

BEST ON THE LINE

The Seattle-Portland Division Shows Large Earnings.

ALMOST \$3.00 A TRAIN MILE

Northern Pacific Makes Fine Showing in Passenger Business—General Agent Charles S. Fee Receives High Praise.

The Northern Pacific's line between Portland and Seattle, for the fiscal year ending July 1, will show passenger earnings of close to \$3 per train mile, a record that stands as the best on the entire system.

This is a remarkable showing, especially in view of the fact that the St. Paul-Portland run of the Northern Coast Line is second in passenger earnings, with an average of \$2 per train mile.

The report of the Northern Pacific for the fiscal year will be full of surprises to railroad men. For instance, it will show that the road yearned for:

(1) Earned 7 per cent on its stock, with a surplus of \$1,000,000 after paying for all its improvements out of income.

(2) Earned \$100,000 per mile, being a larger amount than that earned per mile by any railroad west of Chicago.

(3) Made during the year passenger earnings larger than the gross earnings shown in the first year that Charles S. Fee assumed the presidency.

Probably it is the revelation the Northern Pacific makes in passenger business that is attracting the most attention from stockholders and investors.

It is a remarkable fact that this line earns from \$2 to \$3 per cent more from each passenger train mile than any other line in the West, while the earnings show an increase over most of the Eastern lines.

This showing moves a writer in the Wall Street Journal to say:

"I have not the figures before me at the time, but as well as I can remember them, Northern Pacific earns about \$2.50 for each passenger train mile in 1932, while all the other Western roads average from \$0.50 to \$1.00, even falling below 80 cents.

Moreover, Northern Pacific leaves even the New Haven behind in this respect, hauling its freight for 10 cents a train mile, or even more. Nor is the supremacy in passenger business a feature of recent growth.

Northern Pacific has for years shown over \$1 per train mile—even in 1928, when it was down to less than one-half the freight train mile earnings it is now making.

What is the explanation? "It looks to me very much as if the general passenger agent, Mr. Charles S. Fee, is the man who is responsible. For let it be remembered that a large passenger trainload is very much less a matter of mere operating cost than it is for freight.

Freight cars can vary very largely in weight, in yards, in classification, in warehouses, on sidetracks, etc., but passenger cars cannot and will not. Passenger service is provided on a different basis than freight service.

The latter can and should be accommodated strictly to the business offering, the former cannot. A minimum of passenger service must always be provided, whether the train be filled or not.

Thus, in the case of freight, the trainload depends upon the trader, the motive power and the yardmaster; in the case of passengers it depends upon the size of the crowd in the waiting-room, which in turn depends mainly upon Mr. Fee.

Mr. Fee has unquestionably been efficient in assembling his crowds on the Northern Pacific, for the test of success is the train mile earnings."

NOT ENOUGH BIG PIPE.

Delay in Completion of Main From East Thirty-fifth Street.

The work of laying the 20-inch water main on East Stark street has been retarded by the scarcity of pipe.

The 20-inch pipe will be laid to East Twenty-eighth and thence to Oregon street. Thence the pipe will be gradually reduced in size.

This large pipe line connects with the lower Mount Tabor reservoir on Division street and Marguerite avenue. It delivers much water, but the time is not far distant when it must be connected with the higher reservoir at Mount Tabor.

Mr. Welch says it is yet to be decided whether they can ever take the place of the water, owing to the care they require.

The late M. J. Magoon was instrumental in introducing the berry in the vicinity of Portland, having started the vines on his fruit farm on Gravel Hill several years ago.

There is a great demand for the Logan berry—a great demand that it cannot be supplied. Henry Freeborough, fruit-grower, of Mount Tabor, said yesterday that he made this year \$100 from about one-fifth of an acre in the Logan berry.

The field of the Logan is still small compared with other berries, but next year it will be more than doubled. Fruit men are setting out Logan vines as fast as they can get them.

Hereafter the vines were hard to get and the berry was something of a premium, but the vines will be more abundant and the berry is an assured success.

SPEND MORE ON MISSIONS

BISHOP J. M. THORBURN SAYS \$100,000,000 IS NOT TOO MUCH.

Missionary Who Baptized Thousands in India is Eager for Methodist Church to Extend its Work.

"I hope even to be living when our church will be giving \$100,000,000 annually for our foreign missions," exclaimed Bishop J. M. Thorburn, of India, yesterday morning in his sermon in Centenary Methodist Episcopal Church.

Bishop Thorburn has just returned from an evangelistic tour through India, during which he baptized nearly 10,000 converts, and he comes back to America to make an appeal for more financial help to push the work of carrying the gospel to the heathen.

Forty-four years ago Bishop Thorburn gave himself to the cause of foreign missions and began his work in India. It was then darkest India, for the first five years he spent in India he baptized only five converts.

Since then, however, he has baptized thousands, a college has been established and a high school opened, all the result of the work he began.

He spoke yesterday morning on "Women's Work in Foreign Fields," taking for his text the declaration of Paul, "Help Those Women."

Rev. A. N. Fisher, editor of the Pacific Christian Advocate, was on the platform with the distinguished missionary and assisted in the services.

There was a large sympathetic congregation present. For the speaker's brilliant work in India, he was honored in Centenary Church.

Bishop Thorburn said that Christianity had done much for women, without recognizing her special oblation. He had read, he said, with surprise a statement by a prominent advocate of woman's rights that Christianity had done nothing for women.

"The Methodist Church," he continued, "has probably made woman more important than the other denominations, and has gradually and surely enlarged her field. In a mission station a husband and wife had commenced work. The former died, and the wife instead of abandoning the work took it up and carried it forward successfully."

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BAD EFFECT OF NEW RATE

PORTLAND LUMBER MILLS LOSE INTERIOR TRADE.

