

WATER transportation on the Columbia is at last freed from obstructions that nature placed to test the ingenuity of man.

The laws of nature are inexorable. It will float to the river's mouth and if not stopped by the hand of man, glide still onward to the Mighty Deep.

The whole world has something at stake, for our commerce reaches all seas and all climes. Interest now centers upon how and where this immense commerce will be handled—where transferred between rail and barge and ocean ship—by what facilities, under what conditions, for all this bears upon the price to producer and consumer of a multitude of the articles of commerce.

It affects all lines of the transportation of the Pacific Northwest—every ship-owner of the world whose vessels may visit the Pacific shores.

What is being done to meet these changed conditions? Uncle Sam, seemingly aware of the approaching need, has worked with might and main to increase the depth of water on the Columbia's bar until now thirty-two feet are available at lowest tide, thirty-five feet almost in reach—with forty assured within two years.

This will allow the large vessels to enter the Columbia, which the great steamship companies have repeatedly said would be as far as these ships would go.

Fill your waterfront, build a city and build it well, that was the cry, and every citizen responded until now all is nearly accomplished and ASTORIA, NOW A CITY OF FIFTEEN THOUSAND POPULATION, IS READY TO DO HER PART.

Arise ye sons of Portland, of Western Oregon, Eastern Washington, Northern Idaho and Western Montana and bless Astoria for the part she has played, for she alone will save the great ocean traffic to the Columbia River, the natural, the cheap artery, and make it possible for Rainier, St. Helens, Kalamia, Portland, The Dalles, Kennewick, Lewiston, and all other Columbia River towns to hold their trade and profit through the building of the great Panama Canal.

Astoria municipal docks provide the necessary transfer facilities, her boat and barge line, authorized by the last Legislature (the first authority of its kind ever given in the United

not run your ships up to Portland you can at least come into the Columbia River. We'll not receive our goods via Puget Sound."

Will Astoria grow? Will she prosper? Aye! thrice over. The old city is coming into its own. Her flouring mills, soon to be greatly increased in capacity, ship their product to New York, Asia, South America—the farthest corners of the world. Her sawmills owning their own ships reach almost as great a field. Her salmon, a \$4,000,000 pack of which now is ready, keeps the cash at home, and last year she handled nearly 400,000 cases from plants other than the Columbia River assembled at Astoria for reshipment.

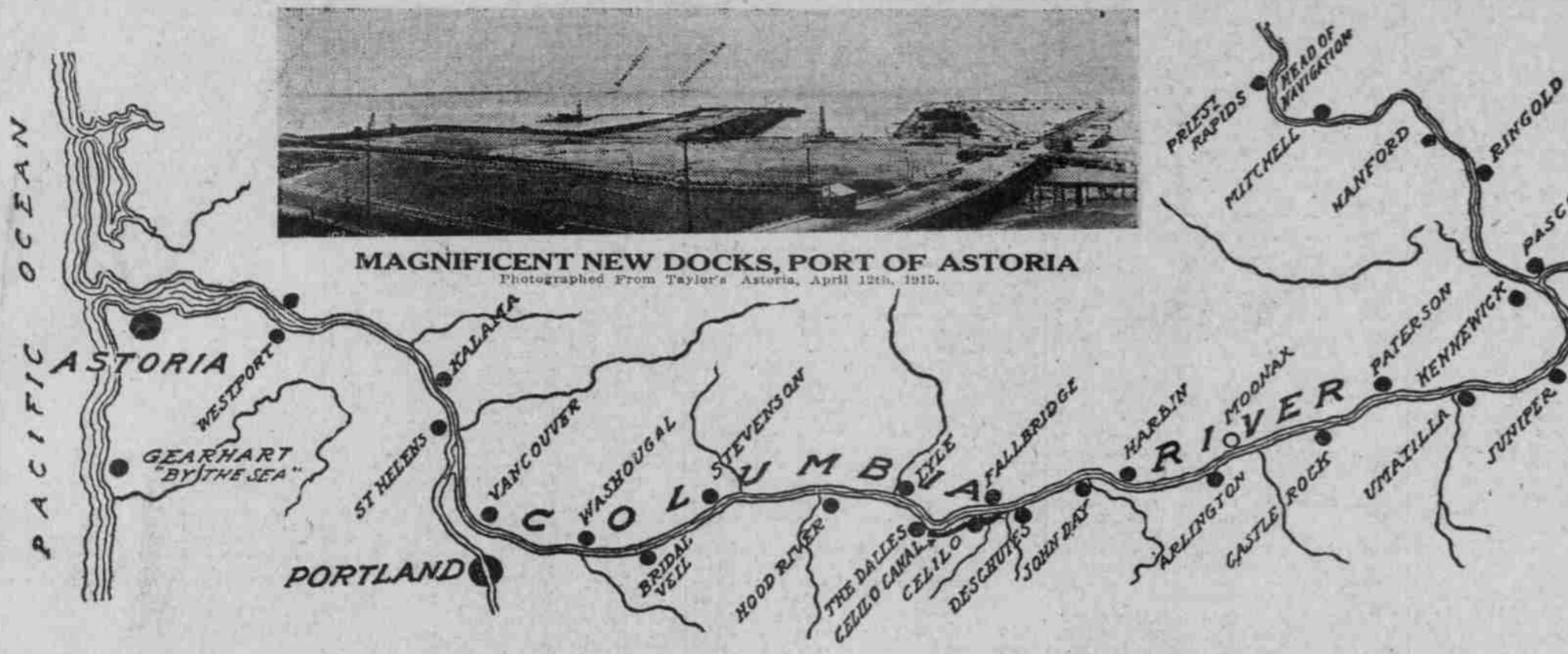
She is preparing to grow. Her streetcar system has been extended and put into operation past the municipal docks and shipbuilding plant, to the heart of Taylor's Astoria, where ample room and beautiful landscape allow for her business and residential expansion above, and along Young's Bay. Car service has been arranged to allow the workers of the Peninsula across the bay to live in Astoria's confines and enjoy the advantages of city conveniences.

