

CANAL TRADE MAY PROVE UNLIMITABLE

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 control our markets. That prophetic line appeared in 1855 in the California correspondence column 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 exactly fulfilled, thanks to the transcontinental railroad service, which doubtless is far superior to anything dreamed of at the time the line was made, nevertheless the spirit of the prophecy promises to come true enough and even more accurately than was thought by the old-time newspaper editor.

It now seems assured that the Panama Canal, the modern successor of the pioneer Isthmian railroad, will have an immense part to play in the development and control of Pacific Coast markets.

Pacific Coast cities which have eyes to the future—and that means all of them—are making great preparations for a new era of activity which they justly believe will follow the opening of the Canal. Every harbor from San Diego to Prince Rupert has taken a place on the band wagon of improvement and preparation in one way or another. All are busy dredging, building breakwaters, improving docks and sprucing up general waterfront.

The subject of the trading of foreign ships between foreign ports is discussed lightly. The table of distances printed above and the following data regarding foreign shipping that now enters the Pacific Coast is enough groundwork for interesting conjecture along these lines.

See How Vast Traffic. Table showing volume of shipping through Suez Canal:

Table with 3 columns: Place, No. Vessels, Net Tonnage. Lists various ports like British, French, German, etc.

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

May Even Benefit Railroads. The Panama Canal may prove a disguised blessing to even the transcontinental railroads, as it surely will to the short-line lines of the two seaboard; a blessing even if the "rail-road" interests do not succeed in sanding the canal with prohibitive tolls.

In this connection there is food for thought in the Spokane decisions of the Interstate Commerce Commission regarding the Panama Canal and the Pacific Coast, the new order of things means, in a nutshell, that the manufacturers and wholesalers of the extreme Eastern seaboard will be forced, in a measure, from competing by rail for the Pacific Coast trade with further Western ones.

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

Table with 4 columns: New York to Val., Cal., Hon., Manila. Shows distances and tonnage for various routes.

All the above distances are reckoned in nautical miles. A nautical mile contains 6080 feet. With mileage savings such as these it scarcely seems probable that those much-mentioned 115-pads will get much of a start in our \$350,000,000 ditch.

As regards the coast-to-coast business, one can consider that it is estimated that in 1912 there will be carried between our two seaboard 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 3,900,000 tons for last year.

It is fair to presume that the opening of the canal will give an even greater impetus to this business. Also, when one realizes how much closer to Eastern manufacturing and population centers the canal will bring the Pacific Coast, it is reasonable to suppose that more than ever before the wealth, the people and the products of these territories will flow to and over the canal route to the Pacific.

Water Route Trade Now Small. Transcontinental shippers will tell you that not more than 15 per cent of the coast-to-coast tonnage now takes the water route. The combined water-and-rail traffic of Panama and Tehuantepec, as well as that of around-the-Horn route. The other 85 per cent, or 2,550,000 tons, approximately, goes by rail.

ROAD BOOSTS WEST

A. M. Cleland Says Portland Well Advertised.

ELKS' CONVENTION HELPS

Northern Pacific Preparing Booklets to Attract More Settlers and Visitors Here—Special Trains Will Bring Easterners.

"If there is anything that we can do to help bring more tourists and more settlers into Oregon and the Northwest generally we don't know what it is or we would have done it," said A. M. Cleland, general passenger agent of the Northern Pacific, who arrived in the city yesterday morning after an absence of two and a half weeks.

"The railroads are doing everything they can to advertise and to help this wonderful country out here. In addition to the usual tourist to modest telling of the part the Northern Pacific has taken in this campaign of exploitation, but I believe that the people here have enough of our work along this line to know of it themselves. This year we are doing more than ever.

"On account of the Elks' National convention in Portland we are carrying advertisements in papers that ordinarily don't get patronage from railroads operating in this territory. In addition to this we are preparing a handsomely illustrated booklet describing our routes and the things to see in Oregon and the Northwest."

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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 desired. Telephone Main 2626.

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