

REASONS GIVEN WHY MORE DREDGERS ARE NEEDED ON COLUMBIA Chamber of Commerce in Letter to Government Engineer Shows Interests Affected.

Why should the Columbia district increase facilities for commerce before the opening of the Panama canal? Why should the bar channel be deepened? Why should additional dredges be put at work on the bar? Why should the program of north jettty construction be broadened so that the jetties may be completed in three years instead of six? Why should the waste be made in deepening the channel from Portland to the sea to 40 feet at lowest low water? The answer to these questions is contained in an array of facts sent by the Portland Chamber of Commerce to Major J. F. Melndoe, of the United States engineering corps. The letter is signed by President Alva H. Averill and Secretary Edmund C. Giltner of the Chamber of Commerce.

It points out that the government owned timber of the district is worth \$750,000,000 dollars to \$1,000,000,000 according to varying estimates. It is property of greater value than the government elsewhere possesses in similar area and it is all of federal interest to improve facilities for transportation, it is pointed out.

Then there are the immense production of privately owned timber, wheat, wool, potatoes, dairy products, apples, fish and so on through a long list and when water transportation and cheaper rates are afforded the land will be developed and the people prosper correspondingly.

Copies of the letter will be sent to congress of the four states included in the Columbia basin. It will furnish basis of a renewed campaign by the Ports of Columbia committee with which the chamber of commerce is co-operating in the movement to deepen the bar channel to 40 feet and the river channel to 35 feet at low water.

The communication reads as follows: Chamber of Commerce Letter: Sept. 11, 1913. Major J. F. Melndoe, U. S. A. Engineer Corps, U. S. A. City.

Dear Major: The Chamber of Commerce presents a few arguments that appeal to us as of vital merit in determining the expenditure of public funds on the Columbia river and that stream tributaries. Based upon the facts here urged, request will be made for larger immediate outlays than heretofore, and it is earnestly desired that the loss of deeper water is not had during the formative days following opening of the Panama canal.

We have suffered heavily from diverted traffic already, imposing upon our shipping a heavy handicap. In regard to the completion of the canal to pass us by, with no definite hope of a time when the canal will be opened, it would be a loss to the Columbia basin of incalculable moment.

If any reasonable, possible effort can be made, opening to us a fair prospect of immediate relief through accelerated jettty construction and at least temporary dredging, we appeal to you to do all within your power to have the engineer corps increase this work.

The Government is interested. In the three northwestern states most affected by Columbia river navigation the federal government owns the national forests 300,000,000,000 feet of commercial timber. Of this, 138,000,000,000 are in Oregon, 100,000,000,000 in Washington, 75,000,000,000 in Idaho. All is absolute government property. Last year the approximate average value of the timber was \$1.50 per acre, or \$1,500,000,000 for the entire Columbia basin.

Direct the same value to the total government holdings in the three states, produces the grand total of \$500,000,000 as the value of the timber. The value of the remaining stumpage value throughout is placed at \$1.50, a reasonable figure, the present value of the federal property in the northwestern states is \$1,500,000,000, or \$1,500,000,000, which tax revenue could be raised for improvement work.

Two reasons should impel the federal government to improve the entire Columbia waterway, and particularly the bar, in the light of timber ownership. The enormous wealth retained in the northwestern district and its dependence upon the river, \$750,000,000 or the \$450,000,000 estimate made here, the Columbia could properly be given most extraordinary consideration.

March Timber Directly Affected. In Oregon there is a stand of 400,000,000,000 feet of timber, perhaps more. In Washington, Idaho and Montana there are 1,000,000,000,000 feet of timber. All of this is a limited amount in the northwestern states and a larger total in northwestern Washington, is directly affected by market fluctuations on the Columbia.

Idaho and western Montana last year went to the Pacific seaboard about 70,000,000,000 feet of timber. This is but the beginning of an enormous movement, which will naturally take the course of the Columbia when the few remaining importers in Washington are moved. The bar at the mouth of the river is first Oregon and Washington now cut 1,000,000,000,000 feet of timber a year, two-thirds in the last named states.

