

## OPENING OF CANAL HELPS THE DALLES

The Dalles, county seat of Wasco county, has been on the map since the early days of Oregon, but never in such a pronounced fashion as at present. Here is the focusing point of 2300 miles of territory embraced within the county, and the clearing house for all the trade that originates in the wealthy district.

And the city is well able to care for the business that looks to it, and in addition its citizens are reaching out for a more comprehensive market.

Of the 19,000 people who make Wasco county their home, 6000 reside within the city, the oldest in Eastern Oregon, and one which stands in a position for greater development now that the Dalles-Cello canal has been completed. Heretofore it has looked to a trade zone embraced in the county and west along the Columbia river. With the canal completed it is now possible for it to make itself a center for up-river markets as well.

With a rich back country only partially developed, The Dalles is bending its energies to attract more agricultural people and at the same time bring the city to the front as a site for factories. In this connection the city offers sites fronting on the Columbia river and on the railroad lines as well, with ferry connections with another great transcontinental system directly across the stream.

Cheap hydro-electric power is available already and in the water if the Deschutes and John Day are added thousands of horsepower that can be made to turn the wheels of industry when the proper time arrives.

Among the manufacturing industries at present can be numbered two big flouring mills, from which 500,000 barrels of flour are shipped each year; a wool scouring mill, creamery, salmon cannery, fruit drying plant and in addition a \$60,000 fruit canning plant is now in course of construction.

Within easy distance are 4,000,000,000 feet of standing timber, which, with the orchard, field and livestock products available, offer opportunity for those who would build industrial concerns.

Situated as it is where both water and rail transportation are present, the shipping problem is easy of solution.

### Highway Work Outlined.

Salem—State Highway Engineer Cantine, who returned recently from a trip inspecting the Pacific Highway, announced that the money apportioned by the state to Jackson county this year would be expended on a stretch of road starting at a bisecting thoroughfare which leads to Klamath Falls and extending to the California line. Mr. Cantine said the highway was in fine condition, with the exception of short stretches in Pass canyon and south of Canyonville.

"Work on the Siskiyou Mountain section was started this week," continued the highway engineer, "and it soon will be ready for summer traffic. The section below the California line also will be made ready for tourist travel at once. The engineering and supervision of the work leading from Central Point to the Josephine county line has been placed under the supervision of this office, and I have put men to work. In Josephine county the money apportioned by the state will be used for reconstruction where necessary."

### Corvallis Woman Named.

Salem—George Palmer Putnam, private secretary to Governor Withycombe, announced that the executive had appointed Miss Pauline Kline, of Corvallis, a member of the board of inspectors of child labor, to become effective May 21. She will succeed Henry Kundret, of Portland, who was appointed in 1905 and reappointed in 1911. The other members are: Mrs. Millie R. Trumbull, of Portland; Mrs. Sarah A. Evans, of Portland; Mrs. Turner Oliver, of La Grande, and Stephen G. Smith, of Portland. The term of office is five years. There is no compensation.

