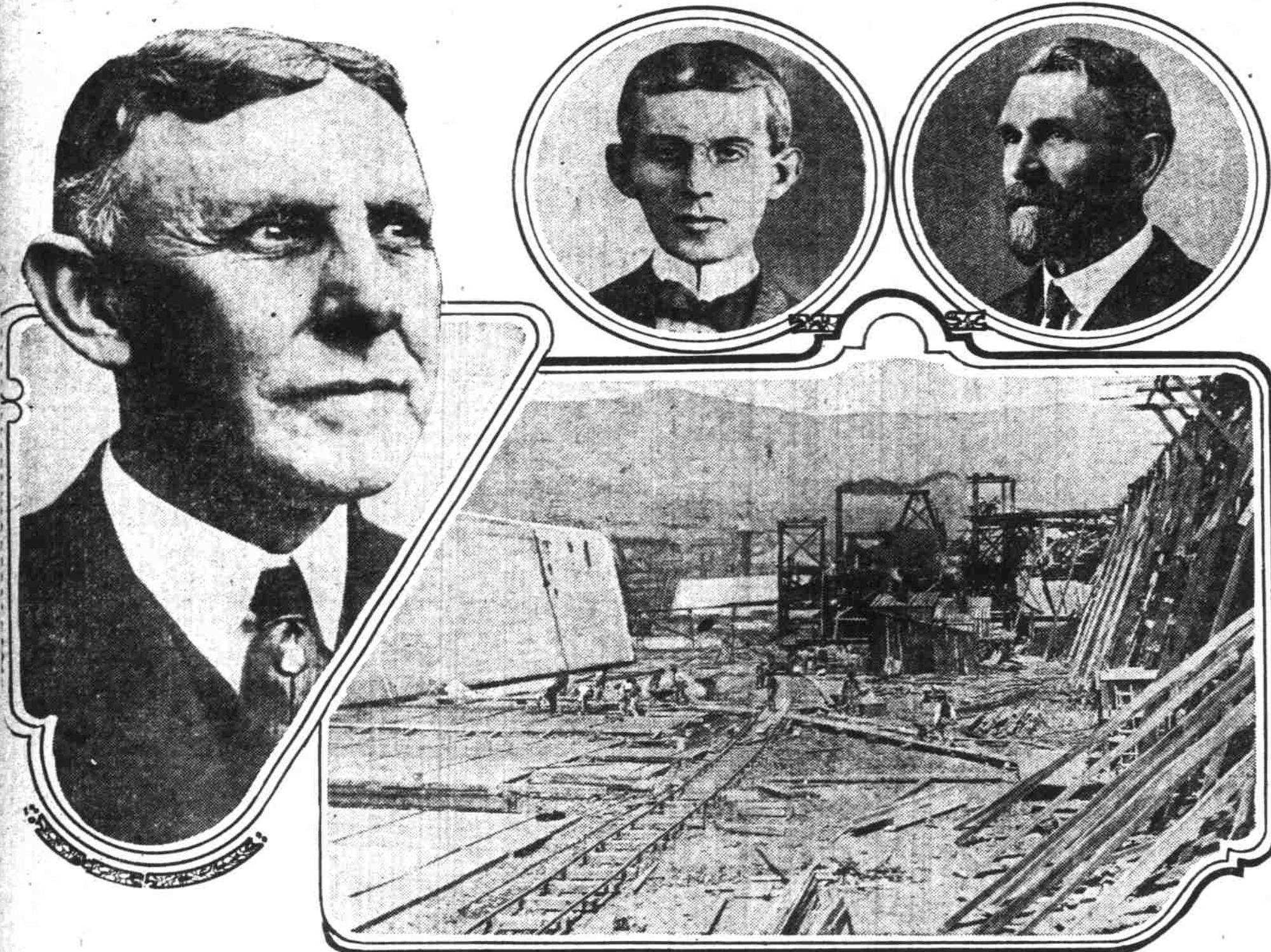


CELLO CANAL MARKS PASSING OF PORTAGE RAILROAD



Top, left to right—Joseph T. Peters, chairman; L. A. Lewis and Judge William J. Mariner, members of Portage Railway Commission which has resigned because there is no more use for road.
Bottom—Section of canal while it was in course of construction; completed waterway will be formally opened May 5.

The Cello canal will put one railroad out of business. There will be no further use for the 10 mile portage railway around the rapids. The portage commissioners have tendered their resignations and the legislature whose session has just ended. The portage railway equipment—its two locomotives, its freight cars, its track and its terminal wharves and the wharves at the state board of control.