Hard surfaced highways are being built for the same purpose. Astoria has every convenience, lights, gas, electric power and pure mountain water in abundance; splendid schools and churches and stores and a remarkable trade from both sides of the Columbia.

No vacant houses, no idle men—no bread-line or beggars or agitators or poverty or want. She needs apartment houses, new homes, stores, shops, industries, and real men and women to join her and help her with her labors and share in her general prosperity.

When in Astoria do not fail to ride to the western end of the carline and visit Telegraph Hill, just above. The panoramic view enjoyed from that point is not excelled in the West.

O. W. TAYLOR Fourth and Stark Sts., Portland, Oregon.



MAGNIFICENT NEW DOCKS, PORT OF ASTORIA

Photographed From Taylor's Astoria, April 12th, 1915.

COLUMBIA AND SNAKE RIVERS, NOW NAVIGABLE FOR 500 MILES, FROM LEWISTON TO THE MOUTH OF THE COLUMBIA

It will follow the line of least resistance—Nature's route. With an untrammelled river, at last accomplished, traffic will flow in the same lines, the cheapest known transportation will follow, and the Columbia River will come into its own as the great entry into the Oregon country.

No longer will the freights for Portland's rightful commerce come and go via Puget Sound.

Swiftly will the pendulum change, imports and exports: Columbia River, sixteen million dollars; Puget Sound, one hundred and sixteen million dollars, which have gradually come to this unequal balance, will begin to equalize and in a few years the balance will again be favorable to Astoria, the Columbia's natural port of entry.

Then, and only then, will the Oregon country command its rightful trade and commerce, and industry and plenty be ours once more.

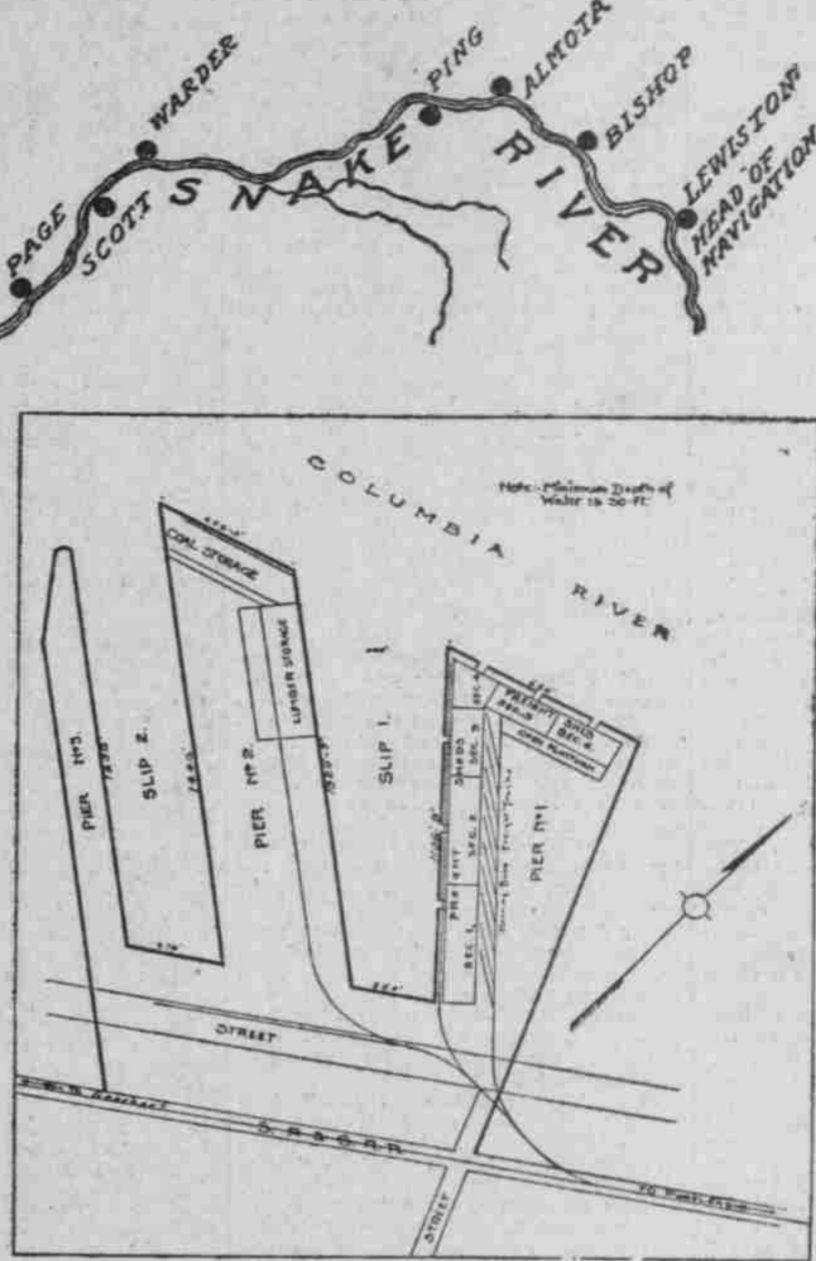
This wonderful era is immediately upon us. Every man, woman and child of the Columbia's drainage are vitally interested.

