

HARVEST QUEEN IS AGAIN PLACED ON ROUTE TO ASTORIA

Steamer Had Been Withdrawn From Service to Await Settlement of Deckhands' Strike.

STR. NAHCOTTA IS REPAIRED

Steamer Will Return to Astoria-Megler Run, Relieving Hassalo, Which Had Filled Breach.

With the termination of the strike of river stevedores, the railroad administration today announced restoration of the service between Portland and Astoria and Megler maintained by the Harvest Queen.

The Queen was tied up at Alsworth dock the day the strike began, about October 1, and announcement was made at that time that she would remain out of service until the strike was concluded. The strike ended Saturday in favor of the operators, when the men agreed to go back to work.

The Queen will leave down at 8 o'clock tonight, and will leave Astoria for Portland Tuesday morning at 7 o'clock. The service is daily except Saturday from Portland and Sunday from Astoria. The steamer Nahcotta, used by the railroad administration for the ferry service between Astoria and Megler, which has been on the ways in South Portland for several weeks, undergoing repairs, is now complete, and will be taken down the river to resume service, Tuesday. The Hassalo has been relieving the Nahcotta, and she will be brought back to Portland in a few days and tied up for the winter.

Because of the press of business, the Undine, which was withdrawn from service temporarily last week when one of her cylinder heads was cracked, has been placed in operation again for a couple of days, running opposite the Lurline on the Astoria run for the Harkins company.

However, as soon as a substitute is obtained, the Undine will be withdrawn from new engines. It is possible that the Hassalo will be borrowed for this purpose or the steamer Exeter of the Kellogg Transportation company.

MOTORSHIP IS BLOWN UP

Mount Hood, Built in Portland, Has Career Ended.

First of the vessels turned out at the Suple Bullin yard in this city, the motorship Mount Hood, had its career ended a few days ago in the harbor of Montevideo, Uruguay, when it was destroyed by an explosion of the fuel oil tanks.

No Portland men are thought to have been aboard the vessel, although several from this city were in the crew when she passed out of Portland harbor on her first trip early in 1918. News of the loss of the vessel was received in Portland Saturday.

The Mount Hood was also in trouble while en route to Montevideo, as she was laid up for eight days at Bahia Blanca with engine trouble. Elaborate ceremonies attended the launching of this vessel on December 3, 1917.

The Mount Hood was 285 feet long, 44 feet beam, 24 feet draft, and carried a crew of 28 men. She had 1000-horsepower engines. Her net tonnage was 5433.

MATE'S LICENSE SUSPENDED

Isaacson Penalized as Result of Collision of Unimak and Drew.

Captain J. K. Bulger, Pacific coast supervising inspector of hulls and boilers for the government, and who has had personal charge of the Portland office in the absence of inspectors Edwards and Wynn, today suspended for 60 days the license of Hans P. Isaacson, chief mate of the steamer Unimak, as a result of an accident on August 31.

The Unimak collided with the steamer Helen P. Drew off Duxbury reef, California. The Drew towed the Unimak into San Francisco harbor where the

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JOURNAL TRAVEL AND INFORMATION BUREAU

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San Francisco S. S. ROSE CITY

DEPARTS 11 NOON
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From Alsworth Dock

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Freight Office, Alsworth Dock
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103 THIRD STREET

latter ship turned turtle. She has since been raised.

In announcing his decision, Captain Bulger, stevedore, Captain Albert Beach, master of the Drew.

Two Vessels Drydock

The motor schooner Wahkena and the corps of lumber schooners. Else were placed in the Port of Portland drydock Sunday. The Wahkena to be repaired following an accident recently when she struck Gray's Harbor bar, and the latter for a general overhauling. It is expected that work on these boats will be concluded by Thursday when the Wahkena will be lifted. The Wahkena is just being finished by the Standifer yards, and will carry flour to the East coast as soon as completed.

Dredge Finishes Work

The Port of Portland dredge Tualatin, which has been removing a hump in the east side river bed, a short distance below the Broadway bridge, has finished its work and will now begin operations opposite the Crown mills. This is the only point in the Portland harbor where deep water shoals are loaded which continues to give trouble, and an effort will now be made to clean up this spot permanently.

C. D. Kennedy Returns

C. D. Kennedy, district director of operations for the United States shipping board, has just returned from San Francisco, where, with other coast agents, he conferred with H. H. Ebe, assistant director of the board. Kennedy said that nothing of unusual importance came up at the meeting.

Strike Settlement Possible

San Francisco, Oct. 12.—(I. N. S.)—Hope that the strike of longshoremen which halted up the San Francisco waterfront will be settled soon is seen today by labor leaders in the postponement of a vote by teamsters whether they would join the longshoremen in a sympathetic strike.

