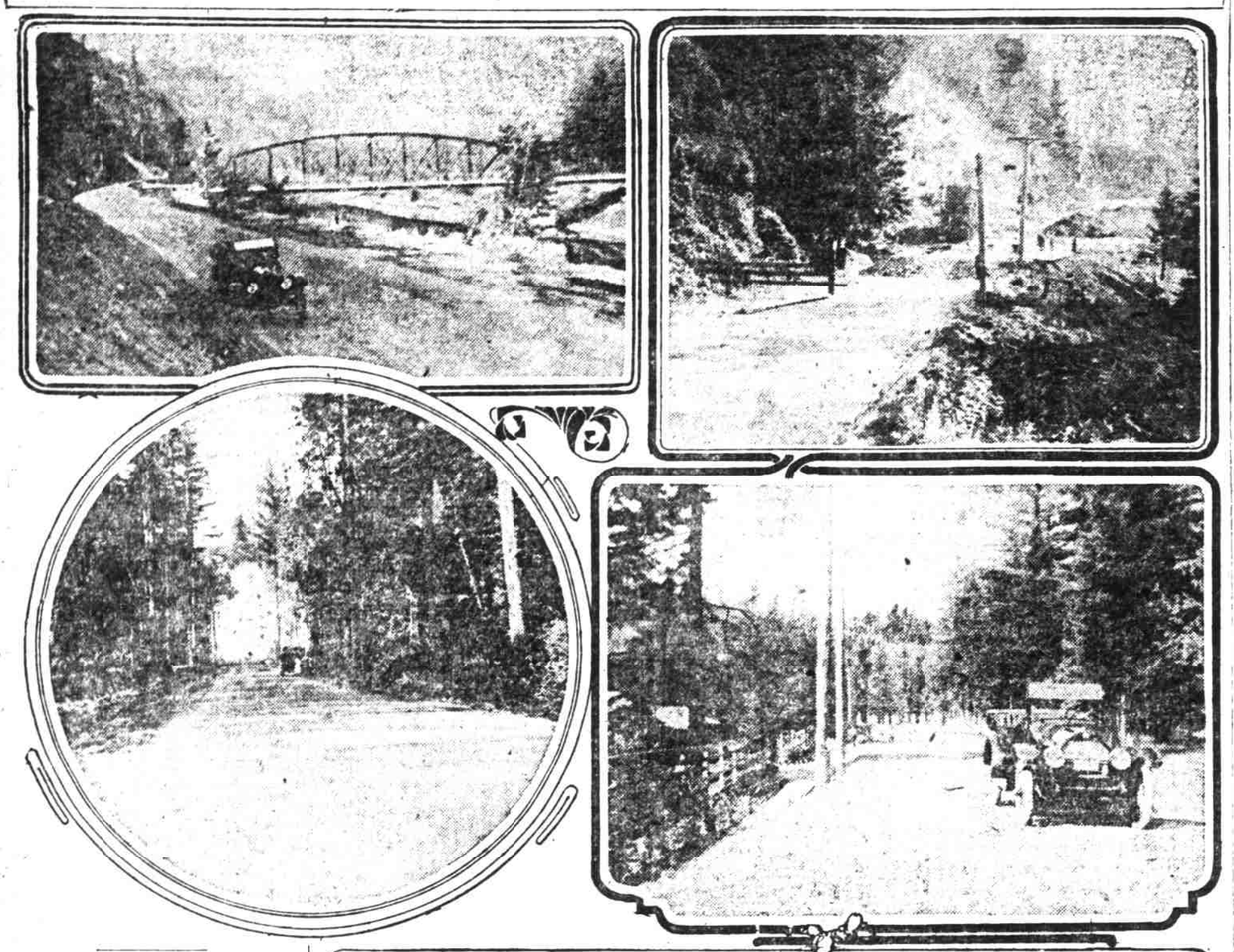
SANDY CUT-OFF IS BEAUTIFUL AS PARK BOULEVARD



Stretch Reaches From Troutdale, and Is Hard Surfaced.

