

FEDERAL BOARD WILL ADOPT PLAN TO KEEP THE DOLLAR AT WORK

New System of Clearing Bank Balances Reduces Amount of Idle Cash.

TARIFF MEN ARE TOUCHED

Manufacturers Are Said to Be Contributing Liberally Toward the Campaign Fund for 1916.

(WASHINGTON BUREAU OF THE JOURNAL.)
Washington, April 17.—The federal reserve board, apparently, that there shall be very few dollars doing less than their share of work in the United States. To this end it is about to put into effect a system of clearing balances between the various reserve banks. This is expected to reduce still further the necessity for keeping idle cash in reserves or moving it from one section of the country to another.

It is intended, for example, that the Portland district shall get all possible use of the money in the district and that the amount of it in circulation shall not be lessened by the necessity for maintaining idle money in reserves or in transit to or from some other district. The federal reserve system already has bettered matters in this respect to a large degree, and it is hoped the new plan will help still further, on the theory that making it possible to transact business without actually moving money has the effect of increasing the usefulness of the dollar.

Cash Released for Business.

The reorganization of reserve methods released a great fund of cash for the business in all sections of the country. The new clearing system is expected to keep money at home where it is needed and stop the necessity for sending it around the country to meet balances. Some financiers believe that in the long run money transactions between the different parts of the United States have been equalizing themselves. If this be true, the new clearing system should make it possible practically to end the practice of shipping money back and forth. If it is not true, in any event it will reduce the shipments of money to the minimum.

Here the way it is expected to work: The New York wholesaler sells a bill of goods to the Portland dealer and the latter has the privilege of sending the cash to pay the bill—but he doesn't exercise the privilege. If he did there would be a constant stream of money flowing from Portland to New York. Also there would be a constant stream flowing the other way to pay for the Columbia river salmon, the Oregon apples, the lumber and other commodities that New York buys from Portland. Eventually the accounts would cancel one another, of course, but in the meantime the money would be doing less than it should to make things comfortable.

Object of Clearance System.

The clearance system is being perfected to make the cancellation more direct. The Portland man and the New York man each pays by check and it is proposed that there shall be a complete clearance of all such checks between districts. Every Thursday each reserve bank will forward to the reserve board in Washington by wire a statement of its relations with the other reserve banks. The board's clearance department will proceed to cancel balances until the necessity for moving much cash has vanished. And even then the cash will not be needed. The new gold supply scheme will show its value. There simply will be a transfer of credits of the different banks in the general reserve fund.

So, if San Francisco—Portland's reserve center—has claims of \$1,100,000 against New York and New York has claims of \$1,000,000 against San Francisco, the books are balanced, not by sending \$100,000 to San Francisco, but by reducing New York's credit that much and increasing San Francisco's. And San Francisco, of course, makes the same arrangement between cities tributary to her reserve bank.

Howard Elliott's Suggestion.

Ever the railroads do not want President Wilson to "let business alone." Now comes Howard Elliott, once president of the Northern Pacific, suggesting this: "Secretary of Transportation" which secretary would be the representative of the railroads in the president's cabinet.

It's a good guess that a representative of the railroads in the cabinet is a little too much for the railroads to expect; but the suggestion is interesting in showing that where the administration has touched business it has touched it in a constructive, helpful way. Legitimate business has plenty of representation in the cabinet now; railroads are represented as well as other lines of business. Secretary Redfield, who has been making the New Haven road the kind to receive quick ratification at the hands of the administration, problems, President Elliott should receive the deepest sort of sympathy from Secretary Lane in the next few years. Mr. Lane has the job of carrying on the affairs of the government's Alaska railroad and he should be able to learn a lot from Mr. Elliott. In some respects his job is a much easier one. He does not have to undo the work of a lot of financial buccaniers to whom a railroad represented merely a basis for a stock juggling. Undoubtedly many real railroad men look with envy on the task of building the Alaska railroad—for its just plain railroad, difficult enough to be interesting.