And thus will pass out of existence a railway, unique among the transportation systems of the country, yielding to the superior facilities of an open Columbia river and uninterrupted boat traffic to the Pacific northwest interior.

There are men who believe that the completion of the canal, which will be celebrated May 5, and the abolishing of the railway predict the return of the halcyon days of water transportation.

Once upon a time river lines fostered the country's infant commerce. The Mississippi and Ohio were busy with boats. Steamboat lines had dignity here.

Railroads Gained Ascendancy.

Then railroads were built on the borders of the rivers. They have quicker transit for freight. By low rates they cut into water competition. If these means did not succeed they operated their own boat lines until the independents were starved from the streams.

The rivers ceased to bear the burden of the business. They favored freight movement principally by furnishing water grade routes for railroads. Then rates began to ascend.

Some 10 or 12 years ago a group of men who met in The Dalles, coming from Lewiston, Pasco, Walla, Walla, Pendleton and elsewhere, including Portland representation. They expressed their disfavor for the situation that had come to pass on the Columbia. They said that the railroad rates on the Portland market should be lower. They said that the Columbia, second river of the nation, draining more than a quarter million square miles of potentially rich territory, ought to be performing a greater development service than furnishing easy grades for railroads. They formed an organization to promote water transportation on the Columbia.

Portage Road Authorized.

Dr. N. G. Blalock of revered memory was there. Judge William Mariner attended. Joseph N. Teal, who when a youth saw the vision of commerce borne by an open river and has striven ever since toward its realization, came. Joseph T. Peters, prominent in business in The Dalles, L. Allen Lewis, Arthur H. Duvers and Henry Hahn, wholesale merchants of Portland, took part in the deliberations. Dr. Blalock was elected president, Mr. Peters treasurer, and Judge Mariner, secretary of the organization. They spoke of an Open River boat line on the Columbia.

They went to the legislature saying that with a portage railroad boats could be operated with but the one slight clear to Lewiston. The legislature passed the bill. A portage railway commission was appointed in 1907 consisting of Mr. Peters, chairman, L. A. Lewis and Judge Mariner. They have handled the portage railway business as they would their own, giving careful attention to every detail and insisting upon economy and efficiency. Portland people put their money into

the open river line as soon as the portage railway was completed. They operated a line of steamboats which was liberally patronized by the merchants and producers of the upper rivers. This gave the railway the largest amount of merchandise and supplies to transfer from Big Eddy, the original western terminus, taking back from Cello trains of grain, wool and other products of the upper Columbia country.

The rates charged for this service established a new record. The cost was only about 50 cents a ton for the 10 miles. No rates in the United States have ever been lower.

The new river business, linked by the portage railway, speedily accomplished one expected result. The O. R. & N. (now O. W. R. & N.) company reduced its rates. The result was a saving of thousands of dollars to shippers and through them to consumers who profited by the transportation savings on heavy commodities and supplies, including builders' materials.

Operated at Night.

The portage was an "operate-by-night" railway. The boats usually arrived toward evening and to prevent delays the railroad crews worked through the night and slept during the day.

Seeks Legal Way To End Own Life

Dependent Man in Chicago Asks Deputy Sheriff How to Kill Himself, According to Law.

Chicago, Feb. 20.—A young man, hatless, his clothing dripping wet from the rain, went to the sheriff's office in the criminal court building. He sat down and in a short time unnoticed, until Chief Deputy John Ryan entered and saw him.

"Did you want to see some one?" Mr. Ryan asked.

"Yes," said the young man; "I want to see the man in charge."

"I'm your man, what do you want?" Ryan asked.

"I want to find out if there is a legal way to commit suicide," the young man said. "I don't want to violate any law, and I want to know how it can be done. I'm out of work, dependent, have no home, am hungry and have nothing to eat for some time."

The stranger said he was a college graduate, that he spoke several languages, was a member of a good family, and that he emphatically refused to give his address.

Assistant City Physician Lewy examined the young man today and found him sane.

The man was about 5 feet 9 inches in height, and weighed about 155 pounds. He wore a neat blue suit and black shoes with cloth tops.

Methodist Divines May Have Pensions

Plan to Raise a \$10,000,000 Fund Will Be Discussed at National Conference in Chicago.

Chicago, Feb. 20.—A broad, comprehensive plan for the establishment of old age pensions and widows' and orphans' endowments will be under consideration here during the last week in April at a national conference of Methodist clergymen. It is desired to raise a fund of \$10,000,000 to maintain these benefits.

