

AMOUNT OF PORTLAND BUSINESS HANDLED IN SEATTLE IS STARTLING

Goods Carried Over Heavy Grades Which Should Follow Water Grade.

PARITY OF RATES NEEDED

This Port and Astoria Agree to Stand Together to Put End to Discrimination.

A step toward cooperation in solving the commercial problems of the Columbia was taken by committees jointly representing the Portland and Astoria Chambers of Commerce and meeting in Portland yesterday.

A startling showing of the amount of Portland business handled via Puget sound was followed by positive expression on the part of the Portland contingent that goods which cannot be shipped direct from the Columbia to Puget sound, there to be loaded aboard ship, should be sent via Astoria at the mouth of the river rather than around by Puget sound, there to be loaded aboard ship.

Will Stand Together. A committee was appointed to draw up the resolution expressing the determination of Portland and Astoria to stand together in behalf of the commerce of the Columbia basin. It consists of J. N. Teal, Nathan Strauss, George B. McLeod.

Mr. McLeod, who is chairman of the Astoria committee, and president of the Astoria port commission, submitted a statement which makes convincing showing of conditions that take commerce from the Columbia river and hand it over to Puget sound. He told of numerous shipments made from Portland via Puget sound that should have gone out of the Columbia river.

Extra charges for stevedoring. Extra expense for coaling. Extra port charges—water—pilotage, etc.

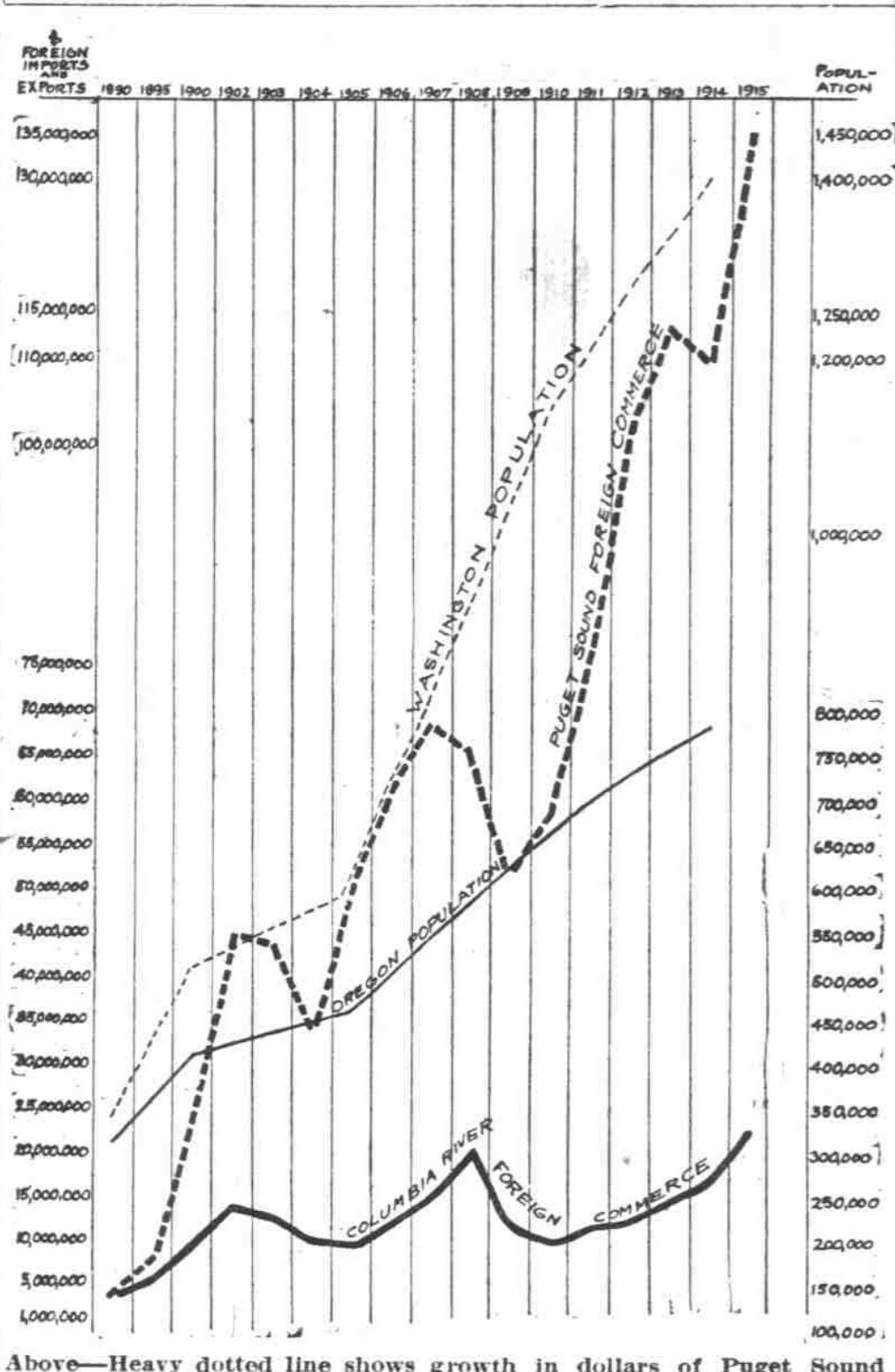
Discrimination More Important. These are three of the causes of wanting commerce of the Columbia river, said Mr. McLeod. He mentioned a greater:

