

CANAL TRADE MA

Gigantic Traffic Through Big Waterway Certain to Vastly Help Portland Commerce.

PACIFIC COAST AWAKENED

Every Harbor on Western Shore, From Prince Rupert to San Diego, Prepares for Immense Marine Shipping to Begin in 1915.

BY GEORGE PALMER PUTNAM. The Panama Railroad is destined to

The Fahama Katiroad is destried to control our markets." That prophetic line appeared in 1853 in the California correspondence col-umn of the Star and Herald, a paper which has been published in Panama-since the Isthmian gold rush of the fifties to California first made that tropical town a profitable newspaper field.

While the forecast has not been ex-While the forecast has not been ex-actly fulfilled, thanks to the transcon-timental railroad service, which doubt-less is far superior to anything dreamed of at the time the prediction was made, nevertheless the spirit of the prophesy promises to come true enough and even more accurately than way prophecy promises to contractly than was and even more accurately than was thought by the San Franciscan writer 57 years ago, with his enthusiastic idea of trade benefits to be derived from the Paname route. It now seems assured that the Pana-

in dow seems assured that the Pana-ma Canal, the modern successor of the ploneer lathmian railroad, will have an immense part to play in the develop-ment and control of Pacific Coast mar-

ment and control of Family Const kets. Pacific Coast citles which have eyes to the future—and that means all of them—are making great preparations for a new order of things which they justly believe will follow the opening of the Canai. Every harbor from San Diego to Prince Rupert has taken a place on the band wagon of improve-ment and preparation in one way or another. All are busy dredging, build-ing breakwaters, improving docks and aprucing up generally. Of course, Panama isn't written over every bit of this activity. Much of it is simply the inevitable progress ne-cessary to keep abreast of the cities' narmal growth. But get beneath the

038

lines. normal growth. But get beneath the surface and you will find that the mon at the helms are thinking Panama even

at the helms are thinking Panama even it they are not talking it. To 's evident that there will be ample wharves, harbors and handling facili-ties at the Pacific ports. The noxt all-important matter is what the Canal-will not do to justify the propa-rations and hopes of the territory which is expecting so much from it. The has been said and written about the administration of the Canal. This apoly the many other problems may be solved, like other affairs of National distance of the Pacific Coast people is not subtat we are going to do for the Canal, the ties is the Canal going to do for what we are going to do for the Canal, the subtat is the Canal going to do for the subtat is the Canal going to do for

Noticed, like other affairs of National stratuced, without the advice and as a stratuced of the Pacific Coast. The quest what we are going to do for the Canat other stratuced and the canal going to do for the Canat with the Canat going to do for the Canat is the Canat going to do for the Canat and the Canat going to do for the Canat is the Canat going to do for the Canat is the Canat going to do for the Canat is the Canat going to do for the Canat is the Canat going to do for the Canat is the Canat going to do for the Canat is the Canat going to do for the Canat is the Canat going to approach of the Canat will have. It is a fore the Canat will have. It is a fore the through what is virtually the const is the canat will have. It is a fact, a signatic liberty with atter should certainly create some and the theorem the spokane decisions of the International Infgitways and varify disarrange existing trade routes. The vidence of the milibage revolution of the file matter of the milibage revolution of the file matter is that the Middle Western manufacturing district loone 1) shall the matter is that the Middle Western manufacturing district loone 1) shall have the file matter is the the Middle Western manufacturing and distributing the following table of comparis for the Canat the Middle Western manufacturing a matter is that the Middle Western manufacturing and distributing the following table of comparis for the canat to the Coast than the sense canat is the file matter of the matter of the manufacturing and distributing the following table of comparis for the canat to the water route. And file matter is the file water themselves with developed in the Atlantic Coast the parama coast for the canat to the water route. And file the the did cape Horn water route is and the sense for the developed in the Atlantic Coast the parama coast for the cast from manufacturing and distributing for the parama coast has the they distribute the sense themselves with developed in the Kast from the parama coast for the they have th

