

# VANCOUVER WORKERS MUST "GET BUSY" TO BUILD A REAL CITY

### Opportunities Await Only Initiative of Some Live Wires to Start Things Moving.

## THE LOCATION IS IDEAL

Right now seems to be the best time of all to get started on some public improvements.

By Fred Lockley.

Vancouver, Wash., March 17.—There was a time when Vancouver was the largest city in the state of Washington. There was a time when Vancouver looked tolerantly at "that little sawmill town in the big stumps." Seattle, Seattle had to overcome all sorts of obstacles to make a town, while Vancouver could "live off the soldiers."

Vancouver was an established community, located at the crossroads of travel, and ideally located from the standpoint of navigation. It was the logical place for a big city—and is yet, for that matter. Yet the citizenship was such at Seattle that, in spite of all handicaps, it became the metropolis of the state. It takes workers to make a city, and Seattle had the workers. We sometimes say at the "Seattle spirit" and say it is all "hot air and boiler," but it is only the froth and bubbles that float on top. Underneath is the energy and altruism that makes a city.

What Vancouver needs is men of character, vision, energy and altruism to become her civic leaders. The man who gets himself in office to make personal profit, the banker who uses the funds deposited with him to buy delinquent tax titles that pay 15 per cent a year, the man who will sacrifice a thousand dollars of the community's money to make a hundred dollar profit, are not the men we need.

Right now Vancouver has—while times are slow here and property values are low—a wonderful opportunity to make a start toward communal growth. In a previous article I said: "The powers of the port commissioners of the Port of Vancouver are almost limitless, and as a consequence men of unquestioned integrity and executive ability should be selected as port commissioners."

"If the port commissioners are not working for their own enrichment, and are self-seeking men, in addition to the best interests of the city and the district, there is no reason why Vancouver should not utilize the powers conferred upon the port commissioners by securing the first unit of a public dock, a deepened channel for Vancouver less than four miles from a 30-foot channel to the sea—ground for the location of industrial enterprises and shipping."

All port districts organized under the provisions of the Washington law are authorized to acquire by purchase or condemnation both all the property rights, leases or agreements necessary for the use and purposes of the port district, and to exercise the right of eminent domain, so far as the law empowers the making of a title that is used will unlock the treasure house, is Vancouver going to use it or will it dream of it?

Opportunity is knocking at Vancouver's door. Right now an alert and progressive board of port commissioners can secure two miles of waterfront property below the railroad bridge for the use of industrial enterprises. Vancouver to become prosperous must become a payroll city. To do this she must have factories and other industrial enterprises located here. To get them here inducements must be made such as the offering of factory sites at a low rental on a long time lease. Where will a woolen mill, a furniture factory, a flouring mill, a land plaster factory or a sawmill find a better site than on the banks of the Columbia river in the midst of a district ready and anxious to buy its output?

**Saw Gypsum Mine.**  
Two or three years ago I went through a gypsum mine located on an island off the Alaskan coast. Hundreds of thousands of tons of gypsum were blocked out in the underground galleries. Ships going north with cargo stopped on the Alaskan coast. Hundreds of tons of gypsum which, though it paid a low freight rate, served as ballast and helped out the revenue of the southbound trip. Gypsum is ground up into land plaster and is also used in the making of cement. Is there any good reason why there should not be a gypsum grinding mill on the banks of the Columbia at Vancouver? It is one of the links of the chain that would help to establish a ship line to Alaska. The price of the mill could be sold here in southwestern Washington to the great benefit of the worn out or sold land of this district.

