own test of it to excel any preparation I have ever used for creating red blood, building up the nerves, strengthening the muscles and correcting digestive disorders. The manufacturers are to be congratulated in having given to the public a long-felt want, a true tonic supplying iron in an easily digested and assimilated form. A true health builder in every sense of the word."

Dr. Schuyler C. Jacques, Visiting Surgeon of St. Elizabeth's Hospital, New York, was also asked what he thought of Nuxated Iron. In reply Dr. Jacques said:

"I have never before given out any medical information or advice for publication, as I ordinarily do not believe in it. But in the case of Nuxated Iron I feel I would be remiss in my duty not to mention it. I have taken it myself and given it to my patients with most surprising and satisfactory results. And those who wish quickly to increase their strength, power and endurance will find it a most remarkable and wonderfully effective remedy."

The next to be consulted was Dr. Ferdinand King, a New York Physician and Medical Author, who said:

"I heartily concur in all that Dr. James has said, only in some respects I would go further. Dr. James forgot to mention how foods lose their iron value by improper methods of cookery. In the most common foods of America, the starches, sugars, table syrups, candies, polished rice, white bread, soda crackers, biscuits, macaroni, spaghetti, tapioca, sago, farina, degerminated corn meal, no longer is iron to be found. Refining processes have removed the iron of Mother Earth from these impoverished foods and silly methods of home cookery, by throwing down the waste-pipe the water in which our vegetables are cooked are responsible for another grave iron loss. Therefore, if you wish to preserve your youthful vim and vigor to a ripe age, you must supply the iron deficiency in your food by using some form of organic iron—Nuxated Iron—just as you would to use salt when your food has not enough salt.

Dr. Howard James, Formerly Resident Physician of a New York City Hospital and Assistant Physician The Manhattan State Hospital of New York tells physicians he believes that more Nuxated Iron should be prescribed to meet the great problem of iron deficiency with its attendant symptoms of weakness, nervousness, lack of vitality, paleness, and generally rundown condictions.

WARNS AGAINST USE OF ORDINARY METALLIC IRON so commonly taken by most people.

NOTE—Nuxated Iron which is prescribed and recommended above by physicians in such a great variety of cases is not a patent medicine nor secret remedy, but one which is well known to druggists and whose iron constituents are widely prescribed by eminent physicians everywhere. Unlike the older inorganic iron preparations, it is easily assimilated, does not injure the teeth, make them black nor upset the stomach; on the contrary it is a most potent remedy in nearly all forms of indigestion, as well as for nervous, run-down conditions. The manufacturers have such great confidence in Nuxated Iron that they offer to forfeit $100.00 to any charitable institution if they cannot take any man or women under 60 who lacks iron and increase their strength 100 per cent or over in four weeks' time, provided they have no serious organic trouble. They also offer to refund your money if it does not at least double your strength and endurance in two days' time. It is dispensed in this city by the Owl Drug Co., and all good druggists.

Rupture Cured

with a good truss that is properly fitted. We are experts at fitting trusses and have them at $1.50 and up. The **Sedley-Spermatic Shield** appliance, for which we are the exclusive agents, usually closes the opening in 10 days. Satisfaction and fit guaranteed or money back.

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