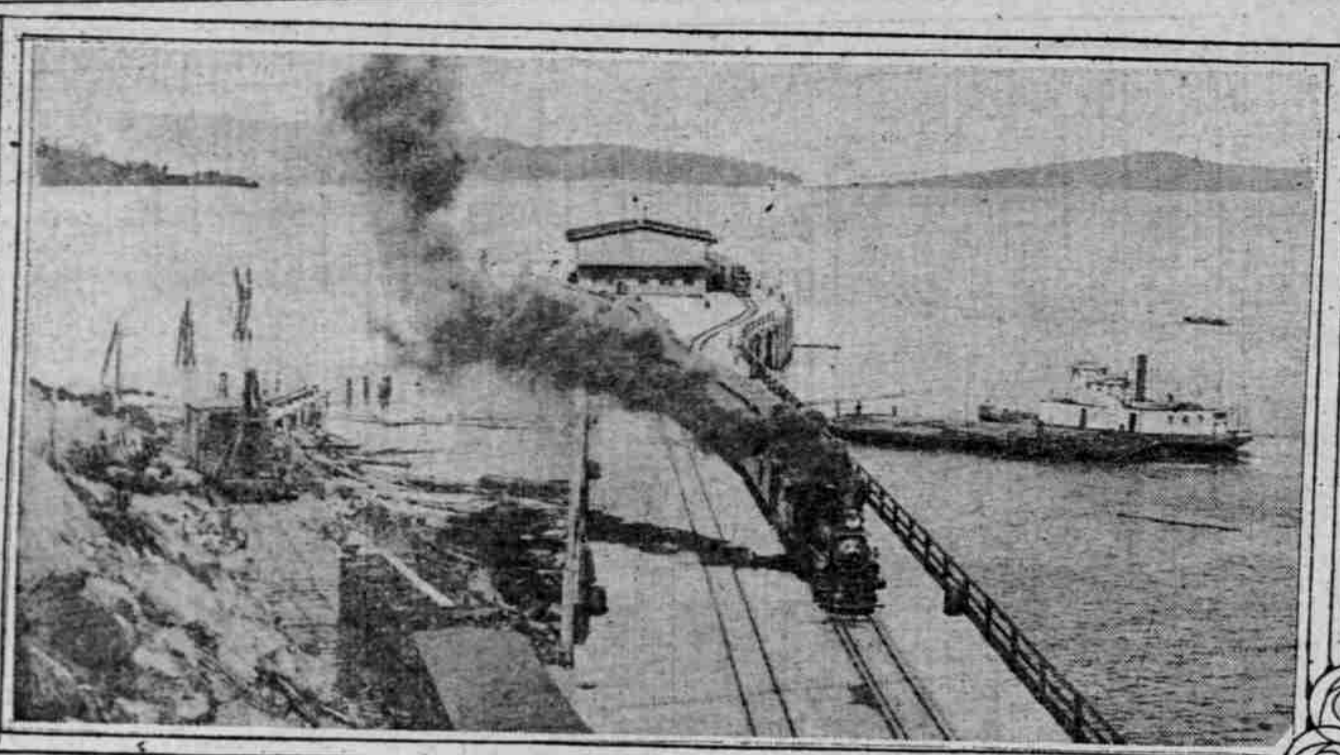