"But above and beyond all these expense matters, there is the discrimination of the rail transportation companies against the Columbia river."

After mentioning some definite instances of freight moving via the sound, Mr. McLeod added:

"The more freight moved via the sound, the more entrenched will become the business. Only in exceptional cases can a lumber shipment stand a charge of \$5 per thousand to move it to point of embarkation. Mills at sound points have this advantage over river mills on much export busi-

SOUND GETS COMMERCE BELONGING TO PORTLAND



Above—Heavy dotted line shows growth in dollars of Puget Sound commerce; light dotted line shows how Puget Sound commerce has kept pace with the growth of population.

Below—Heavy line shows how Columbia river commerce has kept a low level and lower light line shows how increase in population has outstripped increase in commerce, creating an abnormal condition and explaining, in part, why Puget Sound grows because of business that should be handled here.

ness. How long can our river mills stand it?"

As a conclusion, the chairman of the Astoria committee said:

"What we must have is the interest of some railroad in the Columbia river route. At present we have none. The railroad that should favor it, namely the S. P. & S., is apparently not run for its own benefit, but it would seem to hold a location, while one of its owners does all the business it can at Tacoma, and the other at Seattle, and

each is opposed to giving anything to the S. P. & S., because it then has to divide with the other.

The Union Pacific system works strongly via San Francisco bay, and even through Portland to Puget sound. It certainly is not favoring the Columbia river route, although obviously it is to its interest to do so.

Should Demand Parity of Rates. "Thus the bulk of the traffic moves either by roundabout water or over mountain ranges to and from the seaboard, while the natural, economical

figures are furnished.

During the past year 6,529,710 trout fry have been liberated in the streams of the state by the fish and game commission, according to the fragmentary figures obtainable. To hatch, propagate and distribute these fry has cost more than \$25,000.

But it estimated by the commission that 80% of the fry liberated die or become the food of larger fish, so that out of the total number liberated only 20% grow to maturity. Twenty per cent of 6,529,710 fish makes a total of 1,305,942. It is therefore easy to figure that each fish, according to the estimates of the commission, reaches maturity, costs the state \$0.222, or, carrying the calculation further, \$15.40 the pound at the time of distribution.

Foot Count is Alleged. Most of the trouble, however, has sprung up over the \$0.55 fish. When the fry are distributed, they are loaded into big cans at the hatchery, and each can is supposed to contain 500 fry. The total amount of the distribution is based upon this shipping estimate.

Rumor has it, however, that instead of shipping out 500 fry to the can the master fish warden and his employees only ship an average of 200 fish to the can, it was the discovery of this fact that started the row.

Now 200 is two fifths of 500. And two fifths of 6,529,710, the master fish warden's estimate on the basis of 500 fish to the can, is 2,611,884 fry, the number it is charged were actually distributed over the state. Twenty per cent of this number is 522,377 fry, the number of fish that it is estimated will reach maturity. So it is easy to arrive at the conclusion that if it cost more than \$25,000 to propagate and distribute that number, each fish cost \$0.55, or \$38.50 a pound.