To the many beauties of the drive over the Columbia river highway has been added another stretch which in a very short distance offers some exceptional views of the Sandy river. This road is the new Sandy cut-off of the road leading from Troutdale, at the end of the Sandy road, to the Sandy bridge, which marks the extension of the Base line road, passing the Portland Automobile club.

All traffic is at present diverted by way of Troutdale and so must pass over the Sandy cut-off.

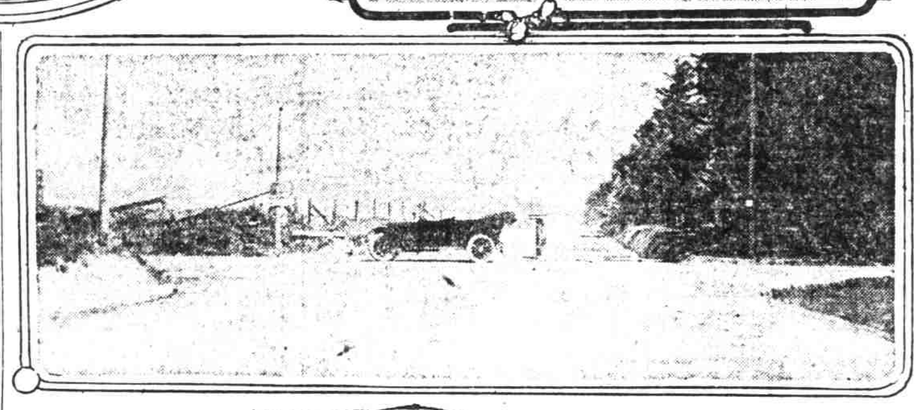
This strip of road is built on the highest principles, just as is the main drive of the Columbia river highway. The pavement is the adopted width of eighteen feet and the grade has been established with all curves big and easy.

The drive might well be a park ride, so rich is the stretch along the east bank of the Sandy. For a distance the road is cut from the face of the bluff, and as it swings on a long shelf the pretty rapids and green clusters in the Sandy present an interesting panorama.

For a moment the road leaves the river bank, cuts through a grove of tall trees and passes the bluff, from which several small water falls trickle and float a fine spray over the road.

At the eastern side the road again emerges on the bank of the Sandy and across the river can be seen the work on the extension of the Base Line road, and the descent to the Portland Automobile club.

H. H. Eling, manager of the Overland-Pacific, has taken particular fancy to this spot. As a beauty spot he claims to be its discoverer and immediately following its opening took two carloads of his friends out there to spend the afternoon and evening in the shade of the pretty grove which grows to the edge of the bank overlooking the feather Sandy.



Above, left to right—The Wyllis Knight parked at the approach to the junction of the Base Line road, looking east towards the Sandy bridge and the Automobile club; the junction of the Base Line cut-off with the old road down the hill to the Portland Automobile club. Center, left to right—The grove on the banks of the Sandy between Troutdale and the Sandy bridge; the Wyllis Knight on the new fill near the Automobile club. Below—Looking east from the end of the Base Line paving. The road straight ahead is the new grade to the Automobile club. The road to the right is the old road to the Automobile club and to Gresham. The road to the left is the road to Troutdale. The map looks east from the city limits and shows the layout of the roads near the Sandy river, showing the Sandy road through Troutdale and the Base Line across the Sandy to the Columbia river highway.

MANY INTERESTS PROFIT FROM WAR CONTRACTS

A very striking disposition exists on part of big corporation managers against distributing in the form of dividends current extraordinary profits, writes Henry Clews, the New York banker. While those engaged in turning out munitions usually secured the largest rewards, big profits have not been restricted to such concerns, but extended to many of the regular industrials; and even the railroads have shared in the general prosperity.

Circumstances considered, dividends as a rule have been distributed very conservatively, and, while there have been many increases, the additional distribution as a whole has been only a fraction of the actual gain in profits. Several reasons contributed to the adoption of such a policy. Munition makers naturally led in this conservative movement, and sought to protect themselves against the future by reserving sufficient funds to wipe off cost of plant or depreciation, to offset the rise in commodities and wages, to reduce indebtedness and to leave a good surplus for meeting reaction or any other unforeseen conditions that may develop after the war.