Tariff Men Are "Touched."

It is reported in this city that manufacturers who are not happy without their benevolent and protective tariff have already begun contributing generally toward a high tariff campaign—more generously, it is declared, than at any time since the days of the McKinley-Hanna campaigns. The money is going, it is said, into organization and literature; another campaign of education is being essayed; country editors are once more receiving the familiar sounding doctrine in the form of plates matter.

MEN YOU READ ABOUT



Top, left to right—Ex-Senator Burton of Ohio, who has started on a South American tour that may take him also to Australia and the Orient; Senator Don Ignacio Calderon, Bolivia's minister to the United States and dean of the Pan-American diplomatic corps. Bottom—Dr. Walter F. Rittman of the government bureau of mines, who has discovered a means of increasing the output of gasoline from petroleum 200 per cent.

MISTAKEN IDEA THAT ALASKA IS NATIONAL BACKYARD IS BEING OVERCOME, DECLARES REDFIELD IN DISCUSSING NORTHERN REGION

Secretary of Commerce Outlines Improvements Now Being Conducted Under Government Supervision to Aid in Development of the Natural Resources Which Abound.

(WASHINGTON BUREAU OF THE JOURNAL.)
Washington, April 17.—At the dinner given by Admiral and Mrs. Robert E. Peary, celebrating the sixth anniversary of the discovery of the North Pole, nearly every speech made dealt with Alaska. It was Alaska, night, rather than North Pole night. The host himself, and his guest of honor, Secretary of Commerce Redfield, talked of Alaska, and the other guests followed their lead; while the guests

apparently were selected from among the Arctic explorers known to be interested in the great northern region, Senator Chamberlain being one of the number.

A symposium of their remarks on Alaska follows:

Admiral Peary—"The Roosevelt, the sturdiest ice fighter afloat today, one of four ships specially built by different nations for the purpose of winning the much coveted polar prize, is now to begin a new lease of life and usefulness in connection with our magnificent Arctic province, Alaska.

"Sentiment for the splendid ship that enabled me to realize the dream of my life, admiration for the clear-cut executive business ability and methods of my friend, Secretary Redfield, and interest in the present and future development of our enormous Arctic province, Alaska, are the causes which have led to this assemblage of my friends.

"The discovery of the pole is now ancient history. We Americans are interested in the present and the future, but it seemed particularly fitting that the noble ship should link this past with the future in this particular date, and give us the opportunity of hearing from the lips of the men who are shaping the work of developing Alaska something in regard to their blessed program.

Conditions Show Improvement.

William C. Redfield, secretary of commerce—"As one looks back at the picture of things as they were in Alaska, but two years ago, and as indeed they to some degree still are, though happily on the mend, it affords an excellent example of the foolishness of that so-called economy which allows a terrible waste of life and property in avoiding small expenditure. Officers of some of the services here represented; aye, some of you present, were sent to sea in vessels that were both unsafe and unfit for the work. The duties of an empire were handled on a parochial scale, and with instruments as conspicuously weak and wanting as the men using the instruments were capable and fine.

"The shores of Alaska are littered with wrecks. Many more lives have been lost therein than the entire force

with which the government safeguards those dangerous shores, and property has been lost to the value of \$1,000,000, to certainly double the value that was paid for the whole of Alaska itself. The whole incredible record is one from which at least it has been learned that what is worth doing at all is worth doing well, and that wise expenditure is true economy. We, however, are facing the light, not looking back at the darkness, Congress, which is willing to be fair, and even generous, when it has just cause shown it, and which is right in demanding that it shall be shown the cause, has proved the wisdom of its use and its promise as regards our imperial possession in the far northwest. The word 'imperial' possession is deliberately used, though seen in a political sense.