Government Results Show. It is contended most earnestly that this is too high for fish. And it is pointed out that the government fish hatchery raised 1,700,000 fry last year for \$2500, or \$0.014 per fry, practically one fourth of the lowest estimated cost of state production.

When it was discovered that trout were worth \$38.50 per pound in money expended, there was a vast turmoil in the commission. It was insisted that Clinton hand in his resignation. Governor Whycombe gave the go-ahead at the suggestion. The master fish warden stands well with the lower river fishermen, and that section of the state has been pretty peevish over fish commission appointments during the recent past.

So, rather than to stir up the animals, the difficulty was compromised. Mr. Clinton, in deference to the governor's wishes, was not discharged, but was exiled to Bonneville, with instructions to bring about reforms in business management and fish culture, in an attempt to reduce the price of trout below \$38.50 the pound.

Arabic Carried N. Gold. Liverpool, Aug. 25.—(U. N. S.)—Reports that the White Star liner Arabic was carrying gold to J. P. Morgan & Co. to be used in the purchase of ammunition for the allies, were denied by officials of the steamship company here today.

Lightweight Wins Bout. San Francisco, Aug. 26.—(U. P.)—Officer F. J. Connor weighs 250 pounds. He charged Fred McCarthy weight 150, with knocking him down. The court looked at Connor's bulk and then at the prisoner. "Not guilty."

FEDERAL AND ESPEE OFFICIALS PROMISE TO ADVERTISE LAKE

Stop-Over Privileges and New Routings May Be Given Oregon Tourists.

Medford, Or., August 26.—That the Southern Pacific will not only advertise Crater Lake more extensively, but that the motor trip to the lake will be included in the regular round trip transportation, and that the Interior department in Washington will launch a publicity campaign incorporating this great scenic wonder, were some of the important facts brought to Medford yesterday afternoon by E. O. McCormick, vice-president of the Southern Pacific railroad and Stephen Mather, assistant secretary of the Interior on their return from a trip to Crater Lake.

Mr. Mather said: "There is every advantage in having matters so arranged that Medford and Klamath Falls can cooperate in this tourist travel. No one wants to go to any park and return over the same ground. Everyone who comes in at Medford should return via Klamath, and everyone who comes in at Klamath should return via Medford. I am sure the railroad will have coupons on their tickets reading that way, and will allow the traveler to continue his journey at either point."

"Mr. McCormick was tremendously impressed by the lake and gave assurances that the Southern Pacific will get behind it, as it never has done before. They will have coupons on their round trip tickets which will include the transportation to the lake at a certain added charge."

river grade route is getting only that business that cannot be diverted.

"To remedy this situation the city of Portland should demand of the Spokane, Portland and Coast railway a parity of rates to and from all tidewater points on the river, with those existing to and from the source of the inland Empire and Intermountain common points."

COST OF "PLANTING" TROUT BY STATE IS SAID TO COME HIGH

(Continued From Page One)

fish and game commission at Salem after the meeting Tuesday last, that Mr. Clinton was to take up his residence at Bonneville, where he could be close to the hatchery. It was also stated, in a casual way, that there had been some inclination on the part of certain members of the commission to criticize the business management of the hatchery of late, and it was mentioned, also casually, that there seemed to be a shortage in fish propagation, one of the reasons but not the principal reason for the heavy part of the commission towards Mr. Clinton.

Figures are furnished.

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Year Ago in War

August 26, 1914. Furious fighting takes place along the entire French border, and the allies make desperate efforts to halt the sweep of the Germans toward Paris and regain lost ground.

The fall of Namur, through big 42 centimeter siege guns, comes as a surprise to allies.

French plan war ministry for national defense. Zeppelins bombed Antwerp. Russians and Austrians clash in battle at Krasnik, southern Poland, near Lublin-Cholim railroad.