Other industrials, especially steel and chemical concerns, recognized that the extraordinary gains of 1915 and 1916 were ephemeral, that sound business management required taking advantage of such a situation by reducing fixed obligations, allowing for depreciation and enlarging of plant to meet new demands, and in general placing their business in a strong position against the future. There are, however, certain classes of securities less directly affected by the war; among these being the railroads and such industrial concerns as produced strictly for the home trade or legitimate export orders. These, too, enjoyed great activity; quite sufficient to materially enlarge their profits, but not enough to warrant more than moderate increases in dividends, if any. Many corporations have made unusual gains in gross earnings, but the rise in wages, commodities and other costs prevented profits from becoming abnormal and kept dividends from increasing.

TORRENS LAW ACTION IS ASSAILED IN CALIFORNIA

Considerable agitation of late has been shown in realty circles throughout the country concerning the Torrens system of land title registration, and especially so in California where the operation of the system seems impeded by technical difficulties in the law.

In California the question has arisen whether property holders are safe in accepting a Torrens certificate. The act, it is said, failed to work properly when a man who bought a state tax deed to property in Los Angeles tried to have it registered under the Torrens act. The court held that it only could not be registered, but held that the man did not have a legal title to the property, and that the land really belonged to the estate of the person in whose name it was registered when sold for delinquent taxes.

Contemporaneously some concern has arisen in Portland concerning the interpretation of the state law in Oregon. According to authorities in the county clerk's office the Oregon act is liberally construed, and no like legal obstacle could arise. As a matter of fact, property registered under the Torrens act has oftimes been foreclosed by the county sheriff on account of delinquent taxes.

In the 15 years of the operation of the system in Oregon, the status of the law has never been established by the supreme court, and, according to authorities, before it can ever attain a maximum of safety legislation, would have to be enacted to cover liens and taxes under claims registered against property.

The system of registration is not popular in Oregon, due to ignorance of the law, and to the fact that the act is thus far unilluminated by judicial interpretation. In Oregon the constitutionality of the act has never been brought to test.

Given the Torrens act, however, aver its advocates, under administrative efficiency, it is simpler, cheaper and safer than the system of abstract title. In British Columbia it is the only method used, and in Australia it has been operating successfully since its establishment by Sir Robert Torrens.

The Torrens system is still in the experimental stage in Oregon, as it is in all the states that have passed such laws. The fundamental principle of the system is that the registrar's certificate is the title to property and not merely evidence of title.

In California attorneys say that the worst feature of the act is that once property is registered under the Torrens system it cannot be taken out. This is a detail of the law that Oregon remedied by legislation in 1909, making withdrawal allowable.

Since the system has been sanctioned by law in Oregon, 116 original certificates have been issued, 3000 certificates in total, and 2884 re-registrations in Multnomah county. That not over three per cent of titles transferred are registered is evidence that the law is not popular in the state.

An insurance fund, one-tenth of one per cent of the assessed value of the land registered is collected upon the original registration. This is to serve as an indemnity fund against future claims. No claims have been contested in Multnomah county, and the indemnity fund in the hands of the county is $1865.96, representing land assessed at $186,596. This mode of registering land titles has not been employed in the county since March, 1915.

Some of the properties in Alameda park, East St. Johns, Holbrook addition, Albina homestead, Couches addition, Buckman's addition, Hawthorne's addition, East Tabor Villa addition, Crystal Springs addition, Hunter's addition, King's addition and Laurelton heights are registered under the Torrens act.

CENTRAL WASHINGTON DRIVE HOLDS VARIED CHARMS FOR MOTORIST

Route From Portland to Seattle and Return via North Yakima Is Interesting.

ROAD CONDITIONS DIFFER

Highways, Good, Bad and Indifferent Encountered on 600 Mile Tour Here Outlined.