There is being consumed in the territory tributary to the Columbia 1,000,000,000,000 feet of soft wood a year, supplied largely by southern yellow pine. Oregon could supply the market, at far lower figures than yellow pine brings. Our people want to use the market for the timber, but the distance is 25 to 28 feet; is their own when the canal is finished.

farm expert; now in the service of the Hill farms, has said that eastern Oregon wheat, if planted in the better soil with proper principles, can be made to yield 100,000,000 bushels of wheat without destroying the soil, and that the same wheat, if planted in the poorer soil, would yield only 50,000,000 bushels. The future must be regarded in any fair study, very great.

Wool Industry Would Benefit. The wool industry last year 15,000,000 pounds, Oregon 18,000,000, Washington 3,000,000, Montana 1,170,000 and Utah 21,500,000. The wool industry of Oregon, Washington, Idaho and most of Montana is tributary to the Pacific. Committees are now working among the growers to determine the best route for forwarding the navigable rivers as possible. Such benefit cannot be had, unless the Columbia is deepened to the point where it can be navigated to Boston is today \$1.00.

This rate grades up for a distance to the interior to \$1.25 a hundred. It is estimated that a rate of 40 cents a hundred will be given on wool from Portland to Boston on steamships, through the Panama canal, if the large vessels can come here conveniently. When the Cello canal is finished, the wool rate on the river back to the coast is expected to drop to 40 cents or less to Portland, maybe 30 cents. The old railway rate from Lewiston to Portland, through the Columbia, is \$1.00 a hundred case before the interstate commerce act. The old railway rate from Lewiston to Portland, through the Columbia, is \$1.00 a hundred case before the interstate commerce act.

Hay is a great and growing crop in the northwest. Last year Idaho produced 1,928,000 tons, Washington 1,200,000, Oregon 1,200,000, Montana 1,200,000 and Utah 1,200,000 tons. Fully 8,000,000 tons of hay are produced in the northwest. The natural and perpetual route is along the Columbia, and all this hay moving to the coast and then to the Pacific. Reduction in transportation charges to the Pacific Market for Potatoes Offered.

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Paper dolls invented by a Maryland woman are printed on gummed paper so that the backs and fronts can be pasted together, while the feet are arranged to fold out to support the figures.

Apples are shipped from the northwest to the world. Last year 15,000 carloads of apples were marketed. Next year there should be 30,000. The present crop is 15,000,000 bushels, and is growing very fast. Livestock men declare that in one year Oregon has nearly doubled her hog and beef stock. The present crop of the Columbia basin has every favor nature can give for an immense livestock industry, and should surpass Fort Worth's record of growth from \$10,000,000 to \$15,000,000 in a 10 year period. All the future of the export trade is by the water route.

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British Columbia and a part of the prairie north of the Columbia at the lowest cost of all transportation routes. Revelstoke's board of trade estimates that the cost of delivering wheat from much of the great Canadian northwest to Portland will not in coming years be more than 5 cents a bushel. A special rate placed as the figure for delivery at Vancouver, B. C. Revelstoke is committed to the Columbia route. Unless the greatest vessels carrying the cereal can enter here at will, the Canadian friends of this route will be discouraged.

Hydro-Electric Energy Immense. In the potential hydro-electric energy of the Columbia basin the territory dependent upon the Columbia port, there is a peerless asset. State Engineer Lewis of Oregon places the commercial value of this asset at \$3,252,000,000 horsepower, and private engineers have put it above 9,000,000,000. In the three states of Oregon, Washington and Idaho, and that part of Montana tributary to the Pacific, the total when fully measured will certainly go to 10,000,000 or 12,000,000 horsepower.

This energy as a rule may be utilized at very low cost. Industries are now studying it with profound interest. What low transportation charges on all the great boats of the Pacific are to be had from the mouth of the Columbia, the shipping companies will be brought nearer realization for material gain. Nitrate manufacturers and iron ore experts have in the past year been gathering careful data on this energy and its transportation charges for products shipped out.

In all the general fruit products, this entire northwest is without a superior. Berries will multiply as fast as a market is established for them or any of their products. Loganberries, raspberries, blackberries, strawberries and others grow perfectly. They need also a market. Peas, peaches and apricots also abound. Only such as our own high figures may be shipped abroad. By development of the Columbia route, giving access here to the great ships of the Pacific, and in no other way may the full market for these products be won.