"One of the things we have had to learn is that Alaska is not a national back yard. We know now that it is not a heap of snowdrifts, a land where inaccessible mountains via inhospitable glaciers in keeping the hand and mind of man from productive activity. Now we know that Alaska is a great producer and promises to become a greater one; so much so that he would be bold indeed who would set limits to her possibilities. There is coal and other minerals are there in abundance. Fish in her waters, lumber from her forests, and foods from her fields are to be had for the taking and the interior department undertake their noble work of penetrating the interior with their railways, we in the department of commerce rejoice that the great Kuskokwim is no longer a 'river of doubt,' and that some hundreds of miles of its navigable water have, through the efforts of the coast and geodetic survey, last winter, been opened to the use of all comers."

Alaska's Resources Untouched.

"The climate of southern Alaska has been compared to the climate of Scotland and the Scandinavian peninsula, while the great slope of country to the north of the Alaskan range, reaching almost, if not quite, to the Arctic Circle, has been likened to the climate of Alberta, Manitoba and Saskatchewan in Canada.

"The native population consists of about 25,000 Indians and Eskimos, living principally in scattered villages and hamlets along the 10,000 miles of coast line and along the rivers in the Yukon valley. The white population is not greater than 40,000, and these dwell in towns and villages widely separated. The resources are comparatively untouched; yet there has been obtained and put into the markets of the world a value of about \$550,000,000, or almost \$1 for each acre of the entire territory. One half of this has been derived from the fishery, and the other half from metalliferous minerals. What may come from this country in the future taxes the imagination and would seem to be beyond comprehension.

"It is estimated that there are 50,000,000 acres of land suitable for stock-raising and agricultural homes, while the mountains, or treeless, moss-covered plains of the northwest are quite sufficient to support 5,000,000 reindeer. Veins of gold have been discovered in nearly every range of mountains, while miscellanea of minerals has been washed from the gravel of every stream of considerable magnitude. The average value of placer ground, which has been worked, in the United States is 13 cents per cubic yard, while on the average the ground heretofore washed in Alaska has yielded a return of \$3.19 per cubic yard. The known coal fields of Alaska, containing various grades of lignite, bituminous, and anthracite, have been fixed at 850,000 acres, while from geological deductions it is estimated that the coal area is probably not less than 15,000 square miles. The 20,000,000 acres of valuable forests found in the southeast, and the 80,000,000 acres, of lesser value, in the interior, will add much to the value of Alaskan products and aid in the future development of the country, while the sea will yield a product apparently only measured by the capacity of the world's markets.

Dr. Hugh M. Smith, United States Commissioner of Fisheries.

"The superlative wisdom which lay back of 'Seward's Folly' has often been exemplified and extended. The way has it been more strikingly shown than in the disclosure of the surprisingly rich and varied aquatic resources which have made possible the development in Alaska of the fishery industry, more valuable than that of any other political division of the United States.

"In the 47 years that have elapsed since Alaska became a part of our domain, the waters of this territory have yielded products that have been sold for more than \$250,000,000, and the output of each of the last two or three years has exceeded that of any previous season.

"Many people are now asking the question: Can the vast fishery resources of Alaska continue to be so extensively utilized and at the same time conserved?

"It will, I believe, be apparent to every one that the department of commerce, through its bureau of fisheries, faces for more important responsibility in Alaska than the mere enforcement of laws over 600,000 square miles of territory and along 26,000 miles of coastlines. The real duty imposed upon us by law and by implication, the great task to which it is useful that we devote our best thoughts and energies, is (1) the maintenance of those aquatic resources which are now so intensively utilized and which have given to Alaska its prominent fishery rank; (2) the popularization of unappreciated and neglected products; (3) the making known of new sources of supply through the discovery and survey of new fishing grounds.

"The preservation of the fur seal and of the other important warm-blooded creatures—the walrus, the sea otter, and the various kinds of whales which pass through the waters of our territorial jurisdiction depends on international cooperation; but the value of any of them, or of all of them combined, is small compared with that of the salmon and other coastwise fishes that are wholly under national control.