An interesting and instructive automobile trip some 600 miles in length is from Portland over the Pacific highway to Puget sound, thence over the Cascade mountains by way of the Snoqualmie pass to the Yakima valley and thence through Klickitat county to the Columbia river highway and into Portland.

It is interesting for the reason that it affords a diversity of scenery and climate. The way winds over wooded hills, along river and lake through fertile valleys, under crowning bluffs, and snow crowned peaks through forest aisles of pine and fir, across sandy plains and grass covered pratries, under skies, now draped with clouds and now cloudless, though the shade and cool of the region on the western slope of the mountains and through the sun and heat of the treeless plains of the eastern flank.

It is instructive, affording a more extensive vision of the progress that has been made in the last few years in the development of the northwest country and a greater conception of the immense possibilities of the future in the vast expanse of wild and unused acres. It is a trip that will bring to the resident of Portland a clearer realization of its natural situation as the commercial center of the extensive empire drained by the Columbia river and its tributaries.

After making the trip one is at a loss to assign reasons why the people of Portland are not making better use of their opportunities by building up river transportation and reaching out for business instead of waiting for it to be brought to them.

Another instructive feature of such a trip is the observance of the growth of highway development in the state of Washington. There seems to be a working out of a definite plan laid down a few years ago and consistently followed. In a year or two there will be an improved road mostly paved between Portland and the Puget sound cities. From this Portland will derive great benefit without contributing anything to its cost. At its best the Sunset highway or Snoqualmie pass road connecting eastern and western Washington is only a summer road and can be used only a few months in the year. With a good road from Puget sound to Portland and with the Columbia highway completed to the eastern Oregon boundary the all year round route of travel between eastern and western Wasnington wil lbe along the Columbia river through Portland.

From Portland to Tacoma.

Between Portland and Tacoma there are already many miles of paved highway and more is being put in, notably in Lewis county. In other sections the road has been graded up on proper lines in anticipation of being hard-surfaced.

In dry weather the road is even now in fairly good condition all the way, the worst stretch being between Woodland and Kalama, where the improvements have not extended.

Between Tacoma and Seattle the entire road is paved. A curious feature is that in Pierce county the road has many sharp turns and crosses the railroad track many times, introducing an element of danger. When the King county line is reached this condition disappears and the road becomes much straighter.

To reach the Sunset highway it is not necessary to go to Seattle. At Renton junction there is a road which leads into the highway. The road is well marked and there is not much danger of losing the way. It is noticeable that the county authorities of Washington are more progressive than those of Oregon in placing signs at cross roads. The Sunset highway which, for most of the way, is a new grade, has been gravelled all the way up the Snoqualmie canyon and over the summit almost to Lake Kechelus.

It follows along the river bottom through small valleys for most of the distance on the western side of the mountains and affords many beautiful vistas. There is considerable of a grade in getting up on the bench over which the Snoqualmie falls pour before they were harnessed and put to work creating electric power. Another grade is the switchback up to the summit, at an elevation of 5000 feet. In no place does the grade exceed five per cent.

The minimum width of the road is 16 feet and it is so constructed that it can be easily widened when the traffic will demand a wider road. From a scenic standpoint it should be popular. It is already well traveled. On Sunday hundreds of Seattle residents make of it an excursion route and the right of way to the very summit is lined with automobiles and picknickers.

Through Travel Is Heavy.

The through travel is much heavier than that on the Columbia river highway. From a construction standpoint the road was easy to build. There are not many heavy rock cuts. Probably the most expensive stretch was the switchback to the summit.

It is understood that there was spent on the construction of the road approximately $200,000.

Leaving Tacoma or Seattle early in the forenoon the summit is reached about noon. Here the traveler is confronted with a sign appraising him that the Summit Inn serves 50 cent chicken dinners. They are worth the money. Besides the natural beauty of the surroundings justify a brief stop.

It is only a short drive from the summit to Kechelus lake along the shores of which the road skirts for several miles. The federal government is building a big dam here and the lake shore is being denuded of its trees for quite a distance back from the present height of the water. It is proposed to convert the lake into a huge reservoir and the water will be backed over the ground on which the timber is being cut. The impounded water is to be used in the big high line irrigating ditch for the Kittitas and Yakima valleys, now under construction.