It is held by advocates of the plan that at the end of 35 years' service every Methodist minister is entitled to a pension amounting to one half of the average salary paid in his conference. This would mean in Chicago a pension of \$665 annually, inasmuch as the average salary here is \$1330. For men who have occupied the pulpit for less than 35 years a proportionate scale is proposed. The caring for widows and orphans is also considered an important function of the fund.

Pension experts from many fields will be invited to explain various plans. Among those who will speak before the ministers will be men in charge of the Chicago & Northwestern railroad, Pennsylvania and First National bank of Chicago pension systems.

Except for those times when boats were run up by ice of occasional high water the portage railway has been in constant service. It was found necessary to add an additional locomotive and more freight cars to the lone locomotive and equipment originally provided. Both of these engines are still in use and in first class condition and repair.

Arrangement Was Economy.

The arrangement made by the portage railway commission was an economy to the state. Of the last biennial appropriation of \$25,000 the sum of \$22,840 remained unspent. In submitting their resignations the portage commission recommended that \$6000 be retained for contingencies and that the remainder of approximately \$18,000 be returned to the general fund.

Burton Opposed Improvement.

Government appropriation was sought for river improvement even before state aid was asked. There was difficulty in the beginning because Senator T. B. Burton, then chairman of the house committee on rivers and harbors, could not believe that the Columbia had a great transportation future. After the business men had demonstrated their confidence by work and investment his view changed.

In the building of the Cello canal the transportation of great quantities of materials was required. The United

States engineers not only paid the prevailing rate for the transportation but enough more to cover any deficit. Thus the portage railway, before yielding to the Cello canal, performed an important service in connection with the building of the canal.

Not only in Portland but throughout the northwest where candidates reside friends are being impudently not to pass by a single vote getting label. Moreover they are being advised to disband and quadruple the voting value of their money by making the purchases at grocery stores which have joined with The Journal in the contest. These stores are scattered all over the city and in addition several are out of town, so no trouble is experienced in finding one of them.

And as for the new promises, the real interesting. Those on whose shoulders devolves the big job of keeping the ballots for the various candidates straight, are preparing to break it over time and the contestants—well, they are going to double their speed and they are now going "some."

Boys Given Chance; They Prove Honest

Denver, Colo., Feb. 20.—Out of 700 boys Judge Ben B. Lindsey, of the juvenile court, has sentenced to reformatories and sent them unaccompanied to the institution where they were to serve out their sentences, only five have run away. This covers a period of 14 years. And of the five who did

TASK OF CHECKING UP ON BALLOTS IN TRADE EVENT LOOMS

Work Will Commence in The Journal Contest in a Few Days to Decide Winners.

CONTEST TO END FEB. 24

No Further Lists of Standing of Candidates Will Be Published in Journal From Now On.

Only three days more—and then The Journal's Trade and Circulation contest ends and the judges will begin their arduous task of checking the millions of votes that decide to whom \$5000 worth of prizes will be awarded. There are many prizes and several hundred candidates stand until the final vote is tallied by the judges. In short the candidates must simply cast their best and turn in every available vote because that is the only safe way to do.

At the present time the leaders are well matched and there is a possibility that some of those who apparently are far behind, in reality have hundreds of thousands of votes in reserve. These may now be cast in perfect safety because no candidate can possibly learn the standing of any rival now.

With such wonderful prizes as the grand prize auto "Red the Fifth" and "Maxwell 25" plus a complete outfit, just a few days removed from possession of a score of hard workers, it is anticipated that the coming three days will be one of intense activity on the part of contestants.

All of them realize that a single vote may mean success or failure and the interest already manifested indicates that it is mounting rapidly now that the end is so near.

Much Interest Shown.

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SONS OF REVOLUTIONISTS TO CELEBRATE



University Club to Be Scene of Large Gathering Tomorrow Evening.

The Oregon Society of the Sons of the American Revolution will celebrate Washington's birthday, February 22, with a banquet at the University club, Jefferson and Sixth streets. The officers of the society are Wallace McCamant, president; D. W. Wakefield, vice president; B. A. Thaxter, secretary; A. A. Lindsey, treasurer; Alfred F. Parker, registrar; J. F. Ewing, P. P. Dabney, J. R. Rogers, W. G. Obertreuffer, trustees.