Seattle Men Contend That San Francisco Market Will Be Controlled by Puget Sound Mills.

The interpretation Victor H. Beckman, of Seattle, secretary of the Pacific Coast Lumber Manufacturers' Association, and the Washington Red Cedar Shingle Manufacturers' Association, places upon the recent move of the Puget Sound mills raising the lumber tariff between Portland and California points is not encouraging to Portland mill men.

According to Mr. Beckman the Southern Pacific's new freight rate puts Portland and the Puget Sound mill owners will gain nothing by the move.

The interior mills of Oregon will gain possession of the inland California trade. This is a business that Portland mills have enjoyed in the past and they will probably be driven out of it.

"The lumber business is not at all satisfactory at present. It is true that orders are picking up now, but prices are no better. The fall trade has had the effect of quickening the Eastern market, and all the rail mills are showing an increase in their orders."

"This same condition affects the shingle market. Prices are off decidedly but the demand is picking up and will probably continue better until the fall business is handled. Thus far all mills shipping by rail have been able to move their orders as promptly as could be expected."

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LAST TRIBUTE PAID BY SORROWING FRIENDS.

FUNERAL OF MISS GRACE SAYLOR, HELD YESTERDAY.

The funeral of Miss Grace Saylor, the daughter of Dr. W. H. Saylor, who died Saturday afternoon, was held from 10 to 11 o'clock yesterday at 4 o'clock.

A quartet, composed of Misses Chance, Goss, Youngson and Taylor, sang "Lead Kindly Light" and "Abide With Me."

The pallbearers were: Dr. Garthorn, Dr. Ebert, of Vancouver, Dr. J. D. French, Dr. E. P. Gray, Dr. Hunter Wells, and Mr. Fraser. The interment was in Riverside cemetery.

His text the declaration of Paul, "Help Those Women." Rev. A. N. Fisher, editor of the Pacific Christian Advocate, was on the platform with the distinguished missionary and assisted in the services.

There was a large sympathetic congregation present. For the speaker's brilliant work in India, he was honored in Centenary Church.

Bishop Thorburn said that Christianity had done much for women, without recognizing her special oblation. He had read, he said, with surprise a statement by a prominent advocate of woman's rights that Christianity had done nothing for women.

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CHANCE FOR SETTLERS.

ARID LANDS OF SOUTHERN IDAHO SHOULD PLEASE THE HOMESECKER.

OREGONIAN NEWS BUREAU, Washington, Aug. 9.—The valleys of Wood River, in Southern Central Idaho, according to the Irrigation Bureau of the Department of Agriculture, hold forth attractive opportunities to farmers who want to take up fertile, but dry land, and by the construction of small storage reservoirs, and all the water of the Wood River for irrigation purposes.

The amount of land not already under cultivation, but which is susceptible of reclamation at a moderate cost, is not such as to attract speculators, but a few thousand acres, distributed through the valleys of Big and Little Wood Rivers are available.

The soil is of such constitution, and the climate of such character as to insure success to enterprising individuals.

A special report upon the use of water from the Wood River, has been written by Jay D. Stannard, one of the irrigation experts who spent the summer of 1932 in the Wood River country.

He found there, as in many other arid regions, that a vast quantity of water is going to waste each year during the season of spring freshets, when the streams are depleted. Big Wood River not only has its flood water and low-water periods, but there are months when the channel in the lower section is entirely dry, except for pools of stagnant water.

Above the junction with Silver Creek the Little Wood River is subject to the same variations, since its supply, too, is derived from melting snows. Below the junction with Silver Creek, however, the supply is drawn almost entirely from the stream, whose source is in large springs.

The fluctuation in the flow of these springs is not great, the influence of the snow on the Lower Little Wood River being to make its flow more constant.

Both Big and Little Wood rivers in their upper courses flow through comparatively large valleys of fine land, much of which is still uncultivated, while the middle courses of both are through broken lava.

Domestic and Foreign Ports. ASTORIA, Or., Aug. 9.—Arrived at midnight—Steamer Elmore, from Tillamook. Sailed—Steamer Vesper, for Tillamook. Left up at 2:30. M. Steamer Geo. W. Elder, arrived at 11:30 A. M.—Schooner Endeavor, from San Francisco. Condition of the bar at 8 P. M. smooth, wind, northwest, 9—center, cloudy. Sea, smooth. Arrived—Steamer Newburg, from Gray's Harbor; steamer Acme, from Coos Bay; steamer Astoria, from Puget Sound; steamer Montana, for Seattle.

Liverpool, Aug. 9.—Arrived—Umbria, from New York; Tunisian, from Montreal. New York, Aug. 9.—Arrived—Cadric, from Liverpool; La Champagne, from Havre.

Manchester, England, is soon to celebrate the jubilee of its freetown. During the fifty years over \$2,000,000 worth of goods have been drawn out.

GET WHAT YOU ASK FOR!

CASCARETS Candy Cathartic are always put up in blue metal box, our trade-marked, long-tubed C on the cover—tablet octagonal, stamped C C C. Never sold in bulk! Imitations and substitutes are sometimes offered by unscrupulous dealers who try to palm off fakes when CASCARETS are called for, because the fake pays a little more profit. Get the genuine CASCARETS and with it satisfaction or your money refunded under iron-clad guarantee. 10,000,000 boxes a year, that's the sale of CASCARETS today, and merit did it. They are a perfect cure for Constipation, Appendicitis, Biliousness, Sour Stomach, Sick Headache, Bad Breath, Bad Blood, Pimples, Piles, Worms and all Bowel Diseases. All druggists, 10c, 25c, 50c. Sample and booklet free. Address Sterling Remedy Co., Chicago or New York.

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