"I cherish the firm conviction that the open sea is best preserved without resorting to any herculean performances. In fact, the task, as I see it, seems simple. There must, first of all, be a conservation of the fishery resources by adequate means, men, and funds. Then, the discretionary powers vested in the secretary of commerce must remain unimpaired. Congress must promptly legislate to meet any or changing conditions as they arise, and are made known after competent investigation. Artificial aid to nature in the way of salmon culture must be continued and increased, and to be done wholly at government expense and not partly by private agencies as at present.

is difficulty in retaining reliable keepers and employees.

Important Lighthouse work for Alaska is now in progress. A first class coast light and fog signal is under construction for Cape St. Elias, an important landmark for shipping, under an appropriation of \$115,000, and a small light is already installed there temporarily; a large gas buoy, equipped with whistle and submarine bells is under construction, to mark the reef off this cape. Steps are also being taken to place five other gas buoys at important points. These will be the first gas buoys in Alaska.

"An appropriation of \$250,000 has recently been made for a lighthouse tender for Alaska, and plans have already been prepared for the largest and best equipped vessel yet built for this work in this country, and bids will be opened this month. In the meantime arrangements have been made for transferring to Alaska a capable sea-going tender for service the coming season. A smaller tender for the winter work in southeastern Alaska is being built and nearing completion.

"Work is in progress for the establishment of 25 additional lighthouses in Alaska during the coming season. The appropriation of \$60,000 for aids to navigation in Alaska will permit of still more lights being installed during this or the next season.

"The future development of Alaska undoubtedly will require additional first class coast light stations to mark the important entrances and prominent coast points; for one of these, Cape Spencer, an estimate already has been submitted. Additional gas buoys will be valuable to shipping, and more lights will be required in the channels and harbors of southeastern Alaska and the bays where traffic is developing, or where it may develop on account of railroad construction.

"Much more than half of the general coast line of Alaska is not marked by any aids to navigation at present, but the coasts, mainly the Aleutian Islands and the shores of Bering sea and the Arctic, are now frequented by so little shipping as to warrant an expense of aids only at certain points, as for instance the passes into Bering sea and the vicinity of St. Michael.

Malquist Buyer of Grace Apartments

Three-Story Building at Twenty-fourth and Northrup Sold by Mrs. Ada Simpson.

The Grace apartments at the northeast corner of Twenty-fourth and Northrup streets, have been sold to Frank Malquist of this city for \$35,000 by Mrs. Ada L. Simpson.

Negotiations were closed yesterday and Malquist will take immediate possession. The deal was handled by W. S. Paulson and the F. E. Taylor Co., the latter representing Mrs. Simpson. As part exchange, Mrs. Simpson accepted a flat at Tenth and Clay streets on a \$14,000 valuation, the balance being in cash.

The Grace apartments were built four years ago. The building is a three story frame structure, having a frontage of 55 feet on Northrup street and 100 feet on Twenty-fourth. It contains nine apartments.

BELGIAN RED CROSS TO BE HELPED HERE THROUGH TAG SALE

Miss Eva Ancion Enlists 100 Women and Girls to Work for Wounded.

FOR ALL VICTIMS OF WAR

Miss Henrietta Felling, Chairman of Belgian Relief Organization to Handle Proceeds of Sale.

Next Saturday is to be tag day in Portland for the Belgian Red Cross. Some 100 girls and young women will be abroad on the streets to sell tags for the benefit of the wounded and suffering of all nations who are being cared for in Belgium by the Red Cross society.

It is hoped to raise a substantial sum to turn over to Miss Henrietta Felling, chairman of the Oregon Belgian Relief organization, the money to be used specifically in temporary medical and hospital work.