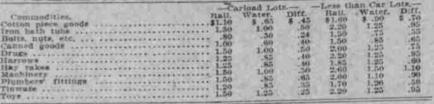
transcontinental waterway. Predic-tions of what the future holds in store for the latter are as much a matter of guesswork as they were in the case of the former. It is self-evident that if the Panama route proves the cheapest annihile, and at the same time its drawbacks of speed and climatic conditions do not offset its mancial advantages, all freight for which it holds a real net advantage will abandon other routes in its favor. Also, it is easy to see that perishable and fragile materials are eliminated from consideration. That somewhat narrows down probable canal freight to more or loss bulky, heavy and unperishable ton-mage. And that is the class of freight teast desired by the railroads, and most cheerfully given up by them. Rates About One Cent a Pound. he former

cheerfully given up by them. Rates About One Cent a Pound. Taking an eastward-bound movement the rail rates vary from 75 cents a hund-dred pounds on wine, to \$1.50 a hundred on hops. West-bound, from \$11 a ton on steel rails to \$57.36 a ton one clothing and dry goods not otherwise specified. Such rates are generally blanketed, that is they apply from any Pacific Coast point to any point east of the Missis-sippl River, and vice verse. On circus or deciduous fruits the rail rate is \$1.15 per hundred, or \$23 a ton. It has been stated that on a modern 16-knot steamer this rate need not be ever \$7 or \$8.

knot steamer this rate need not be over \$7 or \$8. Lumber rates are of vital importance to the Pacific Northwest. The present rate from Coast points to New York in 75 cents a hundred. The present rate by way of Panama is 40 cents, and this latter rate includes four more handlings than will be required after the business is done through the canal. An interesting development in con-mection with the Northwest lumber in-dustry is that the better transporation

nection with the Northwest timber in-dustry is that the better transporation facilities which the canal trade and de-velopment will induce on the Pacific will make it possible for Northwest Jumber to get into Central and South American West Coast markets more easily and profitably than ever before. than ever.

Table Shows Freight Rates. Below is given a table for the year 1911, showing the comparative rates by rail and water between the Atlantic reaboard and the Pacific Coast, and in-dicating the "differential," or advan-lage in favor of the water route:



The subject of the trading of foreign ships between foreign ports, via the canal, is too big to be discussed lightly. The table of distances print-ed above and the following data re-garding foreign adupting that now user garding foreign shipping that now uses the Suez Canal is enough groundwork for interesting conjecture along these

288,16

Table showing volume of shipping

307,833

14,581,809

formation on the Rose Festival assure us of heavy travel." Mr. Cleiand said that the movement of colonists to the North Pacific Coast on the closing days of the period, which ends on April 15, will be the heaviest on record. On account of liness Mr. Cleiand has not been able to visit Portland as often as formerly, but with the recovery of his health he expects to come here fre-quently in the future. He marveled at the wonderful progress made in all lines since his last visit, and could hardly realize the amount of new build-ing that has been done here meanwhile. His present trip is purely one of in-spection, and he finds satisfactory and encouraging conditions on all points of the Northern Pacific main line and branches. branches.

branches. The was in conference yesterday with A. D. Charlton, assistant general pas-senger agent of the Northern Pacific of In Portland, and called on other pas-the senger men of his acquaintance. He will remain in the city until tonight.

DAILY CITY STATISTICS



ver the old Cape Horn water route.

In other words, the Canal brings England and Europe 5666 miles closer to the Pacific ports than heretofore by water route.