What does this mean to commerce—102,000,000 bushels of wheat, 68,000,000 bushels of oats, 20,490,000 bushels of barley, 55,000,000 pounds of wool, 300,000 cases of salmon, half a billion feet of lumber, an immense quantity of fruit and tons upon tons of miscellaneous freight will be cared for annually at the Columbia River's mouth.

Behold there were wise men in the land—the Port of Astoria was organized—capital provided, feverish haste and activity at the river's mouth. The word went out, "No facilities are too effective, none too good, for the handling of this immense commerce, build ye thoroughly and build ye well—no lack of room; wide basins, long slips, nothing temporary—solid earth foundations, pumped from the channel's sides, brick and tile and cement—nondestructive, fireproof. Depressed tracks, feathered sidings for quick switching—monorails, hoists, conveyors, motor trucks and everything to aid the port nearest the sea in quickest and safest handling of freight.

States), will fix the rates and the transport from inland points to and from her docks.

The warning sounded by the Portland Collector of Customs is timely; but the collection of duties on imports does not constitute commerce, it merely changes statistics. The flow of traffic, its handling, the trade it brings, builds up communities, and will people the districts where it disembarks when the end of the European war permits the coming of emigration once more. Freight handled through Puget Sound in bond for Portland will make that latter no less a support of Seattle, so far as the advantages of trade are concerned, than it is at present.



GENERAL LAYOUT PORT OF ASTORIA DOCKS

VANCOUVER IS GAY

Trans-Columbia City to Aid in Reception Today.

BIG PARADE TO BE HELD

Ceremonies to Follow Pageant in City Park—Mutes to 'Sing' America in Sign Language—Roses to be Distributed to Visitors.

VANCOUVER, Wash., May 5.—(Special.)—Vancouver is in gala attire for the welcome of the Cello fleet and visitors who will arrive tomorrow morning at 10 o'clock and leave just as the whistles blow for 12:30 P. M. This period will be a holiday, stores will be closed, and a monster parade will be held through the business section.

The parade will form at First and Main, near the Columbia River, within a block of the old witness tree, whence started the surveys of the Pacific Northwest in 1846. Thence the parade will move west to Washington, north to Fifth, east to Main, north to Eighth, west to the City Park, where the ceremonies of the day will be held.

Notes to "Sing" With Signs. The novel feature will be a class of mutes singing "America" in the sign language. Troops from the Twenty-first Infantry will go through military maneuvers. Major Wilson Chase will be in command of these troops. A few motorboat races on the Columbia will be held.

Historic Dock Used. The fleet will disembark at the Government dock from which steamed the Beaver, the first steamer to ply the Pacific Ocean, in 1826. The Beaver sailed here with the side wheels in her hold and they were fitted on at this dock and she steamed away to the sea.

of the disembarking there. At the Northern Pacific dock "Colonel" E. E. Beard and Field Marshal N. W. Merrifield will do the honors.

A fleet of 15 motorboats will arrive here ahead of the upriver fleet, and will act as an escort to the fleet to Portland.