The tag day is the idea of Miss Eva de Verna Ancion, an American of Belgian parentage, now resident in Portland. Miss Ancion wants to do something for her suffering kinsfolk and has gone enthusiastically at the task of staging a successful tag day next Saturday.

Miss Ancion feels that the little she can do will be some help in alleviating distressed conditions in Belgium and has enlisted the assistance of a number of representative Portland women, who take an active interest in philanthropic work.

Patronesses for the tag fund are Miss Henrietta Felling, Miss Isabelle Gault, Mrs. J. G. Edwards, Mrs. James Laidlaw, Mrs. Julius Louison, Mrs. W. Grelle, Mrs. William MacMaster, Mrs. J. N. Teal, Mrs. G. A. Warren and Miss E. Grelle.

Gatens Talks to Grange.

"Some Problems That Interest Our Citizens" was the subject of a lecture by Circuit Judge Gatens at the regular monthly meeting of the Woodlawn Grange last night at Green's hall, East Seventh street and Dekum avenue. W. H. H. Dufur and Mrs. Frank Peters answered questions from the question box. Vocal and instrumental music formed the remainder of the program.

Prominent Attorney Dies.

Chicago, April 17.—(U. P.)—Adelbert Culver, 64, prominent Los Angeles attorney, dropped dead in front of the home of his cousin, E. M. Johnson, here late today.

DIAMOND POPULAR

Amateur Baseball Players Swamp City With Applications.

That amateur baseball is one of the popular little pastimes of the young men of Portland is shown by the number of applications for the use of municipal baseball diamonds. Up to noon yesterday 70 applications had been filed with Park Superintendent Conville for games scheduled for today. The diamonds will not be in perfect shape for nearly a week yet the park office is fairly swamped by those who want to use it. Rules and regulations to be followed have been prepared by Superintendent Conville and these are to be posted on the various grounds.

\$3000 in Prizes for Lawns and Gardens

City Beautiful Committee Makes Final Arrangements for Judging Attractive Home Surroundings.

Final arrangements are being completed by the city beautiful committee for the judging of the lawns and gardens of Portland. More than 2000 entries will be distributed in prizes during the summer. The judges will make their first inspection during the first week in June.

The chairman of the 106 districts in the city are working hard and enlisting much interest. No garden or lawn will be judged unless it has been formally entered in the contest. Entry cards can be secured from the chairman of the various districts or at the city beautiful headquarters in the Northwestern Bank building.

There will be three classes in each district, one for plots of ground 50x100 feet or less in size, one for lots greater than 50x100 feet, and for vacant lots, irrespective of size.

In the business district there will be prizes for the store making the most attractive display. In addition to these there will be large prizes for the school houses and yards and for the fire engine houses. All winners are to enter their places in the contest should file their entry cards with the city beautiful committee without delay. No place will be judged unless it has been properly entered.

Two Women, Two Revolvers on Trip

Two Horses Carry Them Too, and They Are Garbed in Men's Clothes on Their Way to San Francisco.

Pasadena, Cal., April 17.—(U. P.)—Attired in men's clothing, and carrying two revolvers, two women on horseback arrived here today on their way from Coronado to San Francisco.

They refused to give their names. It is said that they left Coronado five days ago and are riding to the northern city on a dare. Both are riding typical California mustangs. They spent the night in this city and left at 9 o'clock for Glendale.

WOOD BLOCKS URGED AS RIGHT PAVEMENT FOR COUNTY'S ROADS

"Costs a Little More but It Lasts Much Longer," Says Thorpe Babcock.

HELPS HOME INDUSTRY

Prosperity of State Depends Much on Prosperity of Lumber Business, Is Assertion.

Now that Multnomah county has voted \$1,250,000 bonds for paving 70 miles of main highways, Thorpe Babcock, secretary of the West Coast Lumber Manufacturers' association, says the people should consider the advantages of laying wood block paving in the wood block pavement.