Gives Short Cut to Manilal

Other comparisons vitally affecting the future Canal business, but of less direct importance to the Pacific Coast,

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Via Panaina			Cold International	12.06
Alle Louisville		1000		

All the above distances are reckupe in nautical miles. A nautical mile con-

tains 6000 fost. With mileage savings such as these It scarcely seems probable that those much-mentioned lily-pads will get much of a start in our \$360,000,000

As regards the cosat-to-coast busi-mess, one can consider that it is esti-mated that in 1915 there will be carmated that in 1919, there will be cal-ried between our two seaboards over some route, 4,200,000 tons. That figure has been given for 1914, reckoned on a 10 per cent annual increase from the estimate of 2,000,000 tons for last 医白色香

year. It is fair to presume that the opening of the canal will give an even greater impetition, making this anomal increases more than 10 per cent. Also, when one manufacturing, and population conge-tion, the canal will bring the Facility more than ever before the wealth, the period of the products of these veri-tories will find their way over the ca-set oute to the Facility. Mater Route Trade New Small.

Water Route Trade Now Small.

Transcontinental shippers will tell you that not more than 15 per cent of the cosst-to-coast fourage new takes the cosst-to-coast formage now takes the water route, which route means the combined water-and-rail traffic of Pan-ama and Tebuantepec, as well as that of around-the-Horn route. The other S5 per cent, or 3,550,000 tons of the stately, gues by rail. Of that estimated 4,200,000 tons of 1915 traffic, which is supposed to in-crease 16 per cent annually thereafter, how much will go by way of Canada? To answer this question correctly would be as efficult as it would have been in

be as difficult as it would have been in 1948 to propheny what tonnage the Union Pacific would be handling a year after its completion. The Union Pa-cific was our first transcontinental rail.

cific was our first transcontinental rail-road; the Panama Canal is our first insurance before graduating

Suez Has Vast Traffic

No. Vessels 2.777 63

Four of the ships credited above the United States were war vessels.

May Even Benefit Railroads.

The Panama Canal may prove a dis

160

4,533

through Suez Canal:

Japan Rossia United States

Plags-

ermany

Tance Hungary

centers of zone 1, or the Atlantic Coast states, interest themselves with devel-oping Panama route possibilities, not only will an enormous short-haui busi-ness be developed in the East from manufacturing points to tidewater, but also a similar traffic of far-reaching importance will be brought into being from the Pacific Coast distributing cities inland. For the bulk of what some 4 sends by the canal to these Coast distributing points will work eastward hundreds of miles to the ultimate con-suming territory, from which will ac-crue not only a profitable business for the railroads, but a tremendous im-petus to the growth of the Pacific ports.

petus to the growth of the Pacific ports. In this connection no city will profit more than Portland, for with the Co-lumbia River opening a natural gate-way into the great interior country, and with extensive water navigation upon that river almost an accomplished fact, it becomes a certainty that Port-land will got its share, and more, of the new distributing business that the development of water transportation from the Eastern ports will foster.

DAILY METEOROLOGICAL REPORT.

PORTLAND, April 12-Maximum tem-perature, 54 degreest, minimum, 42 degreest, River reading, 5 A. M. 41 feet; change in last 24 hours. 5 foot riss. Total rainfall (5 P. M. to 3 P. M.) traces total rainfall isloss september 1. 1913, 20.30 inchest, Dormal rainfall since September 1. 28.03 inchest, de-ficience of rainfall since September 1, 1911, 7.64 inchest. Total sumating, none; possible sumatine, 15 hours 24 minutes. Baremeter (reduced to sea level) at 5 P. M. 20.92 inches. THE WEATHER.

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Baker

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Births. 8PENCER-To the wife of Charles Her-ert Spencer, 9299 Carruthers atrect, March

bert Spencer, 9299 Carruthers street, March 25, a son. Hill.M.-To the wife of Adolph Holm, 1001 Macadam street. April 5, a son. HilbD.-To the wile fol Petrovitch Ridd, D. D. station, March 18, a daughter. HUNG-To the wife of Rangraid Hung, Statt Twentisth strete, March 15, a son. Bil East Twentisth strete, March 15, a son. RiEDEI.-To the wife of Rudelph Leo Reidel, 119 East Thirty-second street, April 3, daughter.

