

RECLAMATION OF ARID LANDS SHOWS GREAT ADVANCE IN 3 YEARS

Aggressive Policy of Wilson Administration Has Been Productive of Results.

36 MILLIONS EXPENDED

Alm Has Been to Bring Under Cultivation Largest Possible Area in Shortest Time.

Washington, Aug. 26.—Irrigation work under the reclamation laws has been pushed more rapidly by the Wilson administration than ever before. The determined policy of Secretary Lane has been to push to completion as rapidly as possible all projects under way, to finish the work undertaken and bring into productive use the largest possible available area in the shortest possible time. During the three fiscal years of his term there has been expended in pursuance of the policy \$36,167,429.15, an average of over \$12,000,000 a year. During the preceding ten years the total gross expenditures amounted to \$81,750,288.50, an average of less than \$8,000,000 a year. In 1910 congress provided an appropriation of \$20,000,000 "to enable the secretary of the interior to complete government reclamation projects heretofore begun." Not one dollar of this appropriation had been put to the use for which it was made, when the present administration came into office, but now it has been so largely drawn upon for the purposes intended that the projects appropriated for are rapidly nearing completion and will soon be completed if the policies of the Wilson administration are adhered to.

What the Figures Show.
The following table shows by states the receipts and expenditures for the reclamation fund from March, 1913, to May 31, 1916. The total of expenditures is less than for the period above stated because the period covered is shorter.

State	Expenditures	Miscellaneous Receipts	Receipts from Land Sales
Arizona	\$4,020,043.53	\$1,532,823.86	\$306,208.23
California	587,720.19	158,749.14	948,685.76
Colorado	3,376,449.76	2,257,830.82	1,200,008.25
Idaho	6,436,762.02	1,846,716.79	692,624.13
Kansas	552,641.51	191,471.47	55,350.98
Montana	6,971,531.91	401,111.92	3,191,437.83
Nebraska	1,357,000.72	306,821.76	220,176.68
Nevada	1,115,597.86	276,983.24	132,244.85
New Mexico	2,842,930.91	775,880.65	14,403.42
North Dakota	172,806.59	97,304.43	355,106.33
Oklahoma	8,240,615.44	320,757.32	583,502.93
Oregon	1,273,945.44	212,809.82	520,169.43
South Dakota	461,393.80	119,461.75	428,666.00
Tal	910,461.75	1,072,355.98	428,666.00
Washington	2,243,930.91	367,908.67	769,757.72
Wyoming	1,254,492.20	120,866.92	
Texas	1,745,650.43		
Total	\$34,574,974.78	\$7,476,021.43	\$10,852,288.50

A Million Acres Irrigated.