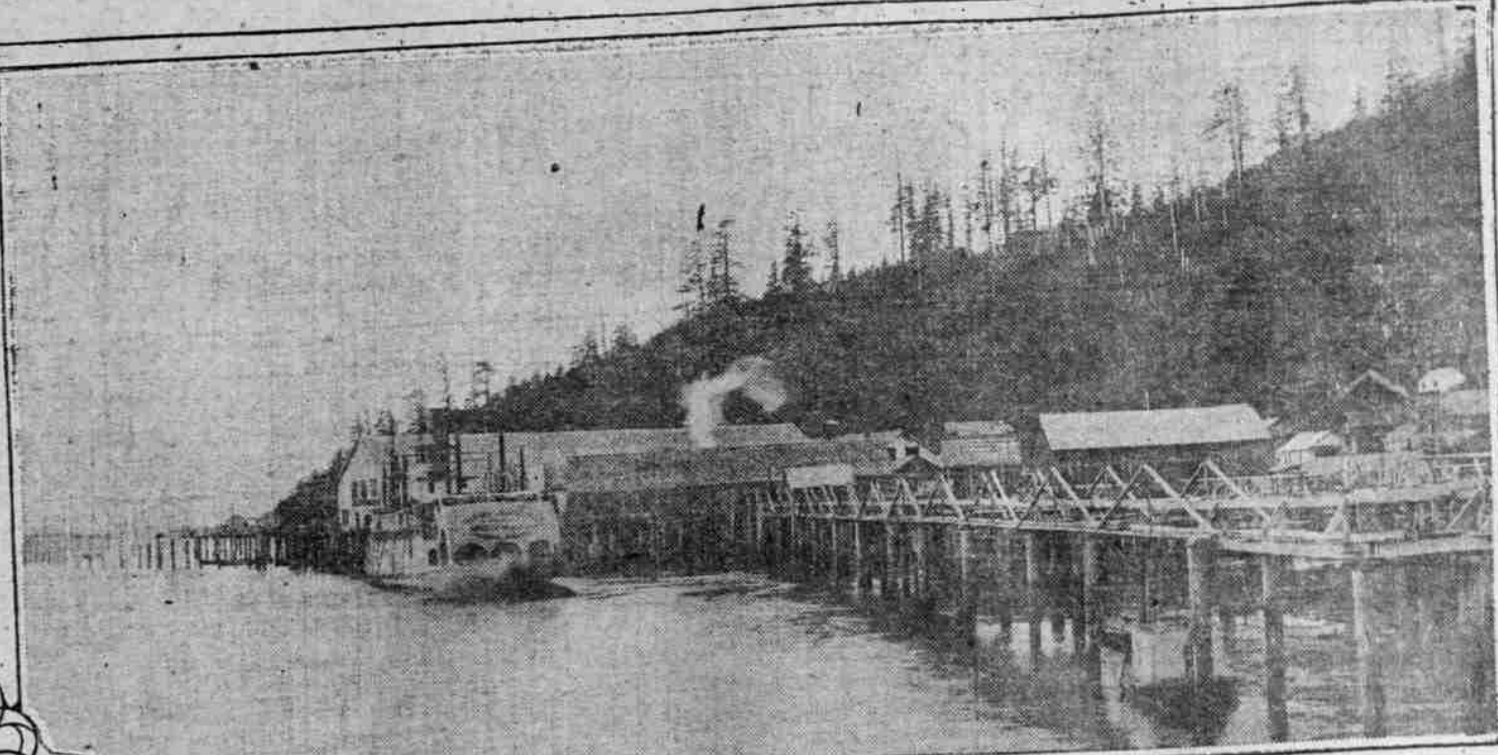