In the Columbia basin are 254,588 square miles of territory. Oregon has 170,824, Washington 104,564, Idaho 77,640, Montana 200,000, Nevada 62,800, Wyoming 61,840 and Utah 70,000. All of these states are rich in minerals. Massachusetts, Connecticut, Rhode Island, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, and South Carolina is there but 254,589 square miles. This basin, dependent in its full growth upon the port of the Columbia, is the most important in the world.

Small Part of Land Used. In Oregon alone about 4,000,000 acres of land are used, and the balance of the 170,824,000 acres pronounced tillable but not cultivated. The percentage in Idaho is equally small. The present population of the Columbia basin is 1,000,000. There is room here for the American emigration to Canada for years to come. The 150,000 farmers of the north have a large surplus of land. What this land will accommodate under proper farm method of cultivation, full irrigation, and reclamation of prairie lands, only by making these lands profitable to the farmer can the cultivator be drawn here. To make this land profitable, the lowest possible charge for transportation must be had. That the Columbia is the line of the future, which the local market is developing. On the Columbia and tributaries there are 1664 miles which could be navigated by freight carrying craft. Of this total 1294 miles are navigable for limited cargoes, because of inland barriers. When the Cello canal is finished, the first great world-wide competition to the very heart of the Columbia basin is taken. Every year thereafter will see the continuous reach of navigable water lengthened from the sea. It is this the only important port in the world. Transportation rates to the farmers settling the now vacant lands of the northwest, and making swift and sure agricultural development possible. Water is all powerful.

Today the first class rate from Portland to the Pacific coast is \$1.00 a hundred. It is estimated that a rate of 40 cents a hundred will be given on wool from Portland to Boston on steamships, through the Panama canal, if the large vessels can come here conveniently. When the Cello canal is finished, the wool rate on the river back to the coast is expected to drop to 40 cents or less to Portland, maybe 30 cents. The old railway rate from Lewiston to Portland, through the Columbia, is \$1.00 a hundred case before the interstate commerce act.

Steamers Must Have Water. Vessels drawing 22 to 25 feet of water enter the river now, the latter with risk of delay in stormy weather. The coast management of the local mail frankly declares that the type of boat that line will put on the coast through the Panama canal will not be permitted to come here, unless much more water is secured on the Columbia bar. The Holland-American line will not consider the port until more water is had. The American-Hawaiian line until the present relation to send its large vessels on the North Pacific coast, the Columbia bar. The Hamburg-American and the Boyer line in the Pacific port a regular European and oriental service, with flush cargo here with anything except small vessels.

They return to Puget sound for the finishing touch to the shipping of the Columbia of direct service, causing a longer time to transit, greater insurance and other ills. It is of suffering from insufficient water here, already the line seeking at the earliest date that rational line remedied North Pacific. If the great canal entering and departing the Columbia is completed, the struggle to regain the business is a severe burden.

If we may get a fair chance to bid for the business at the inception, we suffer from no artificial handicap in the bitter struggle with powerful rivals. It is conceded possible to get splendid results very soon. Our vast interests, the vast wealth retained by the federal government in this basin, and every argument of equity insists that the expenditure be made. We most earnestly urge you to all within your power to have the engineer corps see the situation as we here present it, and give their influence to the cause of the speediest practical work by accelerated jettty construction and the use of powerful dredges.

We take this opportunity of expressing our profound gratitude to you for the fairness with which you and your colleagues of the engineer corps have viewed the work of the Columbia, and beg to remain, Sincerely yours, A. H. AVERILL, President. E. C. GILTNER, Secretary.

By Carlton Ten Eyck. (United Press Leased Wire.) New York, Sept. 20.—The horse is coming back. In all sections of New York, especially on Broadway and Fifth avenue, the horse drawn vehicle, public and private, is coming into its own again. The novelty of the automobile is wearing off along with the price and people who ride for pleasure are turning back to man's tried and true equine friend.