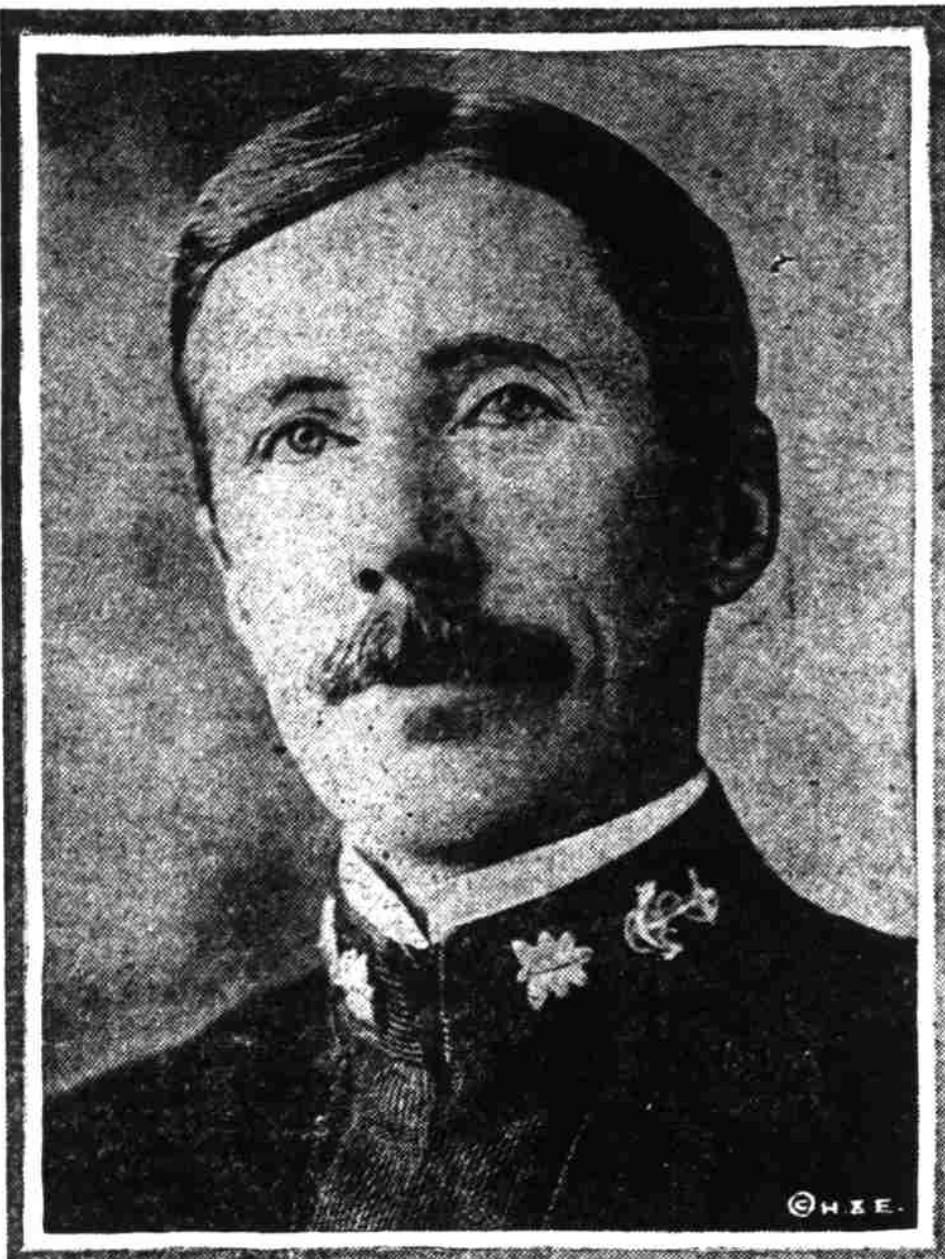
Work on reclamation projects has been pushed forward since 1913, nearly doubling the area watered and cropped until today almost a million acres of arid lands are thus being irrigated and yielding crops already worth upwards of \$20,000,000 per year, a production exceeding that of a number of eastern states.

Three large projects, built through the medium of the United States reclamation service, include some engineering achievements unexcelled throughout the world. Two mammoth dams are among the recent works, were completed in 1916. The Arrowrock dam on the Boise river, Idaho, is the highest in the world. The Elephant Butte dam on the Rio Grande, New Mexico, forms the largest of all irrigation reservoirs.

The Arrowrock dam is a massive concrete structure rising 350 feet from its connection with bed rock and spanning the river in a slight curve 1075 feet long at the crest. Despite the inaccessibility of the site, which made necessary the construction and operation of a 17-mile railroad, the dam and appurtenant works were built with economy and despatch, saving over \$2,000,000 and a year's time under the estimates for the work. The dam stores the floods of Boise river for use as needed on the irrigated lands near the capital city of the state. Nearly 200,000 acres are covered by the canal systems in the vicinity of Boise.

On the Rio Grande another engineering monument has been erected by the government engineers. Here the Elephant Butte dam, 300 feet high and 1250 feet along the crest, forms a reservoir with a capacity of 2,633,800 acre-feet, or over 850,000,000,000 gallons.

NAVAL ATTACHE AT LONDON



Captain W. D. McDougall, formerly of the president's yacht Mayflower, but recently on duty at the naval observatory, who has been assigned to duty in London as naval attache of the United States embassy, succeeding Commander Powers Symington. Captain McDougall's father, the late General Clinton McDougall, was several years ago a member of congress from New York.

AMERICAN MERCHANT MARINE AT DAWN OF REAL RESTORATION

After Half Century of Stagnation, Sea Carrying Trade Shows a Marked Revival.