At Easton a few miles beyond Kechelus lake the new grade and the old road is used.

Road work is, however, being done at this point on the permanent survey. From Easton to Roslyn and Cleelum and thence to Ellensburg the old road is a fairly good one. Going out of Ellensburg to North Yakima there is some new road construction, but this is mostly avoided by a detour. When the Yakima road is reached the poorest road on the entire trip is encountered. The road leads through a narrow canyon and is rough. But little rock has been placed upon it and it is badly cut up. A start has been made to widen the grade in a few places. A long stretch of pavement is found just before coming into North Yakima. It is a pleasant find.

Pleasant Day's Run.

From Tacoma to North Yakima is a pleasant day's ride and just about long enough, the distance being about 190 miles. North Yakima is surrounded by fruit orchards, grain fields and alfalfa meadows, is a prosperous and cosmopolitan looking place and at the Commercial hotel is a comfortable resting place.

In going through the Yakima valley one is impressed with its magnitude and richness and still undeveloped stretches. The roads, while good on the whole, could be much better. If there i sa country that needs good roads it is one that is devoted, as is the Yakima country, to raising fruit and grain. In the case of fruit it is very necessary to get it to the shipping point or market without bruising it. The natural outlet for the Yakima products is to the Columbia river and a good road should be made the length of the valley.

To get out of the Yakima valley into the Klickitat one can either take the Satus creek route below Toppenish over the Simcoe mountains or can continue on down the valley to Mabton and then across the hills to Bickelton. The latter road is about 30 miles longer, but avoids the mountains.

There is said to be not much difference in the condition of the two roads. Either way there is quite a hill to climb leaving the Yakima valley. The Satus creek route leads through the timber, while the other route keeps down on the plain. Each has its peculiar scenic attractions.

Both bring the traveler into Goldendale, the county seat of Klickitat county. In going the Mabton route there is a dry box canyon several hundred feet to cross known as Rock canyon. To get down into and out of the canyon there is a long narrow grade of about five per cent to negotiate. It has some terror for those who are grade shy.

Across Klickitat Valley.

Across Klickitat valley to the White Salmon country there are several routes, one by way of Lyle and another by way of Glenwood. The former is the shorter one, but if a person has plenty of time the Glenwood trip will repay. It takes one through a large pine country which will one day be made productive.

It gives one a better conception of the extent of the county. Along this route there is some splendid scenery, notably the rocky cut through which the Klickitat river makes its way from the base of Mt. Adams.

Coming into Glenwood there is an awe inspiring panorama of Camas prairie, over which Mt. Adams keeps watch and ward. The road skirts the timbered edge of the prairie and across the ridge to the White Salmon river canyon. The traveler passes over small bottom lands, winds through groves of ancient firs fringed with ferns and vines and rounds rocky pine-covered points.

Soon the orchards come in sight on the points above the White Salmon river. In the distance is the plant of the Northwest Electric company. A long grade follows the bluff to the "Eyrie," where rest and refreshment are to be had.

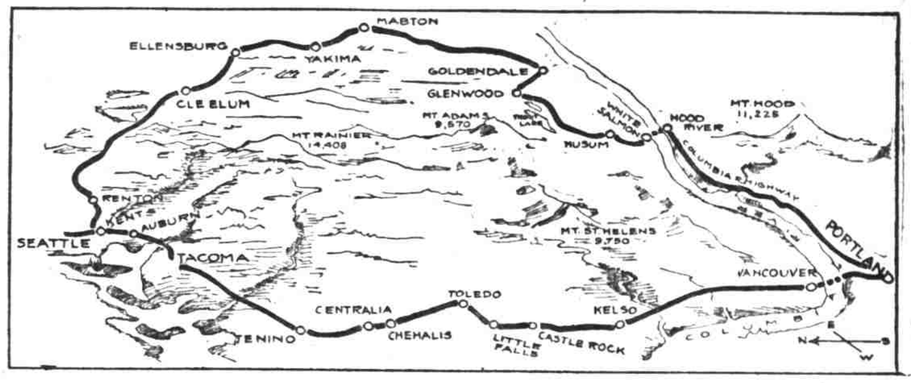
The Eyrie is a most appropriate name for the resort maintained by mine host Recker. Nestling on the top of the high bluff overlooking the Columbia river it gives a view of the river from Mosier on the east almost to Wind mountain on the west. There is also afforded a magnificent view of Mt. Hood and the Hood River valley. In fact the view of the valley from this point is much bolder than the one obtained on the Oregon shore. It is as though it were set upon a stage and looked at from the orchestra circle.