# LOWER COLUMBIA RIVER TOWNS ARE SCENES OF ACTIVITY

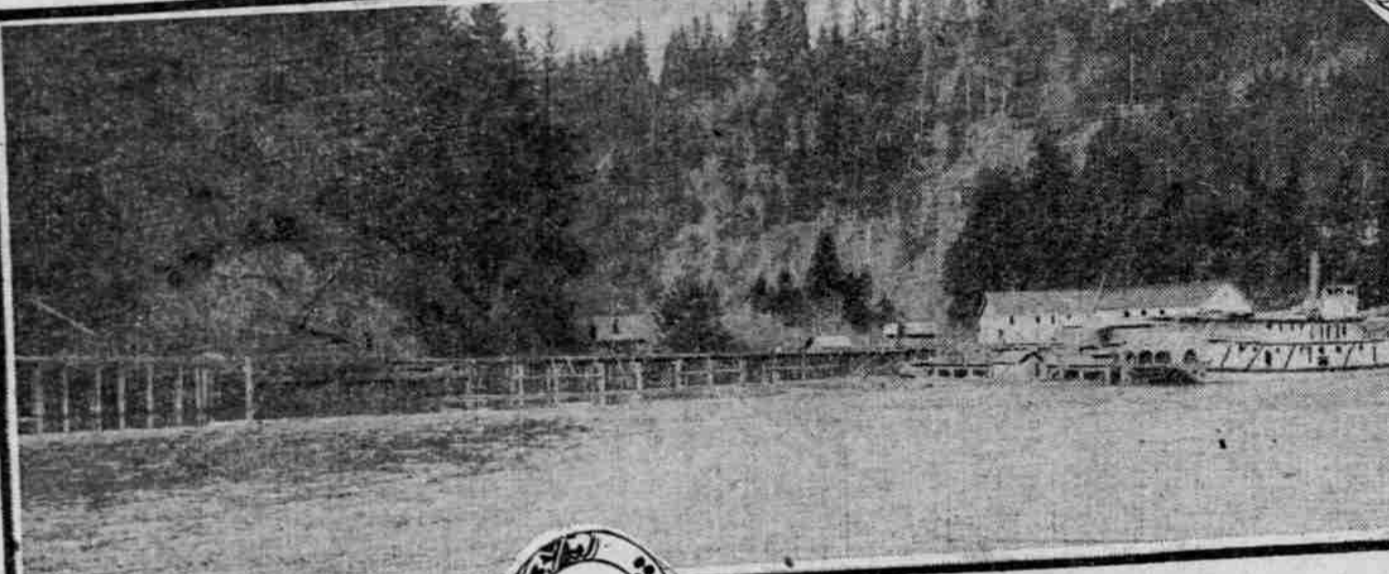
Increased Business Causes Water Transportation Development to Keep Pace With Rapid Growth of Railroads in Western Part of Oregon—Competition Is Keen Between Rival Transporters.



Megler, River Terminus of Long Beach Line.



Altoona Cannery.



Distant View of Oak Point.



General View of Cathlamet.



Salmon Cannery at Megler's.



St. Helens High School.



View From St. Helens Court House.



M.E. Church at Rainier.

RAILROAD development has been looked upon as the key to commercial advancement in the Oregon and Washington territory for a decade, with water lines regarded largely in the light of regulators where they parallel railroads, but there has been an element of reawakening in the Columbia River trade that is stimulating business, and revives to a certain degree the aspect of pioneer days when steamers were the accepted mode of transportation between Portland and Astoria.

Part of the new condition may be attributed to a natural growth, but more of it is due to competition between rail and water carriers and not the least, chalked down in black and white, to a greater appreciation of what can be done in the district that is rapidly filling where flows the Lower Columbia. Between Portland and St. Helens and intermediate points on both sides of the river transportation is adequate. Likewise it is rapid and business that escapes the small, speedy steamers naturally flows to the rail lines. It also is noticeable that small shipments comprise the bulk of the freight moving to this city daily on the river fleet. Below St. Helens and mainly on the Washington side of the river, where steel rails are yet to be laid and the inhabitants must need depend on steamers, or in crossing the stream on launches to reach the railroad, there is a development of a new sort and one that is rapidly expanding.

The changes were unfolded to men of experience on a trip early in the month made by operating and traffic officials of the O.-W. R. & N. It may be that the unusual railroad activity of the past 10 years in Oregon and Washington has deflected attention from the water lines to an extent, but the fact remains that there was a surprise in store when it was seen the amount of tonnage being handled that could be best appreciated through personal observation, rather than from statistics that are mute on details save as to the cold, bare results.