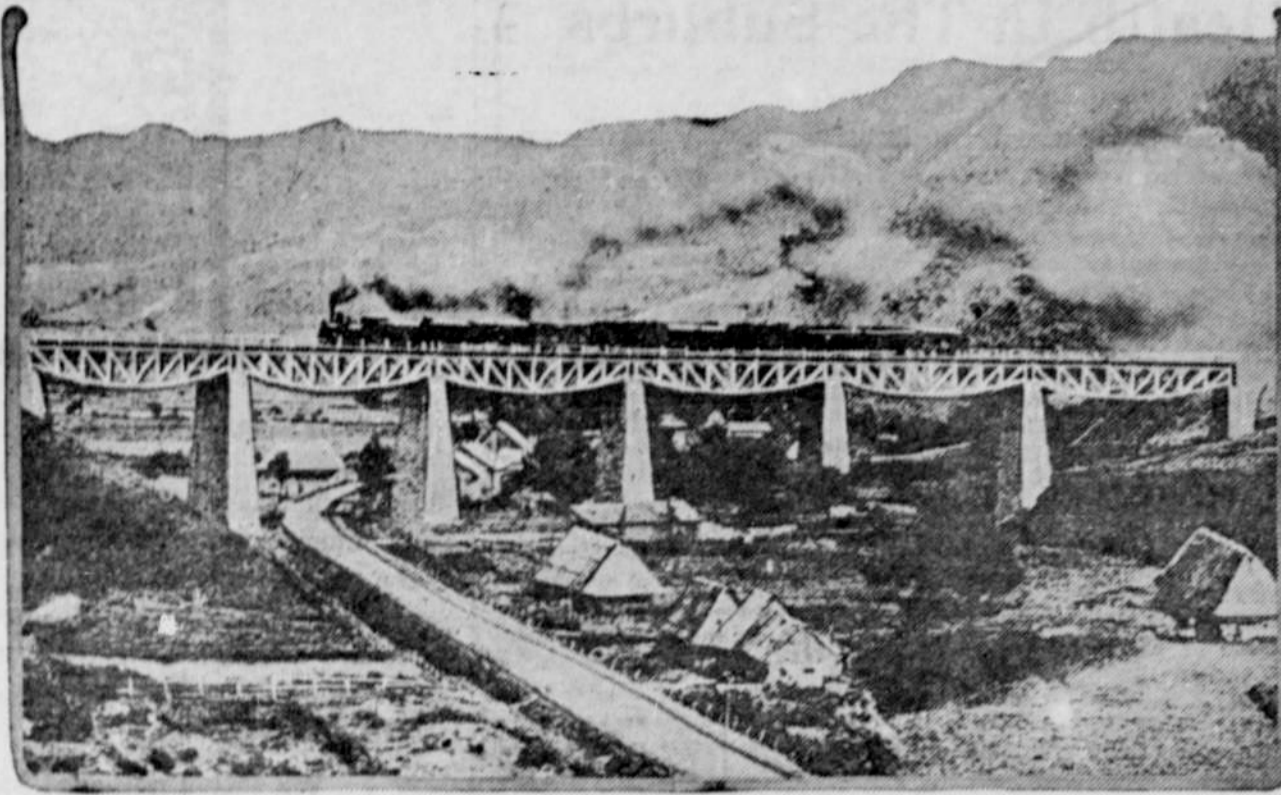
### Mill Plans Are Extended.

Roseburg—In a letter received here from S. A. Kendall, of Pittsburg, Attorney O. P. Coshaw, counsel for Kendall Brothers, is asked to prepare for the incorporation here of a company for handling the proposed railroad from this city to the Cascade forest reserve. In the incorporation papers a provision is asked that the road may be extended across the state to Boise, Idaho. Another feature mentioned in the letter is the fact that Kendall Brothers propose to erect at Roseburg a sawmill of 250,000 feet daily capacity.

### Gold Hill Has Big Blaze.

Gold Hill—A terrific blaze destroyed a blacksmith shop, plumbing shop, jewelry store, a barn, a garage and four residences and badly damaged another home on South Front street. The fire started in a barn, near which children were playing with fire. There was little insurance. The loss is estimated at \$8000.

## UZSOK PASS, SCENE OF DESPERATE FIGHTING



A view of the Uzsok pass showing one of the railroad bridges. In the desperate efforts of the Russians to take and the Austrians to hold the Uzsok pass, fighting of the fiercest character took place, with astonishing casualties on both sides. The Uzsok pass is the key to Hungary.

## GERMAN BICYCLE SCOUT SQUAD IN POLAND



### DECORATED FOR BRAVERY



Miss Muriel Thompson of the British First Aid Nursing Yeomanry corps, who was personally decorated by King Albert of Belgium with the order of Leopold II for her bravery in rescuing wounded men from the trenches under heavy shell fire.