ALL ALONG THE WATERFRONT

The San Francisco-Portland liner City of Topeka, the admiral line arrived at the East Washington street terminal Sunday night with 200 tons of freight and 75 passengers. She is discharging today and immediately afterward will begin loading in order to get away for the South again tonight with a full passenger list and 200 tons of general freight.

The steamer Waban, recently completed by the Standifer yards and assigned to the Pacific Steamship company for the Orient, will start on her river trial trip at 8 o'clock Tuesday morning. She will probably start loading at the St. Johns terminal the same afternoon.

The tug Daniel Kern, with Columbia contract company's barge 39, arrived at the Willamette Iron & Steel works this morning from the Sound. Two Scotch marine boilers are being loaded on the barge this afternoon for the Foundation company for the Orient, and the tug and her barge will leave down tonight.

The steamer Stanwood of the Stanwood line was reported in the river today from the South this morning and will load lumber at the Peninsula mills for San Diego.

To carry marine boilers to Duluth & Co. yards on Puget Sound, the steamer Johna Poulsen of the Loop Lumber company arrived in the river today. The boilers are at the Willamette Iron & Steel works.

The steamer Daisy Putnam arrived in ballast today to load lumber for California.

The tanker Oleum is in the river from San Francisco and is due up for unloading Tuesday.

With passengers and lumber, the steamer Willamette will leave down tonight for San Francisco, San Pedro, and San Diego.

The lumber steamer Santa Barbara was reported in the river today from San Pedro and will proceed to Portland for cargo.

News of the Port

Arrivals October 12
Daniel Kern, American tug, from Victoria, B. C. Barge No. 39, from Victoria, B. C. Stanwood, American steamer, from San Diego, B. C.

Arrivals October 12
City of Topeka, American steamer, from San Francisco and way ports, passengers and general.

Departures October 13
Willamette, American steamer, for San Francisco and San Pedro, passengers and lumber. Santa Barbara, American steamer, for San Francisco, San Pedro, and San Diego. City of Topeka, American steamer, for San Francisco, San Pedro, and San Diego. American tug, for Seattle, B. C.

MARINE ALMANAC
North Wind, Oct. 13.—Clouds; wind, north; 14 miles; sea smooth; humidity, 75. Tide at Astoria Tuesday: High water, 5:35 a. m., 7:00 p. m.; Low water, 11:24 a. m., 2:25 p. m., 8:30 p. m.

DAILY RIVER READINGS
8 a. m., Pacific "Summer" Time.

STATIONS

Ematilla 25
Albany 20
Salem 20
Oregon City 12
Portland 15

(*) Rising. (—) Falling.

RIVER FORECAST
The Willamette river at Portland will remain nearly stationary during the next two or three days, except as affected by the tide.

AT NEIGHBORING PORTS
Astoria, Oct. 12.—Arrived at 2 a. m. and left at 4 a. m.—Steamer Daisy, from San Francisco. Sailed at 4 a. m.—Steamer J. J. Motor schooner Sierra, for Balboa, B. C. 6:30 a. m.—Steamer Dewey, for London and San Francisco, towing barge 93. Arrived at 11 a. m.—Steamer City of Topeka, from San Francisco, via Bureka and Coos Bay. Arrived at 1:30 p. m. and left up at 3 p. m.—Tug Daniel Kern and barge No. 39, from Victoria.

San Francisco, Oct. 12.—(I. N. S.)—Arrived Oct. 12: C. A. Smith, Coos Bay, 1:10; Japanese steamer Choyo Maru, Kobe, 5:40 a. m.; Collo, Seattle, 7:15 a. m.; Cooper, Astoria, 9:10 a. m.; Centralia, Marshfield, 9:35 a. m.; Neacum, Redondo, 1:45 p. m.; U. S. navy tug Partridge, towing two barges, 4:30 p. m.; Japanese steamer Kores Maru, Honolulu, 5:45 p. m.

Sailed Oct. 12: Rose City, Portland, 12:15 a. m.; Wagoner, Bureka, 2:40 a. m.; William F. Herrin, Gaviota, 4 a. m.; Colin, San Francisco, 4:30 a. m.; Aray, Seattle, 7:30 a. m.; Steamer Corolla, River, Los Angeles, 11:15 a. m.; schooner W. F. Jewett, Brisbane, 12:10 p. m.; Schooner Carolyn Francisco, from Coos Bay, 2:40 p. m.; San Eagle, barge Sima, Port San Luis, 2:40 p. m.; Ells, Bureka, 7:45 p. m.; Ernest H. Meyer, Portland, 7:40 p. m.