With the horse the hansom cab is coming into favor again, and they may be seen now in large numbers before all the big hotels and at the public hack stands. Five times as many horse cabs are in evidence now in New York as were used even such a short time as a year ago. Women shoppers especially seem to prefer them to automobiles, and pleasure drivers in Central Park and on Riverside Drive now use horse vehicles more than formerly.

There are not so many horses to be seen as before the days of the motor, of course, and there never will be again, but the automobile as a recreation vehicle is steadily giving ground to the horse.

The Innocent "Low Necks." Along that part of Broadway known as the "Upper Tenderloin" may be seen a great many one horse victorias of the type colloquially known as "low neck" and "sea going" hacks, most of them driven by negroes. They are innocent enough in appearance, as they stand idly waiting near the hotels or pass slowly up and down the street, close to the curb, seeking fares, but nearly all of them are in the employ of the "half world." Their drivers are in league with women of the street, pickpockets and keepers of Tenderloin resorts. Of course if these hack drivers pick up men or women living in New York who merely want to be driven home from the theatre or to some restaurant, they are decorous enough, but usually the Jehu angle for strangers. A little story from life will illustrate the "ways that are dark and tricks that are vain" in which these predatory night hacks have the "heathen Chinese" backed off the boards and gasping for air.

A young man from somewhere "out west" stood at the corner of Forty-third street idly watching the lights of the Great White Way and wishing wistfully that he were a part of the gay and rollicking night life swirling past him, yet not knowing exactly how to go about it. Along came one of the inviting victorias, with its low wide seat, rolling slowly, gallantly close to the curb, its rubber tires silent and soothing. "Pick up, sir?" drawled the negro respectfully, touching his top hat of straw. The youth thought that a hack ride would surely give him a little taste of the excitement he craved, and he climbed into the vehicle. "Where to, sir?" queried the negro, and "The Park" ordered the stranger airily. They drove up Broadway and in the glaring white lights before several cafes saw numerous young women wearing silt, diaphanous and X-ray gowns with sheer gray hose.

"Wouldn't you like a lively companion for your ride?" asked the black man ingratiatingly, and the joy rider believed he would. The negro explained that the women on the street were suspicious and not to be relied upon but he knew several nice young girls, any one of whom would be glad to ride with the young man. They drove into a side street and a white man hopped familiarly into the hack without waiting for it to stop and explained that he was the employer of the negro driver, that he owned a bunch of hacks and was always on the job to see that his patrons had a good time and were respectfully treated. "No rough stuff goes in my carriages," he declared affably.

The stranger thought it a compliment that the negro driver, that he owned a single him out for attention and called they visited several houses, where the youth bought drinks at one dollar for each person and inspected various women whom his companion called. Of course none of them were young and the man from the west refused to drive in the park with any of them.

The Wallet Disappears. At the man's suggestion they started off down Broadway for a place farther away and the "owner" suggested that the joy rider pay him then for the hack, his charge being only one dollar. That struck the westerner as reasonable enough and again he felt complimented. He produced the dollar and tipped his companion off as to the place where he carried his wallet. Half a block farther his wallet was in the man's possession and he "saw a friend." He left the young man but assured him that the negro would take him to the right place. Soon they stopped at a house and the negro reported that no body was at home. He demanded his money and the stranger told him that he had paid the "owner." The driver said that he did not know the white man, that he thought he was a friend of the "owner." The rider then discovered his pocketbook gone. The driver became loud in his demand for money, purposely attracting a crowd and a convenient policeman appeared. The negro explained volubly to the policeman who told the young man he was in the wrong. They started to the police station and on the way the policeman asked the young man to see if he did not have some change. The bewildered joy rider dug up two dollars in small coins and on the advice of the friendly policeman, gave it to the negro, who agreed to "take the youth." The rider then discovered his pocketbook gone. The driver became loud in his demand for money, purposely attracting a crowd and a convenient policeman appeared. The negro explained volubly to the policeman who told the young man he was in the wrong. They started to the police station and on the way the policeman asked the young man to see if he did not have some change. The bewildered joy rider dug up two dollars in small coins and on the advice of the friendly policeman, gave it to the negro, who agreed to "take the youth." The rider then discovered his pocketbook gone. 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