### Soldiers' Queer Biscuits.

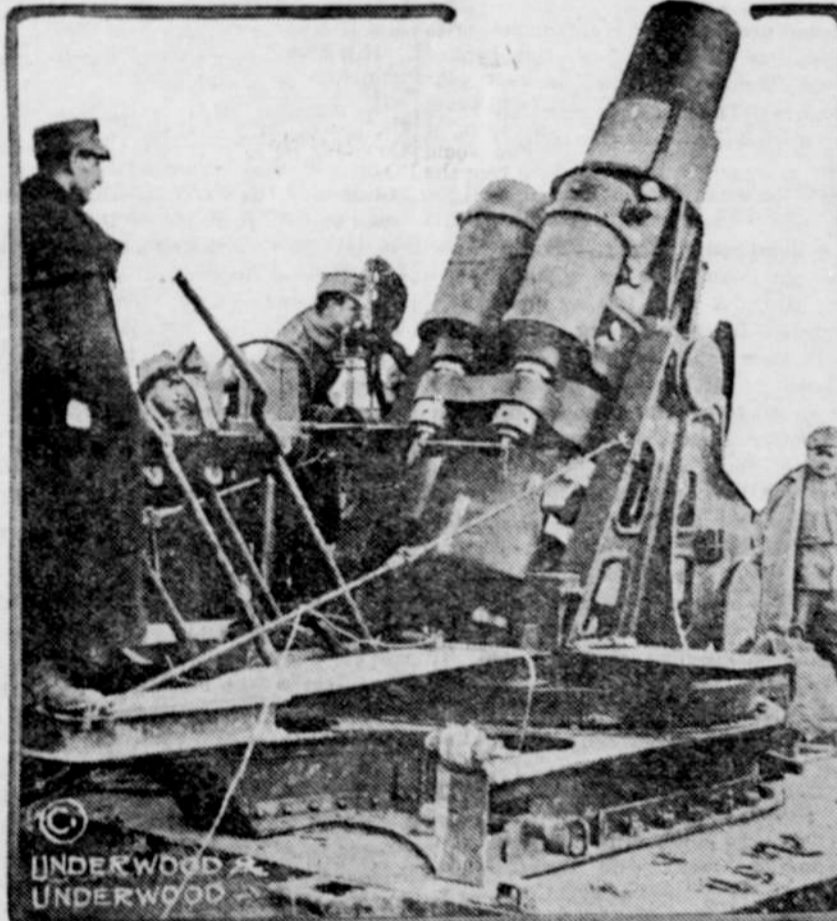
The Indian and Australian can make their own army biscuits; the former is a "chupatty," the latter "damper." A chupatty results from the mixing into a stiff paste by an Indian of flour, salt and water, and baking it on a metal dish over a hot fire. But the Indian cook seems a necessary ingredient to make it tasty as well as nutritious.

Damper needs flour, baking powder, water and wood. A hole in the ground is the oven. Fill it with wood, and while that is burning make your dough. Then lay it on a large stone, cover it with a tin, and cover the tin with the hot wood ashes, and the result will be damper.

### Where the Slowest Lead.

When motor trucks loaded with ammunition are dispatched to the front from a depot in the rear of the firing lines, it is now self-understood that the slowest trucks go in front, while the fastest bring up the rear. This was found necessary because of the tendency of ammunition drivers to go at top speed when the call for shells and cartridges comes. If the slow trucks are in the rear of the column, the latter is strung out over miles of road, with great gaps between trucks—offering an inviting target for an attack by reconnoitering armored motor cars or cavalry.—Scientific American.

## BIG SKODA GUN OF THE AUSTRIANS



The Austrians have made excellent use of the Skoda 30.5 centimeter guns in the fighting in the Carpathians. One of these guns is shown here about to be fired.

## PADEREWSKIS WORKING FOR POLAND



Ignace Paderewski, the famous pianist, and his wife photographed on their arrival in this country, where they are carrying on a campaign for the raising of funds to relieve the distressed people of Poland.

## POINTS OUT NATURE'S ERROR

Mr. Gwimpton Turns Aside From Daily Duties to Discourse on Matters of Conscience.

"Wealth, as we know," said Mr. Gwimpton, "is very unevenly distributed, but conscience is more so.