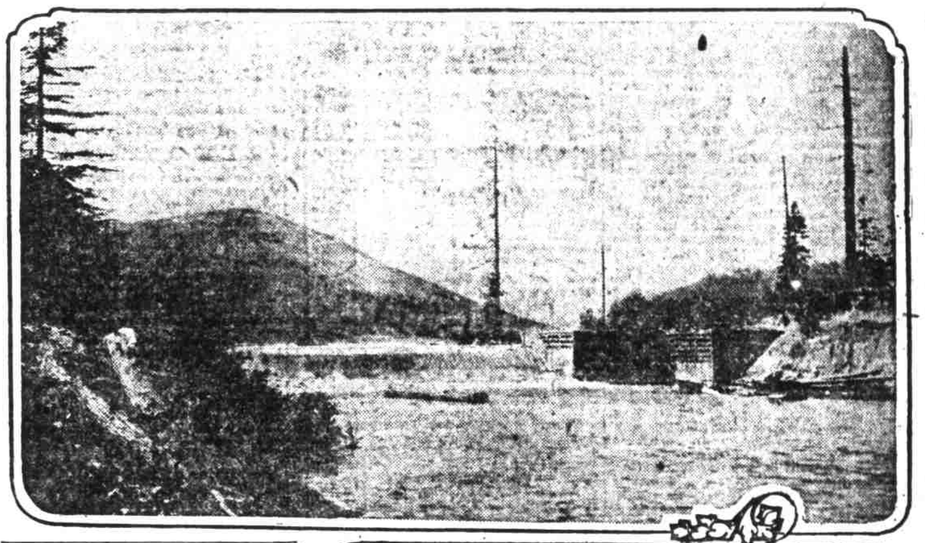
The river is crossed at White Salmon and thence home over the Columbia river highway.

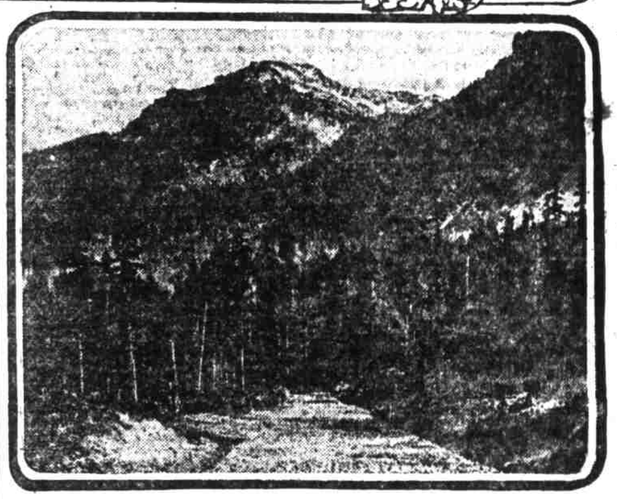
Packing House Under Construction.

Hood River, Or., Aug. 5.—A large apple and community packing house is in course of construction at Parkdale by the Apple Growers' association and will be 60 feet wide by 150 feet long. The plant will be built on the line of the Mount Hood railroad.

SCENES ALONG SNOQUALMIE PASS ROUTE







Above—Map of route through Tacoma, Seattle, North Yakima and return.
Center—A view of the government dam at Lake Kechelus, near the summit of the Cascades.
Below—The summit of Snoqualmie Pass, at an elevation of 3000 feet.