Advancement at St. Helens has been known in a general way, and a big feature of the growth are the plants of the McCormick interests, comprising sawmills, a shipyard, creosote plant and logging facilities. Yet St. Helens has taken strides in other directions and there is a wholesome air of new life there. The Masonic order has under way a new home of fireproof construction and another of the same type is the Ramey building. The city of Rainier is not being outdone by any of her neighbors in growth and the introduction of new industries. Oak Point, the terminal of the Hammond road, over which logging is conducted chiefly, is striving for better things

and Cathlamet and Skamokawa are keeping pace with other towns of their size. The present period is one of vigor in the commerce of the river, as its greatest movement is measured usually by the salmon industry, and at canneries as well as at Brookfield, Pillar Rock, Altoona, Megler's and the collection of plants at Astoria, things were found under a full head of steam. Naturally the hub on the lower river is Astoria and there has been no cessation in its headway. The territory served through it is fast expanding and from Megler to Nahcotta fields of trade have been opened and established that no longer depend solely on the usual summer beach visitors to create revenue. One grocery firm on North Beach places its monthly accounts during the winter at an average of \$2400. Its patronage is not from beachers principally, but from growers who have learned the secret of the soil's productivity along the spit. The reclamation of land through the district, and its utilization for cranberries, have promised a future that will rival the reputation of Cape Cod.

As a help to the thriving centers a faster and more frequent steamer service is to be given, commencing this season, and points where stagnation has set in are to be disregarded in favor of the river settlements that have continued in the march of progress. In the future inspections by those interested in the commercial upbuilding of the region are to be frequent, and many

changes may be wrought during the next few years, when the opening of the Panama Canal, as a gateway to the world, unquestionably will attract

hordes to the beautiful Columbia, where Nature has assembled her gifts, that simply await the coming of shrewd, brown and reasonable capital.

lary of State, who stood chatting with Mrs. Charles C. Moore. As the name of each guest was announced Bryan gave him a handshake and a pleasant word.

When Theodore Bell's turn came Bryan gave him a hand, but did not turn to look at him. The snub was palpable. Bell was in opposition to Wilson and Bryan at the Baltimore convention and stood steadfast to Clark with the California delegation as long as there seemed any chance to nominate him.

Sir Tatton Sykes, the eccentric racing man who died recently at the age of 87, was well known in San Francisco. He used to pass through this city on his trips around the world. One of his peculiarities was that he always carried his own teapot wherever he went and insisted upon brewing his own tea. Another whim well remembered by old-timers around the Palace was that he never wore less than two overcoats, and sometimes more.

Tevie Family Buys Yacht. The Will Tevie family is continuing to spend its money in princely fashion. The latest Tevie investment to be shared by visitors to their Lake Tahoe villa this summer is a steam yacht, the Consuelo, which will be shipped next week to its destination.

The transportation of a steam yacht across the Sierras is a stupendous undertaking, but the contract for the boat called for her delivery on this famous inland lake.

The real ceremony of launching is to take place in June and will be an interesting event. The Consuelo is said to be the handsomest steam yacht in the West, save that of John D. Spreckels, and ranks with the famous pleasure

craft of the East in luxury and dimensions. It looks as though th Peter Martins had permanently deserted California. Mrs. Martin has persuaded Peter to Newport at last, and they are to be cottagers in Bellevue avenue, where they have taken a house for the summer.

Her mother, Mrs. Charles Oelrichs, and sister, Blanche, who is Mrs. Leonard Thomas, are two of the most conspicuous matrons of Newport, and with her native dash, Mrs. Peter ought to take her place with them to make an interesting trio. Lily Oelrichs was one of Newport's greatest belles a few years ago, when Peter won her. She was called the most charming girl in America by the Grand Duke Boris of Russia, when he met her shortly before her marriage.

## CALIFORNIA LAWMAKERS ENACT REFORM AND FREAKISH MEASURES

Workmen's Compensation Act, Red Light, and 2 o'Clock Saloon Closing Bills and Law Prohibiting Spite Fences Among Drafts Adopted—Bryan's Snubbing of Bell Attracts Attention.