"Some men are overburdened with conscience; some have none at all. Some people worry themselves sick over this or that real or imagined transgression of the civil or the moral law.

"There are others who worry only that they cannot safely transgress the more.

"Between these two extremes we have the man commonly described as overconscientious, meaning one worthy but timid, who lets a conscience too keen and active keep him from betterments of his fortune that he might otherwise compass. Then we have those people who are not troubled in such ways, who are all but conscienceless and whose conscience really lies dormant.

"It is true, too, that a thing that may stir one man's conscience may not touch another's; we are differently constituted. There appears to be no absolutely definite standard of conscience applicable to and actuating all men alike. This enormously complicates the conscience situation.

"But still the great primary difficulty lies in the uneven distribution of conscience. If we could only have something like an even distribution of such conscience as now exists it would, for one thing, in some measure reduce piracy in its manifold forms as now practiced under civilized conditions by men without conscience, and for another thing, it would by reducing the stock of the man of abnormal conscience, spare him the worriments that now beset him and let him take without qualms whatever benefits rightfully belong to him. In fact, a more even distribution of conscience would tone up the world generally and make it in many ways a vastly more comfortable world to live in.

"Pending that happy day it behooves us, I suppose—at any rate, my friend MacBlink, a well meaning and cheerful but not always overtrusting man, says it does—to be still more or less wary in our dealings with our fellow man in order to avoid subjecting our well meaning but weaker brother to undue temptation, and to avoid being circumvented by somebody who was perhaps overlooked entirely in the conscience distribution."

### Aeroplane Carries Off Prisoner.

The story of an aviator who came back to the Russian lines with an Austrian prisoner strapped to the tail frame of his aeroplane is told in a Petrograd dispatch from the front in Poland:

"The airman, Terentic Paschaloff, ascended from the aviation headquarters in the rear of General Ivanoff's army in his 150-horsepower machine, accompanied by his mechanic. The machine carried a small gun and a number of bombs.

"Owing to motor trouble, Paschaloff had to descend two miles behind the Austrian lines. While the mechanic was repairing the motor six Austrians approached. Paschaloff turned his one-pounder on them and fired one shrapnel shell, which exploded accurately and felled five men. The sixth surrendered.

"Then came the problem—what would he do with his prisoner? Paschaloff decided to abandon his stock of bombs and tie his prisoner to the tail frame of his machine. Thus burdened, the aeroplane rose and flew over the Austrian lines amid a storm of bullets, regaining the Russian lines without damage."

### Man Who Was Always Late.

Private — was known to all his chums as "the early bird," probably because it was an exact description of the very opposite to what he really was, for "the early bird" was always late, the last man to get out of bed at reveille and the last man on parade, and when his regiment sailed for France his chums declared that he was the last into the transport ship and the last out of it.

When his regiment was doing "spell in the trenches" "the early bird" was sent for by his officer, and as he was creeping along the trench towards the dug-out a stray bullet caught him in the shoulder, just as he was outside the officer's shelter.

After seeing that he wasn't seriously wounded, the officer exclaimed, with a twinkle in his eye. "If you had just been a second earlier you would have missed that."

"I would, sir," returned Private—, "or if I had been a second later it would have missed me."—London Tit-Bits.

### Photographic Marvels.

In making photographs of the splash formed by a falling liquid Professor Worthington of the Royal society, in London, has succeeded in giving an exposure of less than three one-millionths of a second. This is effected with an electric spark, which can be accurately timed that the operator can select any desired stage in the progress of a splash within limits of error not exceeding two one-thousandths of a second.

A photographic printing machine exhibited at a recent meeting of the society had a roll of prepared bromide paper fed in at one end and turned out finished photographic prints at the other end at the rate of 2,000 to 3,000 per hour. These photographs may be used for illustrations in newspapers and magazines.

## COULDN'T FOOL HOB

KNIGHT OF THE ROAD WAS WISE OLD BIRD.

Billy Sunday Tells Good Story of How Farmer Stopped Visits of Tramps—Were Suspicious of Effusive Welcome.