FOREIGN TRADE FOR YEAR SHOWS INCREASE

The estimate of $6,500,000,000 as the value of American foreign trade in the fiscal year which ended June 30, 1916, recently announced by the bureau of foreign and domestic commerce, department of commerce, is confirmed by complete returns which have just been tabulated by that office.

The year's exports aggregated $4,834,000,000, exceeding by more than $1,500,000,000 the huge total for 1915 and by more than $2,000,000,000 the annual average from 1911 to 1914 June alone gave a total of $465,000,000 being slightly less than the record total of $476,000,000 for May, but practically $200,000,000 more than in June last year.

The year's imports amounted in value to $2,198,000,000, exceeding by $524,000,000 the 1915 total and by $476,000,000 the annual average from 1911 to 1914. June imports totaled $246,000,000, the largest figure ever shown by a single month. It was $17,000,000 larger than that for May and $88,600,000 larger than that for June last year.

The year's export balance reached the unequaled total of $2,126,000,000, being practically double that for 1915 and more than four times that of 1914, which were $1,094,000,000 and $471,000,000, respectively. The month of June contributed $219,000,000 to the favorable trade balance of the year, which compares with an export balance of $111,000,000 in June, 1915, and less than $500,000 import balance in June, 1914.

Of the year's imports 68 per cent entered free of duty, compared with approximately 62 per cent in 1915. Of the June imports 62.6 per cent were free of duty, as against 62.9 per cent in June, 1915.

The net inward gold movement amounted to $114,000,000 for June and $404,000,000 for the year ending with June. The preceding fiscal year showed a net gold import of $25,000,000, while 1914 showed a net gold export of $46,000,000. The year's imports of gold amount to $494,000,000, compared with $172,000,000 in 1915 and $67,000,000 in 1914; the year's exports of gold, $90,000,000, as against $146,000,000 in 1915 and $112,000,000 in 1914. Gold imports averaged $58,000,000 per month for the period from August to December, 1915, averaged less than $13,000,000 per month for the period from January to May, 1916, but in June rose to $123,000,000. June exports of gold amounted to $8,333,333, or about $3,000,000 less than the monthly average since December, 1915.

NEW LIEN LAWS SUGGESTED BY THE BUILDING INTERESTS

Among various changes to the state lien laws that are to be suggested by sub-committees and organizations representing the various trades, building and commercial interests in Portland is an amendment to the "homestead exemptions." At present homesteads, which include homes, are exempt from liens for repairs and alterations. The proposed amendment to section 2, article 23 would make materials furnished on homesteads subject to lien.

Various other changes are being mooted out in the weekly meetings of a committee representing the Building Material Credit Men's association, the Builders' Exchange, the Realty board, the Labor council, the Portland Owners association.

An amendment has been framed providing for the repeal of legislation of the last session, making it necessary for dealers to send a duplicate statement of each delivery of materials to the owner. The proposed amendment provides that the dealer can protect his lien rights by simply notifying the owner within five days after the first delivery. A law making it necessary to notify the owner ten days before filing foreclosure on a lien is also provided.

By the present law an owner can place a sign on his property stating that it is not subject to lien. A recommendation has been framed providing that in order to make such notice effective it must be on the property ten consecutive days after construction has been started, or the alternative of making it a matter of record at the courthouse that the property is not subject to lien unless ordered by or with the consent of the owner.

The committee is also considering a recommendation regarding the law pertaining to bonds on municipal work. The present law provides that bonding companies are not released from responsibility for six years after the completion of any work. The proposed law, which as yet has not been whipped into definite form, will probably provide that such responsibility cease one year after the completion of work.

Within two weeks the work of the committee will be in final form, and will be submitted by the organizations jointly at the next session of the legislature.

Mounted Cavalry.

From the Philadelphia Ledger.

Cavalry has had so little to do in the later phases of the war that it is not in the least surprising to find in a Berlin bulletin the announcement that "British cavalry, mounted on horseback, entered the combat!"