

### CANAL TOLLS ARE OF MUCH IMPORTANCE TO OREGON, SAYS WRITER

#### British Columbia Likely to Monopolize Lumber Trade if Foreign Craft Pass Free.

By Richard Chilcott.

We read continually of the great waste permitted in the manufacture of lumber, the impression prevailing that the whole of a log can be cut into a merchantable product and disposed of at will. It is exceedingly difficult to make those not engaged in the business understand why a log cut to a given order cannot be made to produce the amount of lumber it yielded in the rough or that there should be any sizes of lumber out from the log that would not apply on the given order or that there should be any sizes of lumber cut that there is not an immediate market for.

The foreign markets to which our manufacturers export their products require different dimensions, each so distinctly different that a single glance at the specification of an order will indicate to the expert for which country it is intended and to fill an order, say of 1,000,000 feet, it may require 8,000,000 feet of logs to do so, leaving the 2,000,000 feet of side lumber to be disposed of at a probable loss.

**Market Is Necessary.**

The ability of the manufacturer to produce a high grade of lumber will not constitute success if he is unable to dispose of his side lumber to advantage, and should he by any means be deprived of a market for the latter product he is forced prevented from producing the former, consequently his operations must cease, at least to an extent that will meet the existing conditions.

British Columbia today has the finest and most extensive body of timber on the coast, consisting of fir, spruce and cedar. There are mills situated on tide water that have the same foreign markets that we have, available to them and are as capable of supplying those markets as we are. It is not a matter of lesser cost if they could dispose of the side lumber they are compelled to produce in cutting dimension lumber. But they cannot dispose of any more than the country market can absorb, and consume, therefore their operations in the foreign market are restricted accordingly.

With the opening of Atlantic coast trade to our millmen for the disposition of their side lumber, they will be able to increase their sales in the direction of foreign markets, but with an opening on the Atlantic there can be no increase in the foreign trade.

**Effect Made on the West.**

Should, however, the mills of British Columbia be enabled to reach our markets on the Atlantic, the restrictions that are now upon them in the foreign trade would be removed, they could readily stretch out and possess themselves of the foreign trade we now enjoy and practically put our mills out of business by relegating them to local and California trade only. Without anything further on my part, it is easy to perceive what effect this could be on the leading industry of the state.

The English newspapers, in congratulating the United States on the successful completion of the Panama canal, adverted to the controversy existing between the two nations with reference to the canal tolls and the exemption therefrom for coastwise vessels of this country, concluding with the statement that President Wilson was not in favor of exempting our local vessels from tolls, and as it was evident that the president controlled congress, Great Britain could congratulate itself that the provisions contained in the Hay-Pauncefote treaty would be faithfully observed.

Some 50 years ago a syndicate of capitalists conceived the idea of piercing the Panama isthmus and applied to the United States of America and Colombia for a franchise to do so, asking that the United States and Great Britain join in a covenant to guarantee the syndicate protection in its operations during the construction and in the canal's operation after construction for all time and against all nations.

The Clayton-Bulwer treaty was thereby evolved and promulgated, that instrument guaranteeing to the syndicate all that was desired, and declaring also that the canal should be operated without special favors, and that the vessels of all nations should be treated alike. The canal, however, was not built by this syndicate.

**No Reason for Change.**

Now, there was a treaty between two nations that was carefully and prudently drawn in accordance with all the conditions at that time apparent and submitted; why then should that instrument be superseded later by the Hay-Pauncefote treaty; simply because the personnel and conditions governing the ownership, construction and operation of the canal were to be changed and were to be entirely different.

A few short years ago, the government of the United States declared its

### CONFESSED DYNAMITER NOW UNDER ARREST



George E. Davis, who admits that he participated in destruction plans of the organization with which the McNamaras and McManigal were connected.

intention to construct the canal at its own expense and opened negotiations for abrogation of the Clayton-Bulwer treaty, it not being applicable to our government's intentions and would not be consistent and not in accord with the conditions that would obtain should the government do as it had provided in that instrument private parties should do. A convention was held with Great Britain by which the Hay-Pauncefote treaty was promulgated, by which it was declared that the United States government should construct the Panama canal through Colombian territory and forever defend it against invasion for any purpose.