Billy Sunday, the evangelist, said at a fashionable reception in his honor in Philadelphia:

"A good many people are mistrustful of religion. I don't know why it is, but there's a lot of people as mistrustful of religion and the religious as the tramp was mistrustful of the farmer.

"I don't know what to do about this tramp evil, a farmer once said to me. I've put up signs about beware of the man trap and look out for the savage dog and take care of the spring gun, but it don't seem to do any good at all, Mr. Sunday. The tramps molest me something terrible."

"Well, Brother Brown, said I, you just put up a big sign reading, 'All tramps welcomed at Brown's,' and then, later on, let me know the result."

"Brown thought I was joking at first, but when he saw I was in earnest he went straight off home and put up a big sign over his gate—'All tramps welcome here, John Brown'—that you could read half a mile away.

"I met him again the following year. He said the sign had worked like a miracle. Ever since he put it up he had only set eyes on one tramp and that had been by accident. He came on the tramp accidentally as the fellow stood under the sign, looking up at it and reading it over and over with a kind of quizzical, sarcastic smile playing about his mouth.

"Hello!" says Farmer Brown, grinning over the fence at the tramp very friendly.

"The tramp sneered. Then he burst into a bitter laugh and said:

"Hello, mister. How many cops have you got hidden in there?"

"Why, none—none at all," says Farmer Brown, in a hurt, surprised voice.

"The tramp gave another bitter laugh. 'How many bulldogs have you got, then, mister?'"

"There ain't a dog about the place," says the farmer. He opened the gate a little ways, but the tramp jumped back, so scared like, the farmer closed it again out of pity. 'You can come in and see for yourself if you don't believe me about the dogs,' he says.

"Oh, yes, I know," said the tramp. He was pale and shaking all over from the start he got when the gate opened. 'I know all about that,' he said; 'but tell me how many bear traps you've got set in there that would bite a poor fellow's leg off.'

"Nary a bear trap," said the farmer. 'Nary a bear trap.'

"Has a man got to do a hard day's work to get a measly meal of scraps?" burst out the tramp.

"Nothing of the kind," said the farmer. 'You come right in, young fellow, and I'll give you a three-course hot supper for nothing, and if you want to stay all night we'll fix you up a warm bed on the floor by the kitchen fire.'

"The tramp stared hard at the farmer a minute and then he smiled a kind of pitying, patronizing smile and said:

"You can't work that little game on me. This is my eleventh year on the road."

"What game?" said Farmer Brown. 'What game are you talkin' about?'"

"Puttin' rough on rats in the coffee and sellin' our remains to the medical college for a dollar apiece," said the tramp, winking at the farmer. 'Oh, no, Brownie, old boy! Oh, my, no! Not on your life! Ha, ha, ha! Aber! This is my eleventh year on the road, I'm tellin' you.'

"And the tramp took a cigar butt from the pocket of his ragged coat, lit it with a sulphur match, and strutted jauntily away, his head nearly hidden in big smoke clouds."

### The Northeast Passage.

Commander Vilkitiskil, the discoverer of Nicholas II. Land, set out last summer from Vladivostok on his third attempt to make the northeast passage from the Pacific to the Atlantic. According to news recently received, he was wintered in Taimyr bay, to the west of Cape Chelyuskin. Here he has been in wireless communication with Captain Sverdrup, who sailed from European Russia last summer in search of the missing Brusilov and Russanov expeditions, and has also wintered on the coast of the Taimyr peninsula. A note in Nature states that Vilkitiskil proposed to send part of his crew to Sverdrup's ship, in order to economize his supplies, with a view to the possibility of not getting through the ice next summer.—Scientific American.

### Saving Lives.

The fight to save human lives in America has been eminently successful during the last few years and the loss from preventable diseases has been materially reduced. Perhaps the greatest improvement has been in typhoid fever, where sanitation and medical treatment have worked together to good effect. In the field of tuberculosis a great deal has been accomplished, although not as much as was originally hoped for. In this disease it is largely a case of money—to get enough to give the victims of "the white plague" the treatment they need.