FAVORABLE LEGISLATION

Wilson Administration Scores Some Noteworthy Accomplishments on Behalf of Shipping.

Washington, Aug. 26.—Under President Wilson the United States has become the foremost shipbuilding country of the world.

After 50 years of stagnation and decline, the American merchant marine has turned at last to face the dawn of restoration. Here is a significant list of infallible signs taken from statistics supplied by the commissioner of navigation, department of commerce.

Under the American ship registry act of 1914, which removed the restriction as to the country of a ship's construction, there have been added to American registry over 100,000 tons, which now carry American commerce under the American flag.

On July 1, 1916, American registry of ocean merchantmen covered, in round numbers, 2,100,000 gross tons, as compared with 930,000 on the same date in 1912—an increase of 126 per cent in four years' time.

On July 1, moreover, there were building in American ship yards steel merchantmen of 1,235,000 tons, as compared with 271,000 tons on the same date in 1912. In this case, the increase is over 350 per cent. Froth of timid Republican orators that free American registry would injure American ship yards, are blown to the winds.

As against 1,235,000 steel tonnage under construction in American yards on July 1, the record construction of Germany was 920,000 in 1914; and while the United Kingdom has recorded a greater tonnage up to 1,400,000 tons, its construction last year was 650,919 tons.

Merchant Marine in Ascendancy.
There are reasons why America will retain this position: First, the United States is the greatest producer of steel in the world—manufacturing more than the United Kingdom and Germany combined—and the price of American ship plates is lower than in Great Britain, the chief competitor.

Second, steel shipbuilding is closely analogous to two industries in which Americans have easily stood at the forefront for years, namely, steel bridge building and locomotive construction. The United States is now building steel ships for all corners, just as formerly it built bridges and locomotives for the world.

From 1901 to 1912 only 6 per cent to 10 per cent of the water borne exports of the United States was carried in American vessels.

For the fiscal year ending June 30, 1916, this percentage is increased to 13 per cent.

In 1912, American imports carried in American vessels amounted to 11 per cent of the total. For the fiscal year ending June 30, 1916, this percentage rises to 22 per cent—or just double the 1912 record.

The total American vessel tonnage entering American ports during the fiscal year just closed under President Wilson reaches 18,000,000 against 11,257,000 four years ago under President Taft. The vessel tonnage increase is therefore 60 per cent, while the cargo increase of these vessels is 100 per cent; which indicates that, under the present commercial prosperity and greater freedom from restrictive tariff and navigation laws, the vessels are getting heavier cargoes.

In the Interest of Shipping.
Principal of the administration's accomplishments in behalf of shipping are:

The seamen's law.
The ship registry act.
The creation of the war risk bureau in the treasury department.

The Hardy officering act.
Provisions for greater safety of life at sea agreed to by the other great maritime powers of the world.

Congress has authorized President Wilson to call or participate in conference of the powers upon the subject.

The loss of the Titanic on April 14, 1912, resulted in the loss of 1517 lives and created an international demand for greater safety of life at sea. Congress passed a joint resolution authorizing the president to call or participate in an international conference on safety of life at sea, which became a law June 12, 1912. Great Britain later called the conference, which met in London from November 12, 1913, to January 20, 1914. This conference was participated in by the United States, Great Britain, France, Germany and nine other nations.

Representative J. W. Alexander, chairman of the committee on the merchant marine and fisheries, was chairman of the American delegation appointed by President Wilson. There resulted a convention between the nations participating, which provides:

1. For the establishment in the North Atlantic ocean by the United States of an ice patrol service, which goes far to assure safety of navigation in the vicinity of ice.

2. For the construction of more seaworthy vessels and for carrying on passenger ships radio outfits, life saving appliances and fire protection equipment.

Provisions for Greater Safety.
Safety certificates issued under the authority of a contracting state shall be accepted by the governments of the other contracting states for all the purposes covered by the convention.

The loss of the Titanic called the attention to the inadequacy of life saving appliances on the ill-fated ship, and the lack of skilled men to handle them. The convention makes elaborate provisions with regard to life boats, life rafts and life preservers.