By and through a sudden evolution and revolution entirely previously unknown and not thought of before the occurrence, the United States became the owner absolutely of the territory through which the canal was to be dug. Does or does not this fact and circumstance eliminate the Hay-Pauncefote treaty from any connection with the Panama canal.

**Treaty Held Not Applicable.**

If the first treaty was made in accord with the first conditions and would

not serve under the second conditions, how can the second treaty serve for the third conditions of construction and operation when there is just as radical a change between the second and third condition as there were between the second and first conditions. The Hay-Pauncefote treaty is not in force.

We have with our own money connected the Atlantic with the Pacific ocean, we pledge ourselves at great pecuniary cost to ourselves alone to maintain and defend that channel perpetually for the benefit of the whole world. Each nation will participate equally, proportionately with its interests in the benefits derived. The channel is ours and we are not under a single obligation to any nation on earth with reference to its ownership, construction or operation. Then why should we place an embargo on our domestic commerce that, if we do, hand the bulk of that commerce over to another nation without any return whatever; that would place us in a position whereby we would lose not only the profits of the transportation but a large proportion of the trade likewise, and deliberately hand it to the one nation that objects to us directing our own affairs?

**Benefits Widely Spread.**

Interested parties do not hesitate to proclaim that the passage of commerce through the canal free of tolls is a subsidy to those vessels. It is not; those vessels passing free will undoubtedly reduce the freight charges accordingly, the reduction thus being distributed among the whole people, as there can be no question but what there will be ample tonnage in the service the

freight rate being governed by the cost of operation.

If a toll is charged American coastwise traffic will have a condition confronting us that will be impossible to circumvent. The foreign ship will be able to carry cargo from New York to Vancouver, B. C., at a cost of \$2 per ton, plus canal tolls, and transship from there to Portland or other Pacific coast ports at a total cost of a figure we cannot meet. The same ship can then load a return cargo of lumber for New York at a price including cost, freight and insurance, that would simply drive our domestic mills clean out of the business.

With free passage through the canal, our lumbermen can secure Atlantic business, with a toll charge they cannot. In the first instance we shall give employment to a fleet of foreign ships, in the latter we shall be aiding in the establishment of an American merchant marine.

Our shipping laws have nothing to do with this; the foreign vessel can carry cargo for 30 cents per ton or lumber for 60 cents per thousand less than the American operated ship by reason of the difference in the wages paid as well as the ridiculous exactions of our federal laws projected by Mr. Steenforth, representative from Minnesota, and of the lobby maintained in Washington to ruin the American shipowner.

The remedy for the impending evil is immediate and concentrated action. Every man, woman and child, is equally interested, it means prosperity or adversity to everyone whichever we shall elect. Steps should be taken to edu-

cate every representative and senator in congress of the condition that confronts us and induce them to give us a fighting chance to survive.

### INSURANCE COMMISSIONER WILL CHECK UP IDEAS

(Salem Bureau of The Journal.)

Salem, Or., Oct. 14.—State Insurance Commissioner J. W. Ferguson will leave the latter part of this week for Wisconsin and Minnesota to check up his ideas for a public accounting system with the systems in use in those states. He will

also visit a number of insurance commissioners.

The last legislature enacted a law requiring the insurance commissioner to prepare an accounting system for use by all the state and county officials and to put the system into effect the first of next year. This will result in each state and county official keeping records in uniformity with all other similar officials.

Commissioner Ferguson has had expert accountants employed for several months devising an adequate accounting system, and it has now reached the stage in its development where Mr. Fer-

guson wishes to compare his ideas with the systems in use in other states. The state of Wisconsin has a law similar to the one adopted in this state.

**Sparrows Occupy Spare Bedrooms.**

When Mrs. Giles Stafford of South Hill, Pa., opened the door of a spare bedroom in her house she found that more than 100 sparrows had made the room their meeting place since it had been closed for the winter.

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