The first thing to be done toward securing the land below the railroad bridge for an industrial center is to ascertain the prices asked. If the price is reasonable let the port commissioners take an option upon it. If the owners hold their land at an unreasonable or excessive price condemnation proceedings will secure the land for the

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**Benetol**  
Goes for Visit East.  
Herman G. Kreiss, designer for the Hudson Bay Fur company, left last week for New York, to be gone about five weeks.

port of Vancouver at a reasonable price. The very fact that—if there are any hold up artists among the property owners—the land can be secured by condemnation for port purposes will induce them to set a reasonable price upon their land. The port commissioners can acquire this land for port purposes and until it is needed for an extensive system of wharves, which is far in the future, can be leased to factories on 10 or 15 year leases at a low rental. The good of the whole district would be thus secured and the former owners of the property would share in the general prosperity brought about by putting the idle waterfront property into beneficial use.

**Area Is Shown.**  
Here is a list of the tracts along the waterfront, secured by going over the blue prints with the county assessor. The list shows the name of the owner, the acreage and the assessed valuation. It also shows the ownership of the tidelands in front of the property.

The first tract below the railroad bridge is owned by the O. W. R. & N. Co., and consists of 29 acres of upland and seven tenths of an acre of tideland. The tract has a frontage on the river of 219 feet. The 29 acres of improved land is assessed at \$5480, while the tideland is assessed at \$1400. The total assessed value is \$6880. Can they be bought for 10 times the assessment value?

The next tract is owned by B. C. Matheson. The frontage is 402 feet; 12.4 acres upland, assessed \$290. One acre tideland, assessed \$1000. George Whipple, 402 feet frontage; 25.5 acres upland, assessed \$4210; 1 acre tideland, assessed \$1000. American Canning company, 804 feet frontage; 5.6 acres, \$1260; 2.4 acres tideland, \$1800.

John A. Dahlstrom, 1124 feet frontage; 141 acres land, assessed \$18,710; buildings, \$1200; 6.1 acres of tideland, \$3050.

Beard Fruit company, 381 feet frontage; 30 acres, \$4150; 2.5 acres tidelands, \$850. Fifteen acre tract owned jointly as follows: C. C. Gridley, one fourth interest; Henry Cross, one fourth interest; Corva A. Dahlstrom, one fourth interest; 368 feet frontage, assessed \$2020.

Hamilton & Co., 548 feet frontage, five acres, \$900; 1.72 acres tidelands, \$550. Robert Stoller, frontage, 208 feet; 48 of an acre, \$385; .77 of an acre tideland, \$385. J. J. Kerr and Carrie E. Lieber, equal owners; frontage 1875 feet; 12 acres, \$1800; 5.5 acres tideland, \$2730. Joseph Mulligan, 3540 feet frontage; 21 acres, \$1610.

E. M. Rowley, 1650 feet frontage; 100 acres, \$8400. S. P. & S. Ry., 4600 feet frontage; 20 acres, \$13,600. The prices on these tracts varies from about three times the assessed valuation to more than 10 times the assessor's figures. Vancouver has it in her own power right now to lay the foundation stone for her future growth and prosperity if she will act.

If the people should want any of this property for public purposes, the price asked for it, would immediately rise at least 500 per cent over the present assessed value.

**ELDERLY COUPLE, IN SPITE OF OBSTACLES, ARE HAPPILY WED**  
Even Sheriff Didn't Stop the Ceremony to Which Woman's Son Objected.

Salem, Or., March 17.—In spite of the strenuous efforts of her son to prevent it, Mrs. Lucinda Briggs, 70 years old, became the bride yesterday afternoon of Sam M. Martin, 67, both of Stayton.

Just before the marriage license was issued to the elderly couple, the sheriff served on Mrs. Briggs a citation to appear before County Judge Bushey in proceedings brought by her son, J. F. Mack, to have a guardian appointed for her. A few minutes later Judge Bushey performed the marriage ceremony for them.

Also shortly before the marriage Mr. Martin was arrested on complaint of Mack on a charge of carrying concealed weapons. He was released on \$50 bail and his case will come before Justice of the Peace Webster.

But in spite of these annoyances the couple carried out their intentions to marry. The bride is reputed to be worth about \$30,000, most of which is in cash. The bridegroom is said to be a spiritualist.