The life boats and life rafts must conform to certain standards. The convention was ratified by the senate of the United States in December, 1914, and steps were being taken to carry it into effect when the war in Europe suspended further action by the belligerent nations.

The seamen have been knocking at the door of congress for many years while the Republican party had been in power to secure such legislation, but without avail. The Democratic party secured control of the house of representatives in the 62d congress and the Democratic house and Republican senate passed the seamen's bill. It was pocketed by President Taft and never became a law.

In 1913, at the beginning of President Wilson's administration, the bill was reintroduced in the senate and house, both bodies being controlled by the Democrats. The bill passed, and was approved by the president on

BABY HOME TAG DAY WILL BE CONDUCTED ON SEPTEMBER 2

Albertina Kerr Home and the Louise Home Are to Be the Beneficiaries of the Sale.

"Mr. doctor, lawyer, merchant, chief—please buy a tag! Yes, and please have your wife, mother, sister, daughter and friends buy them, too. There are thirty-one little babies in the Albertina Kerr Home that will coo and smile their thanks—if you could only see them do it. Dear little blue-eyed, golden-haired cherubs or dark-eyed, dark-haired babes—all sweet and young and all helpless, that is unless you will help them."

Some of them will never know who their fathers were, some have lost their mothers and a few have lost both parents. But all are given the same loving care and attention they would receive if they belonged in reality to the matron and nurses who look after them.

Day and Night Nursery.
The Albertina Kerr Home is located in two buildings on Fourteenth street, south of Washington, donated through the kindness of Alexander Kerr and maintained by private subscription and donations. It is a day and night nursery which cares for children whose parents cannot keep them at home.

If the father deserts his family or the mother dies, the little baby may be placed in this home and kept there such time as the family is reunited or the remaining parent is able to care for the child.

"It is our aim," said Miss Bennett, the matron, with a sympathetic smile, to place the babies back with their own parents whenever possible. That is the natural and desirable arrangement. We like to feel that we are caring for them just temporarily—even though they remain here two years. Sometimes children are placed in institutions and in many instances they are adopted.

Girls Are Popular.
At present girls are exceedingly popular. We are not able to supply the demand. Just then little Georgia, a tiny twin baby who appears about six weeks' old, but is four months—required her attention. Georgia is a newcomer and they hope to fatten her up a bit and have her become more nearly normal in size in a short time. Miss Bennett pointed with pride to several little tots who had come to them puny and half-starved and were now blossoming forth into lovely, chubby babyhood.

There are a few feeble-minded babies in the nursery and larger quarters are needed so they could be segregated.

Eight nurses care for the babies and there are weekly classes held for the young women who are interested in scientific baby nursing.

The Albertina Kerr Nursery is maintained by the same people who support the Louise Home for delinquent girls and abandoned mothers, and after positions are secured for the mothers, the babies are kept in the nursery.

Sharpshooter Long Wanted Is Caught

Cocchet, of Tyrolean Fame, Whose Victims Were Many, Is Captured by the Italians.

Venice, Aug. 26.—(I. N. S.)—Cocchet, a famous Tyrolean sharpshooter and chamois hunter, who since the beginning of the war has exercised his skill from lofty points of vantage, singling out particular Italian officers or soldiers, has been captured.

It was boasted by the Austrians that Cocchet had shot down 180 men in a year. Among his victims was General Cantova. It is asserted. The general was killed while riding at the head of his troops below the Ala in the first month of the war. Cocchet is treated like any other prisoner.

March 4, 1915, redeeming the pledge of the party platform, and the demands of the Federation of Labor for this remedial legislation in the interest of this long neglected class of seafaring men, as well as to make greater provision for the safety of those who "go down to the sea in ships."

The war in Europe began early in August, 1914. The effect on American commerce for the time being was disastrous. To meet the conditions of the act of August 18, 1914, was passed admitting foreign built ships to American registry for the foreign trade, and the president was authorized whenever in his discretion the needs of our foreign commerce might require, to suspend by order, so far and for such length of time as he might deem desirable the law prescribing that owners of vessels for the foreign trade should be citizens of the United States.

The war in Europe developed another situation which demanded prompt and heroic treatment. Several belligerents issued decrees making provision for war risk insurance on

their own merchant fleets and forbade their insurance companies from writing such insurance on enemy vessels or neutral ships.