Brexit, Oct. 12.—(I. N. S.)—Sailed: S. S. Horace K. Baxter, for San Diego. Sailed: S. S. Milford, for Port Angeles, towing barge Tacoma.

Tacoma, Oct. 12.—(I. N. S.)—Arrived: U. S. boat No. 88 and motor ship Blinn, from Seattle; S. S. San Diego, from Seattle. Sailed: S. S. Saginaw, from San Francisco, 8:30 a. m.; H. R. Lowry, from San Pedro, 1 p. m.; Norwood, from Southeastern Alaska. Sailed: S. S. Tyndareus, for Manila, 2:40 a. m.

Arrived, 12th: S. S. Lyman Steiner, from Port San Luis, 9 p. m.; U. S. S. Elder, from Port Wells, 10:30 p. m.; Admiral Rodman, from Southeastern Alaska, 5:30 a. m. Sailed, 12th: S. S. Chesapeake, for New York via Panama, 3:15 p. m.; Prince George, for Prince Rupert, midnight.

Petersburg, Oct. 12.—(I. N. S.)—Sailed: S. S. Admiral Watson, noon, 5 p. m. S. S. Pedro, Oct. 13.—(I. N. S.)—Arrived: S. S. Skokholm, from Bellingham, 7 p. m. S. S. Victoria, Oct. 12.—(I. N. S.)—Sailed: S. S. Africa Maru, for Hongkong, 7 p. m. S. S. Sydney, 9 a. m.; Kashima Maru, for Hongkong, 6 p. m.

San Francisco, Oct. 12.—(I. N. S.)—Ar-

BOER WAR VETERAN TRIES HAND AGAIN

Method Necessary to Induce Industry to Locate in City

Chamber Asks Help in Letting Outside Concerns Know of Opportunities Here.

Calling attention to the necessity of bringing legitimate business enterprises proposing to locate here in touch with local capital in a more systematic manner, the department of industries of the Chamber of Commerce is asking aid in the solution of this problem. In a recent issue of Commerce, the official publication of the chamber, appears the following:

"The department of industries has fallen down two or three times lately on one phase of its work that is very important. We refer to the matter of bringing legitimate enterprises in touch with local capital.

"Our larger banks have been appealed to as well as other interests that might have available a list of clients with money to invest. We are informed that no effort has ever been made to handle this matter in a systematic way.

METHOD HIT OR MISS

"We find that at present both publicly and privately, a hit or miss plan is carried out, which, while effective in some cases, generally results in a great loss

of time all around and perhaps in some discredit to the community.

"There are two or three phases to this problem that must have consideration. For example, the advisability of encouraging certain lines of business; the analysis of the financial plan and the selection of the type of investor to be approached.

"The department of industries carries out its own preliminary investigations, and if satisfied that the particular business should be encouraged, would like to be able to submit the proposition to certain selected individuals on some kind of a clean-cut, well organized plan.

"This matter has been presented to the various local banks, but no plan has yet been forthcoming. The membership at large should give more thought to this matter, so that the chamber community sales activities can be properly followed up with effective work in close transactions.

"If there were enough private companies incorporated for underwriting industrial securities, or for handling stock sales on a commission basis, there would be no problem such as now exists.

"Those now engaged in this work are generally so busy they cannot afford to undertake anything but the very best of projects offered locally, throwing back on the chamber the necessity of finding backers for other worthy enterprises, and that with a little careful handling might result in something very desirable in the community.

"The outside investor who comes here with a big bank roll and requires nothing in the way of financial assistance, is comparatively easy to handle, but there are other very desirable prospects who would come if local capital would meet them half way. There are local industries, which have made good on small capital, that should be encouraged to larger activities, with the assistance of local capital now lying idle."

Undoubtedly by his 55 years of age, William Hubert Cooney, youngest brother of Charles Cooney of Portland, presented himself for enlistment in the British army at the outbreak of the world war, disregarding the fact that he was the father of nine children and 23 grandchildren who might do the family's part.

But the army couldn't accept Cooney when he confessed his years. He promptly returned home, according to the letter which tells Charles Cooney of the incident, on his Sunday best, returned to the recruiting station, announced himself as 45 years old and was accepted.

Cooney went to an Irish training camp, where a son was also stationed, and it was there that some relative spilled the beans and revealed his true age. He was dismissed from the service at once and returned home. But he appears not to have been crestfallen, for he suffered no delay in enlisting in the British coast guards and serving throughout the war.