HINNERGOUR-To the wife of H. O. RHINNERGOUR-To the wife of H. O. Risinderger, 430 North Twoniy-sixth street April 9, a son. HIGGINS-To the wife of Thomas H. Higgins, 247 Sixth street, April 11, a daugh-ter

Hindian, 247 Sixth street, April 11, a daugh-ter, OKITA-To the wife of Tame Okita, 254 Everet: street, April 2, a 50n. JOHNSON-To the wife of Athert 8. Johnson, 252 Watts street, March 20, a son. DETTRIDGE-To the wife of Harry Dettridge, 172 Winchell street, March 21, a daughter. FULLER-To the wife of Engler, 248 Ash atreet, April 5, a daughter. VASEN-To the wife of Emil Vasek, Kel-so, Wash, April 11, a daughter. HOWELL-To the wife of Edward Henry Howell, 144 North Eighteenth street, March 25. a daughter. MUSGROVE-To the wife of Grover C. Musgrove, city, April 6, a daughter. BAILEY-To the wife of Horace B. Haines, city, March 25, a son. HANDER-To the wife of Strianul An-tonio, 697 Claisop street, April 10, a daughter. RIEHL-To the wife of Rohert Waldo

RIEHL-To the wife of Robert Waldo liebl, Medford, April 5, a daughter, STATTER-To the wife of Heockwell initer 591 Buena Vista avenue, March 13,

son, WHLIAMS-To the wife of David L-Cilliams, \$74 Taylor street, March 17, a

Williams, 1/2 Taylor allest. March 17, 8
ALLEN-To the wife of Edward Tyson Alles, Rockspour, April 2, a daughter.
COOKMAN-To the wife of Frederick-W Cockman, 1071 E. Washington street.
March 20, a son.
WEST-To the wife of O. W. West, 437
Marquette avenue, March 25, a daughter.
OCHLER-To the wife of Clayton 8. Och-ler, 171 King strest, March 15, a daughter.
Hodgkinson, 807 E. Yamhili sireet, March 20, a son.

10. a son. Marriage Licenses. HEECHER-ABHOTT-Earl R. Heecher, legal Multhomah County, and Florence Pearl Abbott, legal. CALLAHAN-SEARLE, Charles Callahan, 22. Multhomah County, and Olive Searce, SHEA-RIDGWAT - Dennis Seldon Shea-legal Lewis County, and Mrs. 1ds Ridg-way, legal. COOPER-LINDLE-M. R. Cooper, 24, Col-umbia County, and Lens A. Lindle, 18.

urvey Made for Southern Pacific

ASTORIA, Or., April 12 .-- (Special.)-ASTORIA, Or, April 12 (Special Persons who have been in the employ of the railroad surveyors who are now ingaged in running a line along Hum-ung Creek, in the Nehalem Valley dis-rict, say that the surveyors are untrict, say that the surveyors are un-doubtedly working for the Southern Pacific Company. They also say that at the present time one gang of the surveyors is engaged in seeking a place for a tunnel lower down the mountain side than the bore on the aid Reid survey. The object of this a of course to find a better grade. Colorado Fruit Crop \$7,000,000.

DENVER, April 12 .- Fruit grown in Diotrado this year will net the pro-incers \$7,000.000, \$2,000.000 more than ast year, according to an estimate of Mibert Mauff, Secretary of the State Board of Horticulture, today.

lergy Permits Good on P. R. & N.

d'N [Pt. cloudy The 2000-mile (150) books issued by the Southern Pacific and O. W. R. & N. Lines: also Clergy Trans-Contin-ental permits will be homored by the P. R. & N. between all stations.