For some time, according to reports made to the officers, Martin has been receiving threatening letters, and recently received through the mail a miniature hangman's noose. It is said this is what induced him to buy a revolver, which resulted in his arrest on the charge of carrying a concealed weapon.

Hearing on the petition to have a guardian appointed for Mrs. Briggs, now Mrs. Martin, will be held March 22.

**Brooks Store Robbed.**  
Salem, Or., March 17.—Howard Ramp's store at Brooks was burglarized last night, according to word received today by Sheriff Needham. A small amount of money was taken from the till and a quantity of merchandise was carried away. No arrests have been made.

**Student Vaudeville Is Marked Success**  
Hawaiian Dancing, Cartooning, Readings, Instrumental Numbers Given at High School of Commerce Affair.

# TWENTY SUBMARINES WILL BE BUILT UPON PACIFIC COAST SOON

### Cost as Fixed in Law Must Not Exceed the Cost on Atlantic, Plus the Freight, COST OF EACH, \$1,300,000

## All Are of Coast Type, of 80 Tons, and No Sea Going Divers Are Included in the List.

Washington, March 17.—(WASHINGTON BUREAU OF THE JOURNAL)—Twenty coast submarines are to be constructed in Pacific coast yards "at once" under the terms of the navy bill recently passed by congress.

The instruction for building on the Pacific coast is subject to one qualification. The cost there must not exceed that of the Atlantic coast, plus the expense of transportation from one seaboard to the other.

The secretary of the navy may have the submarines built at private yards under contract, or in the government yards at Mare Island and Puget Sound. The usual practice is to call for bids and award most of the work to private bidders, as the facilities of the government are limited.

**Authorizes Use of \$12,000,000**  
Another part of the act, however, authorizes the navy to purchase for equipment of navy yards, in any part of the country, if contracts cannot be made for expeditious construction at a fair and reasonable price.

The 20 submarines are to have a displacement of about 800 tons each and cost not over \$1,300,000 each, exclusive of armament. An initial appropriation of \$12,000,000 is made by the new law for the work.

The submarines referred to are additional to 18 others which were authorized in the Atlantic coast bill, but not yet begun. These are also to be of the 800-ton class, with the same limit, and it is assumed they will be built on the Atlantic coast. Congress decided in favor of the coast type, and did not authorize any of the long-distance, sea-going kind.

**Coast Is Favored.**  
The sum appropriated for immediate use for building submarines is much larger for the Pacific coast flotilla than for the Atlantic. For the 18 submarines heretofore authorized the appropriation "on account" is \$6,115,170, while for the 20 to be built on the Pacific \$13,000,000 is made available.

It is expected that the navy department will soon invite bids from Pacific coast plants that wish to undertake submarine construction. As the enlarged naval program for ships of larger tonnage, including battleships and cruisers, is already crowding many of the yards where vessels for the navy usually are built, the unusual flock of submarines and destroyers will give a good chance for all Pacific coast yards that are fitted for such work.

**Provisions for "Speeding Up"**  
The bill contains numerous provisions for speeding up in case a national emergency is proclaimed by the president. In that case he may place a compulsory order with any navy yard capable of building vessels for the government, and may commandeer the plants if government work is not given precedence according to his order.

A fund of \$115,000,000 is made especially available to enable the president to secure expeditious delivery of materials, equipment and munitions, and for the construction of additional destroyers, submarine chasers and other small naval craft, aircraft, guns and ammunition.

**Smuggling Made Excuse.**  
Washington, March 17.—Danger of smuggling in Chinese, opium, liquor, immoral characters and other undesirable people or commodities was urged by Representative Hawley in a hearing before the house committee on merchant marine as the great reason for continuing in force the law that requires Portland-bound vessels to stop and file manifests at Astoria.