Cooney, his brother says, was wounded in the Boer war and the whistle of world war bullets proved irresistible. Twenty members of the Cooney family lost their lives in the service, the letter advised.

Officers of the women's protective bureau placed no confidence in the wild story told by 15-year-old Olga Berg, 1194 East Grant street, as to how she was bound and gagged for three days in a room in the Lind hotel by a sailor.

After a thorough investigation the women have arrived at the conclusion that the child ran away from home and put up this story to save herself from being punished. The proprietor of the hotel was called before Chief Johnson and stated that the housekeepers had visited the room daily and that no one was bound in the room. Chief Johnson says the hotel registers show that the girl and a sailor registered for three days as man and wife. The girl told a story of being bound hand and foot in the room for three days and being without food. Her body shows no marks of violence, Mrs. G. J. Frankel, superintendent of the women's bureau, stated. Mrs. Frankel did not allow Olga to go home. She is being held for further investigation.

Girl's Story That She Was Prisoner In Hotel Doubted

Money could not buy good, Hebert says

Gained 23 Pounds—"I Will Praise Tanlac as Long As I Live."

"If it were possible for me to sell the good Tanlac has done for me, I would have enough money in the universe to buy it," said A. Hebert, a well known painter, who lives at Alder Wood Manor, Bothell, Washington, a few days ago.

"To tell the truth," continued Mr. Hebert, "when I commenced taking Tanlac I had doubts in my mind as to whether I would ever be able to do any more work. I had been suffering from stomach trouble for a good many years and had reached the point where everything I ate disagreed with me. In addition to this my kidneys gave me lots of trouble and I would have the worst sort of pains in the small of my back nearly all the time. This pain in my back, together with rheumatism in my shoulders, interfered with my work and I had to give up several different jobs on account of it. My nerves were in such a bad condition that I never got a good night's sleep. All these troubles finally got to me where I was hardly ever able to do any work at all."

"Then I heard about Tanlac and made up my mind to give it a trial. Well, sir, I have just finished my fifth bottle of this medicine, and I have actually gained twenty-three pounds, and now I feel better in every way in all my life. I have a fine appetite and can eat and digest anything I want. The pain has left my back, and my kidneys never give me any trouble at all now. The rheumatism in my shoulders is a thing of the past, too, and my nerves have quieted down so that I sleep just fine every night. I work hard every day and when I get home at night I feel so good that I hardly ever bother about opening the gates—just jump over the fence. Yes, sir, Tanlac did the work for me, and I tell everybody I meet about it, and I expect to pass the good word along to others as long as I live."

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WIDTH REDUCTION IN STREET PAVING TO CUT ASSESSMENTS

Property Owners in Certain Parts Could Save \$125 a Lot; Plan Is Now Recommended.

By the reduction of street paving to 20 feet between curbs, recommended by the Portland city planning commission in March, it is estimated by the commission that the city has made it possible for property owners to save \$125 per lot.

The first annual report of the city planning commission was submitted to the mayor and city council Saturday afternoon. Since preliminary report, issued in June, the commission has completed over one hundred conferences with property owners' committees, and held neighborhood meetings of property owners in each of the 29 zones of the city. In every case these property owners have agreed upon recommendations giving the boundaries of residence, business and industrial districts which they desire for their protection.

These recommendations are being placed together in a preliminary zoning plan for the whole city, which will be ready for presentation to the council about October 20. After a series of public hearings extending over a number of days, the commission expects to be able to present a final report on the city zoning plan about November 15.

Members of the commission appointed by the mayor are: President, J. P. Newell; vice president, J. C. Alsworth; A. E. Doyle, Ellis P. Lawrence, E. B. MacNaughton, L. E. Powell and E. W. Stelmans. Ex-officio members: George L. Baker, mayor; W. P. LaRoche, city attorney; O. Laugaard, city engineer; Charles H. Cheney of San Francisco is consultant of the commission and Charles F. Fisher is secretary.

While anxious calls came from many parts of the Willamette valley Saturday and Sunday demanding the whereabouts of "Sergeant Jimmy" Smith, Canadian veteran of the world war, "Sergeant Jimmy" lay on a bed of pain at St. Vincent's hospital. An automobile accident in the upper Willamette valley had reopened an old wound and cut short his schedule among the valley towns as traveling representative of the Simmons Glove company. He was hurried to Portland and immediately operated on. His physician gives assurance that he will be released from the hospital in a month. "Sergeant Jimmy" was gassed, shot through the stomach and otherwise wounded on the battlefields of France. Doctors ascribed his recovery to his pluck. "Just tell the people I had appointments with through the valley that I'm going to get well again, and I'm going to get there only I'll be a little late," was his request.

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