It is the plan to give every visitor at least one rose and Mrs. Frank E. Hodgkin will have a heavy 29 young women to assist her in getting the flowers and distributing them.

WALLACE HAS NEW MAYOR. Preparations Started for Big Independence Day Celebration.

WALLACE, Idaho, May 5.—(Special.)—The new city administration of Wallace took charge yesterday. The newly-elected officials were on hand Monday night, expecting to take over the business after the conclusion of the Council meeting, but City Attorney Gyde held that the minutes of the expiring body must be written into the record and formally approved by the expiring body before the new administration could take hold.

BAKER CHINESE GIVE \$1253 Support for Country Threatened With War is Liberal.

BAKER, Or., May 5.—(Special.)—Baker Chinamen have rallied under their country's flag in the threatened war with Japan. While none have signified their intention of going back they have contributed liberally to the war fund.

Klamath Falls to Have Revivals. KLAMATH FALLS, Or., May 5.—(Special.)—The First Christian Church of this city has extended a call to the Mingos Evangelistic Company, of Des Moines, Ia., to conduct a series of religious meetings here next August.

OREGON CITY READY

Canal Fete Will Be Biggest Day in Town's History.

2 RIVERS COMMEMORATED

Transfer of Local Locks and Cello Opening Are to be Celebrated With Many National Notables Present to Take Part.

OREGON CITY, Or., May 5.—(Special.)—"The biggest day in the entire history of Oregon City."

From up the Willamette Valley hundreds will come to Oregon City to take part in the celebration. Excursions will be run on river boats and rail lines have granted one and one-third fare for tomorrow and Friday.

Mayor Jones has issued a proclamation asking that all places of business be closed from 10 to 11 tomorrow and a number of merchants have signified their intention of closing their stores. Offices will be closed during the program and all of Oregon City will turn out to aid in commemorating the

NEPOTISM ACT IS UPHELD

Idaho Woman Seeking Writ Is Now Under Jurisdiction of New Law.

BOISE, Idaho, May 5.—(Special.)—The Supreme Court held this week that the nepotism act passed by the last Legislature is constitutional. It will go into effect May 8. The court's ruling was given on the application of Louise M. Barton, matron of the Soldiers' Home, for a writ of prohibition directed against the home trustees, who held that when the law went into effect she could no longer continue her work as matron as she is a sister of the commandant, and, therefore, barred.

The nepotism act makes appointment to office of any relative of an official by that official either individually or as a member of any state, county or city board unlawful where the relationship is within the third degree either on the part of the official or his wife. The court holds that frat cousins do not come within the third degree.

FARMERS' PICNIC ARRANGED. Umatilla County Event to Be Held at Pilot Rock May 29.

PENDLETON, Or., May 5.—(Special.)—The executive board of the Umatilla County Farmers' Union has accepted the invitation of Pilot Rock to hold this year's farmers' picnic and the date has been set for May 29.

North Bend is Doing Paving. MARSHFIELD, Or., May 5.—(Special.)—The Warren Construction Company has started work on seven blocks of bitulithic paving for the City of North Bend.

Albany Phenacents to Give Ball. ALBANY, Or., May 5.—(Special.)—The Albany Phenacents, Albany's new marching club, will give the first social affair on May 28, which will be a ball.

FOREST FIRE NEAR TOWN

CARLISLE, WASH., NARROWLY ESCAPES DESTRUCTION.

ABERDEEN, Wash., May 5.—(Special.)—Carlisle, a sawmill town of 400 inhabitants, 12 miles west of here, had a close call from forest fires last night. The flames which have been burning in the logged-off lands were driven by a strong breeze to within a dozen feet of the Carlisle Hotel.

The fire burned fiercely in the heart of the Carlisle camp yesterday, and today it was considered that the danger was over, the wind having died down. The greatest damage so far, aside from the destruction of a small amount of timber, has been caused by the burning of a camp railway trestle which will have to be replaced before logging can be resumed.

GOLDEN WHEEL RECEIVED. Rotary Club Gets Invitation Valued at \$10,000 From California.

The feature of the entertainment programme at the Rotary Club luncheon at the Benson Hotel Tuesday was the presentation of the golden rotary wheel from California, which is sent out by the seven clubs of that state as an invitation to cities into which it goes to send visitors to the two big expositions in California.

Speakers of the day were George D. Lee and Frank Thompson, who discussed advertising. Harry Kleiser was chairman of the day.

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The STROUD PIANOLA

Price \$575 Small Monthly Payments if Desired Your Present Piano in Exchange

The Pianola is within the reach of every home. More and more it is being recognized as a necessity rather than a luxury. The Pianola brings to every member of the family the fascinating ability to personally create music, not just to listen to it.

Largest Stock of Player Music in Portland

Sherman, Clay & Co. Sixth and Morrison, Portland, Or.