NELSON-April 12, at 508 Mildred ave., William Nelson, aced 73 years and 8 months, belowed father of Frank Nelson, Friends are invited to attend the funeral services, which will be held from A. R. Zeller Co., parlors, 591 Williams ave., to day (Thursday, April 13, at 1, P. M. In-terment at Mount scott Park Cemetry, NELSON-The funeral services of the fato William Nelson will be held today (Sat-urday, at 1 P. M. at the family real-dence, 568 Summer st. Interment, Mount Scott Park Cemetry, No. 100 Factors, Sector Park Cemetry, No. 100 Factors, San States, San St

Portland, Gregon

STOP AT THE

FLOWERS, floral designs, Nob Hill Flor frt, 120-23d and Gilsan, Main 502, A 3154 MONUMENTS -- Otto Schumann Marbla Works, East 3d and Pine Sts, East 743.

MR. EDWARD HOLMAN, the leading ra-seral director and undertaker, 220 Taurd al, ror. Salmon. Lady assistant, OREGON HUMANE SOCIETY Dunning & McEntee, Funeral Directors, 7th and Pine. Phone Main 430. Lady at-tendant. Office of County Coroner. Office, City Hall. Main 598, A 7583. Humans officer, Sergeant E. L. Crats. Residence, 24 E. 24th N., East 4778. Hurse ambulance, corner of 5th and Taylor. Veterinary in charge. Marzhall 600. Asi-mals Rescue Hours. Northurp Acres. Thomas A. Short, Supt., A 5847, 3 rings.

A. R. ZELLEB CO., 592-4 Williams ava. houe East 1085, C 1088. Lady attendant. J. P. FINLEY & SON, 5d and Madison. Lady attendant. Phone Main 9, A 1599. EAST SIDE Funeral Directors, aucocase to F. S. Dunning, Inc. E. 52, B 2523.

auguary, April 15. OEHMER—The funeral services of the into Jacob Bookmer will be bold at St Mary's Church, corner Williams ave, and Stanton si, at 9 A. M. today (Saturday). Prinda Invited. Interment St. Mary's Cemeters. LEECH, Undertaker, cor. East Alder and Sixth. East 781, B 1888. Lady attendant, SKEWES COMPANY, 2d and Clay. Mais clay. A 2321. Lady attendant. CLASSIFIED AD. RATES

> ******************************** THE CEMETERY

Beautiful Mt. Scott Park LARGE, PERMANENT, MODERN. PORT-LAND'S ONLY MODERN CEMETERY WITH PERPETUAL CARE of all burial plots without extra charge. Provided with a perma-cent irreducible M al n ten an ce Fund. Location ideal; just out-side the city if mits on north and west slopes of Mount Scott, containing 25 a cres, equipped with every modern convenience.

PRICES TO SUIT ALL SERVICE THE BEST. ONE MILE SOUTH OF LENTS, REGULAR AUTONOBILE SERV-ICE FREE BETWEEN LENTS AND THE CEMETERY.

Members Portland Realty Board. Holladay's Addition Center of Population The MOST DESIRABLE LOCATION In the City. Is CERTAIN to ADVANCE IN VALUE from year to year. Seeing is believing. Go and see. The Oregon Real Estate Company 975. W_956, 947, 958, 959, 960, 961, 962, 994, 970 975,977.

DIED. AVLOR—At the family residence, 270 East 6th st. North, April 12, Mrs. Martha J. Taylor, aged 66 years 11 months 24 days. Announcement of funeral later.

KORN-At his residence, 2174 Geary si., San Francisco, Cal., Mr. Joe Korn, father of Mrs. Max Friedenthal, of this city.

MAYER-Mrs. Carolyn Mayer, mother of Mrs. Arthur Schubsch, of this city, died in St. Louis, Mo.

NEW TODAY

MORTGAGE LOANS On Business and

5% EVERETT & SIMONDS 7% Incorporated. BUILDING.

MORTGAGE LOANS

5% JOHN E. CRONAN, 7%

For Splendid s, Irvington, and lots cheap, cal East 273, C 1866. W. H. HERDMAN. GRAND AVE. AND MULTNOMAH ST.