At the banquet the president will be toastmaster, and the first speaker will be J. P. Ewing on "Washington as a Public Servant." Herbert H. Ward will speak on "Replacing the Old" and Dr. H. W. Coe, who has consented to speak, has not announced his subject.

The officers of the society cordially invite any citizen interested, whether a member or not, of any patriotic society, to a place with them at the University Club, tomorrow evening, Feb. 22, at 8 o'clock. Reservations can be made through P. P. Dabney, in the Yeon building.

Top, left to right—Wallace McCamant, president; D. W. Wakefield, vice president; A. F. Parker, registrar.
Bottom, left to right—Professor B. A. Thaxter, secretary; A. A. Lindsey, treasurer.

The objects of the Sons of the American Revolution are to perpetuate the memories of the men who by their services and sacrifices during the war of the Revolution achieved the independence of the United States of America; to inspire patriotism for the country founded by the Revolutionary heroes; to make historical research; to carry out the purposes expressed in the preamble of the Constitution and the farewell address of Washington.

The Oregon society has about 180 members, and the national organization about 13,000. Those descended from soldiers of the Revolution, or from those who rendered services thereto, are asked to join. The society will hold its annual national congress here during the week beginning next July 18, and the Oregon members are anxious to justify the pledges and promises made by Wallace McCamant to the last annual congress. To do this will require some strenuous exertions, but the members think they can make good.

Madison, Wis., Feb. 20. No educational institution of any kind which is supported in whole or in part by public money shall employ a teacher or professor who smokes cigarettes, nor shall any institution grant a diploma or certificate of education to any student in violation of the provisions of a bill introduced in the assembly by Assemblyman McGowan.

tened from Judge Lindsey's court are sent to the reformatory under guard. Aside from the good influence the establishment of the honor system has upon the boys, the Judge estimates that he has saved the state \$2000 in traveling expenses and fees by doing away with the guards who formerly delivered the prisoners to the reformatory wardens.

Only 5 per cent of the youths sentenced from Judge Lindsey's court are sent to the reformatory under guard. Aside from the good influence the establishment of the honor system has upon the boys, the Judge estimates that he has saved the state \$2000 in traveling expenses and fees by doing away with the guards who formerly delivered the prisoners to the reformatory wardens.

Cincinnati May Be An Inland Seaport

Commercial and Shipping Interests Behind Project to Connect Lake Erie and the Ohio River.

Cleveland, O., Feb. 20.—Commercial and shipping interests in Cleveland, Toledo and Cincinnati are in co-operation in a \$27,000,000 plan to construct a lake to the gulf deep waterway that will make Cincinnati an inland seaport and enables Great Lakes vessels to cruise to New Orleans and the Pacific via the Panama canal.

Deepening of the Erie-Miami canal from Lake Erie to the Ohio river is the project. This, it is pointed out by the backers, will also afford drainage protection for those sections of Ohio endangered annually by spring floods, and serve the woble purpose of providing an all water outlet southward for the vast commercial products of the central west. The ship canal project will be put before the Ohio legislature as a substitute for several flood prevention measures now pending before that body.

In the business of the canal project, the German consul at Tabriz, Persia, has placed himself under the protection of the American consul, according to the correspondent.

Build Railroad to Avoid Water Route

London, Feb. 20.—The Daily Telegraph's Petrograd correspondent sends a report that the Turks, under the supervision of German engineers, are hurriedly constructing a branch railway from Angora to Sivas, Asia Minor, which is intended to replace the Troad water route as a feeder for the Ottoman troops on the Caucasian front.

The German consul at Tabriz, Persia, has placed himself under the protection of the American consul, according to the correspondent.

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Reg. \$12.50 Comforters \$8.75
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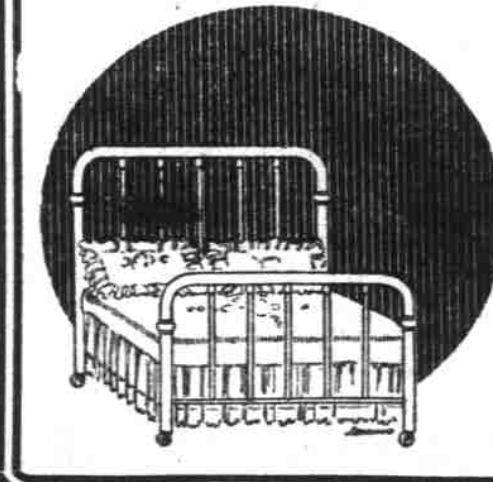
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