Find Man's Body In Seattle Ruins

Seattle, Wash., Aug. 26.—(U. P.)—Responding to a fire alarm early today, firemen found the scorched body of Charles Arndt, 30, a blacksmith, in his shack in the southern end of the city with a rope tightly tied around his neck. Death was due to strangulation. The body was found on the floor and the police are uncertain whether Arndt was murdered, or hanged himself, the rope then breaking.

Arndt had been out of work for some time but had money in the bank.

"Inspection Day" Tickets Now on Sale

Department Stores Plan to Take Employees in Trucks and Autos to Dedication—Prominent Men to Speak.

Tickets for the "Inspection day" trip to the Columbia river highway may now be purchased at Lipman, Wolfe & Co., Meier & Frank Co., Olds, Wortman & King, Roberts Brothers, Ad club headquarters in the Northwestern Bank building, G. W. R. & N. ticket office at Third and Washington streets, and the information bureau at the Chamber of Commerce.

The Chamber of Commerce is cooperating with the Ad club to make "Inspection day" on the highway one of the most successful outings of the year.

Meier & Frank will use 34 automobiles and trucks to carry their employees to the highway on Labor day. This will give more than 500 of their employees a day on the highway. Lipman, Wolfe & Co. will use all their trucks and have rented additional conveyances to carry the hundreds of employees of their store to the highway. September 6. Other firms have assured the Ad club they will arrange to take their employees to Benson park to participate in the dedication ceremonies.

Henry T. Esterbrook, president of the National Bankers' association, will deliver an address at Benson park, and

Halfway Town Has Big Building Boom

Halfway, Or., Aug. 26.—Halfway has under course of construction two new garages, which will be equipped with the latest machinery. The largest is located just below the bank on Main street and is owned by F. Cornwall and W. W. Lloyd. The other is also located on Main street, and is owned by F. Phillipi and C. Moulton, the latter being a mechanic of years' experience.

There is also under course of construction in Halfway, in addition to the laundry building, a new restaurant and private garages. Within a few weeks work will start upon the new \$7000 schoolhouse, which is expected to be ready for occupancy by the first of January.

May Plead Insanity. Centralia, Wash., Aug. 26.—(U. P.)—J. H. Spangler, the Velder business man who killed his wife apparently without motive, will set up the defense of insanity. It is believed. When arraigned his attorneys asked for the postponement of his plea.

There are 297,809 acres of forests in Ireland.

F. Lee-Lewes Was An Early Settler

Woodland, Wash., Aug. 26.—Frederick Lee-Lewes, one of the first white settlers to locate in the Lewis River valley in 1852, who died in Portland Friday, was buried here Tuesday. Services were held at the Presbyterian church, Rev. Joseph Y. Stewart officiating. Thomas Chatterton, Sam Conrad, Thomas Powell, Leopold Hopf, B. C. Guild and Charles Page, all pioneers and old friends of Mr. Lee-Lewes were pall bearers. Mr. Lee-Lewes was born November 20, 1828, at Winnipeg, Canada, and went with his father to Port Colville when 16 years of age. He was employed by the Hudson Bay company for a number of years as messenger and later he was chief packer for General U. S. Grant while he was at Vancouver, Wash., barracks during the Indian wars. He was commissioner of Clarke county for several terms before Cowlitz county was cut out from it, and was also postmaster at Pekin near here for years.

He leaves a brother, John, aged 91, at Winnipeg, a sister, Nancy Lee-Lewes of Vancouver, B. C., and the following children: A. Lee-Lewes of Portland, Arthur also of Portland, Harry, county assessor of Cowlitz county of Kalama, and Mrs. J. E. Groves of Los Angeles.

Mr. Lee-Lewes and family had much to do with the making of history of the Pacific northwest.

Economy Basement Store advertisement for Lipman Wolfe & Co. featuring various clothing items like corsets, waists, dresses, and aprons with prices and promotional offers.

HEINZ 57 VARIETIES advertisement for the Panama-Pacific Exposition, listing 57 different food items such as baked beans, pickled onions, and various sauces.

DIAMOND COAL BRIQUETS advertisement for Pacific Coast Coal Co., featuring a diamond-shaped logo and text promoting the product as a clean, efficient fuel source.

Beecham's Pills advertisement featuring a cartoon character and text describing the benefits of the pills for digestive health and overall well-being.