War Risk Insurance Provided.
To meet this situation and respond to the urgent demand of the great commercial and shipping interests of our country, an act to authorize the establishment of a "bureau of war risk insurance in the treasury department was passed by the congress, approved by the president, and became a law September 2, 1914.

An appropriation of \$5,000,000 was made for the purpose of paying the losses accrued under the provisions of the act, and a further appropriation of \$100,000 was granted for the payment of expenses of the establishment and maintenance of the bureau. The law has proven of the greatest benefit to our shipping in the foreign trade. Instead of being a burden on the treasury, the net premiums received on war risk insurance policies issued exceed the losses by over \$2,000,000, as shown

by the most recent treasury statement on the subject.

The Hardy officering act became a law March 3, 1913, and requires all vessels of 1000 gross tons or over, propelled by machinery to have in their service and on board three licensed mates, who shall stand in three watches while such vessels are being navigated unless such vessels are engaged in a run of less than 400 miles from the port of departure to the port of final destination. Then such vessels shall have two licensed mates and every vessel of 200 gross tons and less than 1000 gross tons, propelled by machinery, shall have two licensed mates, and so forth.

This law corrects an evil which had long existed. Officers, mates and pilots on many ocean going vessels were compelled to go to sea and stand a watch after having been continuously on duty for long periods while the vessel was taking on cargo and were in no condition physically to properly discharge their duties.

Will Stage Pageant In Laurelhurst Park

Scene From Fairyland Will Be Given Wednesday With Basket Picnic and Band Concert in the Evening.

On Wednesday afternoon at 4 o'clock the children of Laurelhurst playground will be seen in a fairy pageant on the green at Laurelhurst park.

The pageant will represent an hour in "Fairyland." The fairy king and queen will hold court and all the fairies, flowers, butterflies and bats will dance before the royal throne.

Miss Mildred Bartholomew, the Laurelhurst playground director, is directing the dances, and Miss Aileen Brong is directing the pageant.

As a prelude to the fairy pageant the Boy Scouts will drill.

All who come are invited to bring basket suppers and remain for the band concert in the evening.

Until Wednesday Night Only

BESSIE LOVE



"Hell-to-Pay-Austin"

A New Triangle Play

"Hell-to-Pay" was the nickname they gave him back in the Northwestern Mining Camp, because that was what happened when his orders were carried out promptly. He could lick any man in the camp, but his little adopted daughter—Bessie Love—ruled him with one finger.

If you want to see a TRIANGLE PLAY that is real—a picture that makes you feel you were a part of the great Northwest yourself—you should see "Hell-to-Pay Austin." You'll love little Bessie Love, and Wilfred Lucas will impress you as a REAL man.

Shown at this theatre tonight, until Wednesday night only.

HELL TO PAY AUSTIN

Cast of Characters

"HELL-TO-PAY" AUSTIN..... WILFRED LUCAS
BRIAR ROSE..... BESSIE LOVE
DAD DAWSON, HER FATHER..... RALPH LEWIS
DORIS VALENTINE..... MARY ALDEN
HARRY TRACEY..... EUGENE PALLETTE
JACK DALE..... JAMES O'SHEA
DANIEL MARSTON..... CLYDE HOPKINS
OLD SALLIE..... MARIE WILKINSON
FRED, THE WEAK..... A. D. SEARS
PETER, THE KIND..... WILLIAM H. BROWN
BILL, THE BULLY..... TOM WILSON

Scenic--
Educational
Some Foreign Birds
in Hand Colors

Pills of Peril

Passed by the Pure Food Act—guaranteed to cause an acute attack of laughter for thirty minutes while projected on the screen.

Charles Murray and Louise Fazenda are the chief ingredients.

MACK SENNETT KEYSTONE COMEDY

at the **Columbia**

The Theatre Beautiful

Shows Commence at 10:30 and Every 1 Hour and 30 Minutes Thereafter

Continuous 10:30 a. m. to 11 p. m.

Matinees 10c, Children 5c, Evenings 15c

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FIRST AND WASHINGTON

will move to

SECOND AND MORRISON

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Building Is Now Renovated in Preparation for New Stock

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