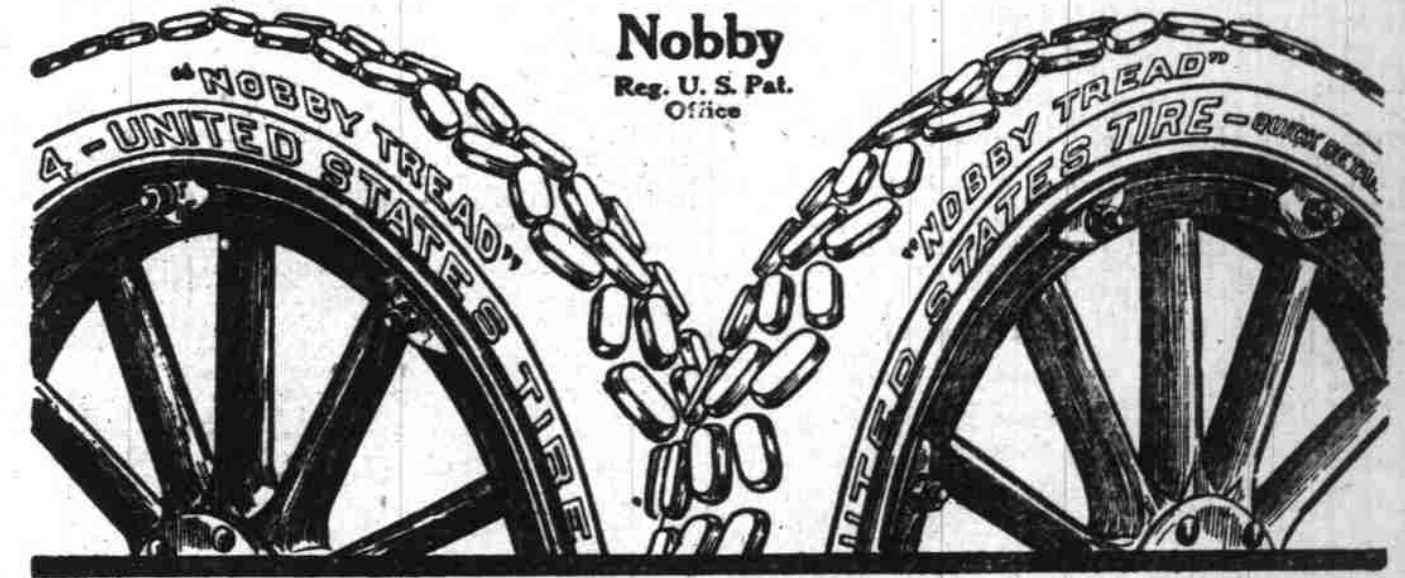
"The prosperity of Oregon depends largely on the lumber industry," he said today, upon his visit here from Tacoma to attend a meeting of the shingle manufacturers of this district. "The block pavement is a product of the lumber industry and its use should be encouraged," he said. "When properly treated and laid it is the best pavement there is.

"The wood block pavement costs a little more than other pavement in the first place, but it lasts much longer. It does not crumble or disintegrate." Mr. Babcock particularly urges the use of wood block pavement in the city. He said that in Chicago, Boston, New York and other large cities, it is being laid in greater amounts every year.

"No movement will reduce noise so much as wood block paving," he declared. "The manager of a large department store in Seattle said he would replace the wood block pavement around his store every three years, if necessary, rather than have brick or concrete pavement. With the lessened noise he gets more efficient out of his clerks and gets more trade."

He said the citizens of Portland should realize the importance of promoting the interests of the lumber industry and should not judge wood block paving with that laid on the Burnside bridge, where he said the blocks have been laid without being properly treated and some of the blocks have been laid with the grain of the wood flat instead of on end.

Some time ago Mr. Babcock wrote a letter to J. N. Teal, calling attention to the manner in which the wood block pavement was being put down on that bridge. Mr. Teal forwarded the letter to City Commissioner Dieck.



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