Representative McArthur, who appeared in support of the bill, argued that any dangers of this sort can be amply provided against without requiring ship masters to deliver copies of their manifests at the same time relieving shippers of the delays and expense to which they are at present subjected.

McArthur was given permission to file with the committee data from collector Thomas Carrick Burke concerning the situation and the committee came to no conclusion. McArthur wants the committee to report Senator Lane's bill repealing the present Astoria restrictions, which recently passed the senate.

**Big Preparedness Conference Held**  
People of Marshfield Join in Defense Rally and Banquet and Meeting Gets Specially Behind President Wilson.

Marshfield, Or., March 17.—A big preparedness conference was held in Marshfield last night and was attended by about 300 men from all cities in the county. The event was at the army of the eleventh company, Coast artillery, O. N. G., and the proceeds go to the organization. The wives and women friends of the company served a banquet at 8:30 o'clock which was followed by speaking. A resolution was passed putting the assembly under the government of Coos Bay, advancement of good roads on the coast for military and commercial purposes and the building of a \$40,000 school for the coast artillery company. The state has appropriated \$20,000 and the county will be asked to give a like amount.

The Marshfield Chamber of Commerce and was the largest public affair of the kind held on Coos bay in the last year.

# Employees Urged to Join Army Reserve

### Object Is to Facilitate Government Control of Railways in Case of War, But Not Otherwise.

San Francisco, Cal., March 17.—(U. P.)—That representatives of the United States army have been urging the railroads of the country to persuade their employees to enlist in the federal reserve corps was the declaration of officials yesterday afternoon. It was stated at the Southern Pacific headquarters that government officers have enlisted the aid of the officials, saying that if all railroad employees were in the United States army, in case of war, could take over control of the railroad systems without a hitch and could operate them with military efficiency as a part of the United States army service. No effort has been made to enlist railroad men in the active army.

Many railroads have joined the reserve corps, but it is pointed out that under their oath of enlistment they cannot be called upon for army service except in case of actual war.

# BAKER WITHOUT COAL; IN STRIKE TOWNSFOLK WOULD SUFFER MUCH

### One Car Only, Railroad Fuel, Is on Hand, Although Six Are to Arrive on Sunday.

Baker, Or., March 17.—No coal arrived here and in the event of a railroad strike, Baker would suffer greatly. O. W. Agent Dougherty Friday gave notice that the railroad would not guarantee delivery of freight shipments due to arrive here after Sunday.

Only coal available is one car of railroad fuel, which almost is impossible to use for domestic purposes. The local dealers hope for a lot to get in six cars, en route, which possibly may reach here before Sunday night.

**Car Shortage Hurts Lumber Industries**  
Coupled With Railroad Strike, Situation Threatens to Throw About 1500 Men Out of Work in Bend District.

Bend, Or., March 17.—Owing to the acute shortage of freight cars the Bend, Scanlon Lumber company announced Friday that will shut down its sawmill for a period of three weeks, which affects approximately 200 men in its employ.

As long as it is possible for it to do so the company will operate its logging department and departments for finished lumber. The Shevlin-Hixon company reports conditions at its exceptionally grave so far as the operation of its plant is concerned.

This situation, coupled with the threatened railroad strike, may mean throwing approximately 1500 men out of employment in the local lumber plants.

**Rotary Club Gives Wheelwright Support**  
The directors of the Rotary club voted Friday night to do everything in the power of the club to secure the appointment of W. D. Wheelwright of Portland as ambassador to Japan. The project was initiated by Walter O. Haines at the club's last regular meeting, Tuesday, J. L. Wright, secretary of the club, will write Mr. Wheelwright, advising him and suggesting a continuing in force the law that requires Portland-bound vessels to stop and file manifests at Astoria.

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# ROSE FESTIVAL FUND PLEDGES ARE MADE IN EXCESS OF \$1800

### Rousing Enthusiasm Features Meeting of Delegates to the Festival Auxiliary.

## DIRECTORS ARE ELECTED

Twelve Persons, Including One Woman, Are Named; Fund of \$16,000 Sought by the Campaigners.