SAN FRANCISCO, May 17.—(Special.)—After a session that lasted three months and a half, not counting the month's intermission, the California Legislature has adjourned finally. There is no gainsaying but that the solons have been much in the public eye, not entirely from a state standpoint.

The alien land act has tended to give a National aspect to affairs at Sacramento because of the Japanese question involved and the reformers have been so much on the rampage with their "freak" legislation that the entire Coast has been watching proceedings with more than the ordinary amount of interest.

The administration has been in full swing and when Governor Hiram Johnson has said the word, the machine has plunged right along. Needless to say Governor Hiram has had many administration measures in which he has been interested.

Corporations Oppose Act. One of these that has caused considerable agitation is the reformers' compensation act, providing for the compulsory compensation of injured workmen by their employers.

state insurance fund, by which employers may transfer their liability to the state.

The large corporations employing thousands of men were bitterly opposed to the measure, but the powers that favored its passage and there was no gainsaying them.

San Francisco has been concerned chiefly with the passage of two measures. One of these is known as the red light bill and does away entirely with the segregation of districts for women of the lower class and puts that life officially out of the state. In this city it is said that it will tend to scatter the vice, which could be controlled better when in one district.

Another bill that has passed and seems certain of securing the signature of the Governor is that which refuses saloons and restaurants the right to sell liquor between the hours of 2 M. and 6 o'clock in the morning. The bill originally set 1 o'clock as the closing hour, but the restaurant and hotel men of San Francisco set up a protest and secured an amendment.

Road Houses Affected. The roadhouses and resorts on the beach will, of course, continue to be affected, but for all general purposes,

the saloon men seem satisfied with the opportunity to remain open as late as 2 o'clock in the morning. All of which will tend to make San Francisco far less of a night city than has been the case heretofore.

Just what will be done about the annual New Year's celebration remains to be seen. It is hardly possible that the authorities will interfere with that annual event and doubtless the officers of the law will wink at its infraction on that particular time.

Spite fences over a height of 10 feet cannot be erected if the Governor signs a bill that has passed both the houses of the Legislature. The bill was introduced because recently a spite fence was erected where an apartment-house was planned in a residential district. Under that bill many a historic blind fence will have to be removed.

Bryan Snubs Bell. Although Secretary of State William Jennings Bryan has been reconciled to Speaker Champ Clark, he does not seem to have forgiven one of Clark's most active lieutenants. This was apparent at the Bryan banquet some time ago, when Bryan snubbed Theodore Bell.

The guests at the banquet formed in line to grasp the hand of the Secre-

are still crawling up and down Lower Market street. The agreement between the city and the United Railroads was ratified at the polls, but Rudolph Spreckels and others are still fighting to keep the horsecars running. They say they are fighting for municipal ownership.

When the ordinance providing for the agreement for the joint use of the tracks on Lower Market street was passed by the Supervisors, the progressives raised a howl and demanded a referendum. The voters approved of the agreement and it was supposed that the horsecars would be drawn off and the Geary street and Sutter streetcars permitted to run to the ferry. A suit has been commenced to nullify the result of the election. It is charged that the law providing for the referendum was unconstitutional.

## ROMAN VILLA UNCOVERED

Discovery Made While Excavating in Field Near Espitalet.

PARIS, May 17.—(Special.)—Excavations which have been in progress since 1911 in a field at Espitalet, near Montreuil du Gers, have resulted in the discovery of a Roman villa of the third or fourth century. A splendid polychrome mosaic, about 30 yards in length and four yards in width, has been brought to light. It is decorated with a design of cubes, vases and rose ornaments. Fragments of marble statues and of pottery and glassware have also been found. There are indications that the villa was built by a rich patrician named Severus, who settled on the plateau with his family and a large number of slaves, and that it was destroyed by fire at the beginning of the fifth century.



Courthouse at St. Helens.