DABNE

DABNEY

307 Railway Exchange.

Phone Main 2248.



Or Lease

for a term of years, a modern six-story-and-basement brick, sprinklar equipped, on Terminal tracks, very central; 70,000 square fost floor space; suitable for warehouse or wholesale.

AD-019 R12, 945, 957, 960, 964. AB-010 STEARNS, 249 Washington St. Beautiful, well-arranged, new, 8-room, story-and-half bingalow-modern. bungalow-modern,

FOR SALE BY OWNER

Restricted residence section, Piedmont; 5 carlines; 20 minutes to heart of city. Must sell soon. Call at 1280 Commercial street.



I WILL RENT MY COMMODIOUS COTTAGE AT SEASIDE, completely furnished, electric lights, water, bath, etc., on board walk, for May, June and July, or sooner if de-sired. Telephone Main 2626. MX STOCK-Must dispose of interest in Portland's oldest established firm. Pays large income. AT 955, Oregonian.

LOOK!

STOP PAYING RENT. Own your home. Good wages; lots 50x 200; easy terms; reduce high cost of living. Can be had at Timber City, Washington County. See

W. G. WOODS, 223 Chamber of Commerce. Phone Main 7987; Res. Woodlawn 2215.

ROSE CITY PARK

FOUR BUNGALOWS. Dutch kitchen, buffet, bookcases nen closst, papeled dining-room, hard-ood floors, full cement basement

INMAN, WALKER COMPANY, Builders and Owners. 57th and Sandy Road, Over Drugstore.

CEMETERY. II II II CUTY OFFICE, 920-921 YEON BUILDING, MAIN 925, A 7036. CEM ET ER Y OFFICE, TABOR 1665; HOME PHONE RING B 6111, THEN CALL LOCAL 4201. 5% WM. C. BORCHERS 7% UBLIC ACCOUNTANTS, AUDITORS. 5% 207 Oregonian Bldg. 7%

One time Per Line II Same al two consecutive times II Same ad three consecutive times II Same ad three consecutive times. See Remittances must accompany out-of-town orders. When one advertisement is not run in con secutive issues the one-fine rate applies. Biz words count as one line on cush ad vertisements and no ad counted for less than Bit words tank he all counted for less than two lines. The back of the less than two lines. The back of the attain number of lines appearing in the paper, regardless of the anumber of words in each line. In New Today all advertisements are charged by measure only. 14 lines to the inch. Aharged by measure only, 14 lines to the inch. The above rates apply to advertisements under "New Today" such all other classifica-tions except the following: situations Wanted, Male, Bitmatians Wanted, Female. Tegenhan will acept classified advertise-ments over the telephone, providing the ad-vertiser is a subacriber to either phone. No prices will be quoted over the phone, but whether subscriber to either phone, but whether subscriber to either phone and writes over the phone depends upon the prompters of the payment of telephone adver-vertisements. Situations Wanted and Per-sonal advertisements will be accepted over the telephone. Orders for ano hear ital advertisement for Sale, "Hondores Op-portunities," Theoming-biouses," and Want-ed to Kent. wo Thousand-Mile Books and

private. 10HNSTON-Mary J. Johnston, willow o the late Thomas J. Johnston, died at Oak isnd. Cal., April B. aged W2 years I months I days. Funeral from St. David. Episcopal Church, East Tweffth and Bel-mont streets, today (Saturday), April 15, at 3 P. M. Interment Lone Fir Ceme-tery.

tery. BJORCK-in this city. April 12. Mrs. Cath-arine O. Bjorck, and 01 years 11 months 12 days, of 523 Mohawk st., St. Johns Friends invited to attend fundral mervices which will be held at Hoimso's fundra paviors. 3d and Salmon sts., st 10 A. M. Monday. April 15.

Daily or Sunday.

Per Line. 120 230 300 mes. 560