With a burst of enthusiasm, delegates to the Rose Festival auxiliary Friday night pledged \$1800 and additional indefinite sums to the festival fund before choosing the 12 festival directors. E. E. Larimore, L. M. Lepper, A. C. McMicken, William McMurray, Gus C. Moser, W. P. Pieroni, Dr. Alan Welch Smith and J. O. Wilson were elected festival directors.

The first cash contribution to festival expense came from Senator H. A. Smith of Gresham. The amount was \$10. The first pledge came from Ferdinand E. Reed, president of the Laurelbush club, who said that enterprising organization would be responsible for at least \$250.

The largest pledge came from the Hotel Men's association through E. K. Larimore, manager of the Oregon Hotel men will give at least \$1000 cash, he said.

The next largest pledge last night was from Secretary Kent of the Portland Caterers' Social club, who said the organization's contribution would not fall below \$300.

S. C. Bratton, president, pledged \$100 for the Portland Ad club. Paul E. Struck pledged \$10 personally; H. J. Blaessing, \$25; Western Farquhar Machinery company, \$10; L. M. Lepper, \$25 for Greater East Side Improvement association and \$25 for the Sunnyside association; L. S. Kaiser, \$10; William Adams, \$5; Mrs. E. J. Steel, \$5; Mrs. C. I. Seranus for the Sellwood Rose and Floral society, \$10; Arleta camp, W. O. W., \$25 at least; Rosary nursery, \$5. Many of the other organizations represented pledged indefinite amounts.

O. C. Bortzmeier presented the report of last year's festival board as

# Timber Operators Are Damaging Lakes

### Game Commission Is Notified That Sawdust Is Allowed to Sift Into Southwestern Lakes.

Merrill O. Evans, assistant state leader of county agricultural agents, brought to the attention of the fish and game commission today the fact that timber operators are sawing logs on Lakes Ten Mile, Tahkenitch and Tallutoos in southwestern Oregon and allowing the sawdust to settle in the water. Mr. Evans was of the impression that the harm done the fish by depositing the sawdust in the water was forbidden by law. He was assured that the game and fish wardens in that part of the state would be notified.

"The lakes of southwestern Oregon are among the most beautiful in the state," said Mr. Evans, "but through timber operations their shores are being denuded and defaced. It seems to me the timber interests might be induced to conserve this natural beauty which might be turned to better account for summer homes than for timber."

# Western Union Men On Inspection Tour

### Four Important Officials of the Western Union Telegraph Company on the Pacific Coast are in Portland today on a general tour of inspection.

They are B. L. Brooks, division traffic manager at San Francisco; E. G. LaBadie, division traffic engineer at San Francisco; A. W. Douglas, division vice chief, San Francisco, and W. F. Schwandt, division traffic supervisor, Seattle. The party is at the Hotel Multnomah.

# Teutons Place Diver Zone Around Africa

Stockholm, March 17.—(L. N. S.)—South African waters and the waters around Ceylon have been included in the zones of unrestricted U-boat and mine warfare by the Germans, according to a Berlin dispatch.

Mr. Strahorn has not yet announced what he believes Portland's proportion of the general cost should be, but it is expected that he will have his figures ready to put out shortly after his return from Bend.

When writing to or calling on advertisers, please mention The Journal. (Adv.)

# ACTUAL CONSTRUCTION OF STRAHORN ROAD TO START IN FEW WEEKS

### Railroad Builder, Here on Way to Bend, Makes Definite Announcement of Plans.

Actual construction work on the Oregon, California & Eastern railway will be started within the next few weeks. Klamath Falls has concluded preliminaries for the sale of its \$200,000 bond issue. Materials have been arranged for by Robert E. Strahorn, president and projector of the developing railway.

Mr. Strahorn was in an optimistic mood when he reached Portland Friday afternoon for a few hours on his way to Bend to attend the opening of the new Pilot Butte hotel. He has been in California for some time for the sake of Mrs. Strahorn's health.

"Delays have been clearing up so rapidly at Klamath Falls that I am almost justified in making a definite announcement regarding the opening of the work," said Mr. Strahorn. "I have been looking after the problem of gathering materials. I have found that the price has advanced so rapidly during the last few weeks that construction costs will be much heavier than had been figured on. The line from Klamath Falls to Dairy will be the first constructed. That will give us a start that should be followed up rapidly."

"While I am at Bend I hope to clear up many of the details at that end and upon my return we will be ready to start the Portland campaign."

This campaign is for the raising of funds to become the nucleus of the general financial scheme for the construction of the entire 400 miles of line connecting up the great interior empire of Oregon with the outside world. Many conferences have been held regarding the means to be pursued, the Portland railroad committee having discussed ways and means for several weeks.

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A strike in the United States would put Canadian railroads out of business in three days because of inability of our railroads to obtain coal. The Grand Trunk railroad today announced an embargo on all freight except fuel coal, consigned to the company.

# Mayor of Astoria To Boost Portland

### F. C. Harley, on Eastern Trip, Will Aid Campaign to Bring Greeters Here; for the 1918 Convention.

F. C. Harley, mayor of Astoria, is to leave soon on an extended eastern trip. He will visit many cities and stop at leading hotels. After his name on hotel registers he will write: "F. C. Harley and wife, 1918." The following dialogue will then ensue: Hotel Clerk—What does 1918 stand for, Mr. Harley?

Mr. Harley—I assume that you are a Greeter, and so 1918 is written to call your attention to the fact that Portland, Or., wants the 1918 convention of the Greeters of America. The support of yourself and other clerks in this hotel and in your city is asked in helping to get Portland named as the 1918 convention city.

With Mr. Harley's help Portland Greeters hope to get in personal touch with the clerks of other cities in their campaign to bring the big Greeters' convention here next year.

San Francisco has recently bobbed up as a candidate for the convention and every effort will be made to have the Bay City withdraw in favor of Portland, as Portland was first in the field.

The Portland Ad club has rallied behind the Greeters and has impressed upon San Francisco Ad club men that Portland's support of San Francisco's plan to capture the 1918 world's congress of the Associated Ad Clubs of the world upon the assistance given in inducing San Francisco hotel clerks to retire in favor of Portland.

**Canada Will Suffer If U. S. Strike Is On**  
Transportation Would Be Tied Up Within Three Days, Says High Official of Grand Trunk Railway.

Montreal, Quebec, March 17.—(U. P.)—Canada faces a tie-up of its transportation facilities in case of a strike of American railroads. D. E. Gallaway, assistant to the vice president of the Grand Trunk railway, said last night:

"A strike in the United States would put Canadian railroads out of business in three days because of inability of our railroads to obtain coal. The Grand Trunk railroad today announced an embargo on all freight except fuel coal, consigned to the company."



## Our Ambition Fulfilled Next Monday

FOR months we have planned and worked — for days the work has extended well into the night, but in the enthusiasm of the accomplishment of an ambition the task has been one of pleasure, the fulfillment of which we modestly predict your approval.

The store is perfect in appointment. The service arrangements are supreme—the decorations and color scheme are harmonious and pleasing. The stock is complete—New York's latest productions have been arriving daily, and for months our own furriers have worked with unity of purpose and intensified enthusiasm. For your inspection we have assembled

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of the highest class and most exclusive character. Monday we will be ready. Everything will be in order, and we cordially invite you to attend this opening and inspect our new home, which we have earnestly strived to make "different," with the sincere hope that you will always like the "difference."

# H. Liebes & Company

After Monday, 149-151 Broadway, Near Morrison.