

PRESENT GENERATION MIGHT TAKE LESSONS FROM OLD NAVIGATORS

In the Early Days They Traveled the River to Fairly Good Advantage.

RAILROADS HANDICAPPED

Natural Advantages of Portland and Vancouver Not Enough in Them—selves to Assure Supremacy.

By Fred Lockley. Vancouver, Wash., March 21.—"If the North Bank railroad were independent it would exercise a profound influence on the traffic situation, as it would be the only road owing its sole allegiance to the Columbia river basin," said J. N. Teal recently. "Unfortunately it is not permitted to fulfill its real mission for its operations have always been controlled by the requirements and policies of its parent companies. The same thing is true of the other roads. While they have a friendly feeling for Portland, yet their policies, their requirements and their necessities as they see them have not done justice to Portland's needs. We do not claim that any advantages should have been shown us, but certain influences were strong enough to deprive Portland of its natural rights and advantages, preference being given to other local interests.

What Caused Decline. It is rather interesting to trace the decline of water shipments on the Columbia and the upbuilding of the power and prestige of the railroads. The first railroad construction of consequence into the northwest followed the South bank of the Columbia river. This road on September 10, 1853, made connection with the Northern Pacific railroad at Wallula, the two lines forming the first transcontinental railroad having a terminus at Portland. Great expectations were indulged in when the Spokane, Portland & Seattle railroad was built by the Northern Pacific and the Great Northern along the north bank of the Columbia river, and it is hard to believe that the expectations would have been realized. Portland later became the terminal for three transcontinental roads from the east as well as being the northern terminus of the Southern Pacific.

It seemed that Portland without bestirring herself was bound to become the metropolis of the northwest. Her financial strength, her natural advantages and her trade relations were such that the wealthy men of Portland said "We will get while the getting is good." And they neglected to do what the founders of Portland had done—jealously guard the interests of Portland at all times.

Sent Capital Away. In fact, certain wealthy men of Portland who had made their money in Portland publicly and cold-bloodedly announced that they were putting all of their money into investments in the Puget Sound cities as they could make a quicker turn over there than in Portland.

Vancouver had had the same experience. Men who have made their money here in Vancouver, in spending it here for the upbuilding of Vancouver, have put it out at interest in Portland and elsewhere. In speaking of the belief of the business men of Portland that with their natural advantages all they had to do was to wait and everything would come their way, it had in the past, Mr. Teal well said, that it is about time that Portland and the other communities of the Columbia river basin should realize that self help is more effective than self complacency.

There is no question as to the natural advantages possessed by Portland, Vancouver and the other communities along the Columbia river. The gold mine is of no particular value unless you develop it. It is time we made active use of our natural advantages. It was a time when the advantage was taken of the Columbia river, but that was before the coming of the railroads. It was at a time too when many natural handicaps had to be overcome to make use of water navigation.

First Steamboat Days. The first steamboat to ply the waters of the Columbia above the Cascades was a small iron propelled vessel called the "James P. Flint." Daniel and Putnam Bradford had her hauled up through the Cascade rapids in 1852 to ply between the Cascades and The Dalles. J. C. Ainsworth & Co. built a boat called the "Belle" to run up to the Cascades. Soon thereafter J. C. Van Bergen put on the "Fashion." Then J. S. Ruckie built the "Mountain Buck." In 1856 the Bradford brothers put the "Mary" and the "Wasco" on the run between the Cascades and The Dalles. The following year there was considerable agitation for a boat to be put on the Columbia above The Dalles, but Captain Cram, an army officer, showed that a steamboat could not possibly run above The Dalles so the matter was dropped.

In 1858 R. R. Thompson built a steamer, "The Venture," above the Cascades, but the current was too strong for its engines and it was carried over the falls and considerably damaged. She was repaired and renamed the "Umatilla" and did good service later. During the winter of 1858 R. R. Thompson and Lawrence W. Coe built a steamer above The Dalles called the "Colonel Wright." Captain Cram had declared that no steamer could successfully navigate the Columbia above The Dalles, had to revise his opinion, for the Colonel Wright not only ran to Fort Walla Walla (Wallula) but ran up the river to Priest Rapids and also up the Snake river to Lewiston.

Some Further Development. This same year the "Hassalo" was put on the run between the Cascades and The Dalles while the "Carrie A. Ladd" ran between Portland and the

NEWSPAPER WOMAN WOULD BE DELEGATE



Mrs. Nettie Robbins.

The State Camp, Royal Neighbors of America, will meet today at M. W. A. hall, Eleventh near Stark street, and will be attended by a number of delegates from different parts of Oregon. Mrs. Rose E. Corl of Corvallis will preside as state orator. Among the delegates will be Mrs. Nettie Robbins of Wildwood Camp, Pendleton, a leading candidate for supreme delegate. Mrs. Robbins has been a state delegate for three successive terms, and recorder of her camp in the Round-Up city for the last 12 years. Mrs. Robbins is a newspaper woman well known throughout eastern Oregon.

Cascades. Freight was carried around the portage at the Cascades on the horse railroad on the north bank of the Columbia which was put in by the Bradford brothers in 1852. In 1858 J. C. Van Bergen secured a right-of-way on the Oregon side of the Columbia and put in a tramway. This was later purchased by J. S. Ruckie and Henry Olmstead. To control the business on the river, the Union Transportation company was formed by Ainsworth, Ruckie and Bradford. They owned the "Carrie A. Ladd," the "Senorita," the "Mountain Buck" and the "Belle" as well as five miles of horse propelled railway on the Washington side of the river at the Cascades. They bought the "Independence" and the "Wasco" from Alexander Ankeny and the "Fashion" from the "James P. Flint" from J. C. Van Bergen.

Corporations could not be organized under the Oregon law so the company was incorporated under the name of the Oregon Steam Navigation company by the legislature of the territory of Washington. Later Oregon passed an incorporation act and the company became an Oregon corporation.

Portage in 1861. By 1861 a railroad portage was established on the Oregon side at the Cascades. In 1862 the O. S. N. company bought the down iron rails and on April 20, 1863, the first train was operated over the road. A joint celebration was held on this day, for this marked the opening of traffic of the railway portage from The Dalles to Celilo also. R. R. Thompson and Lawrence Coe joined forces with the O. S. N. company and for years this company had a mint in their river transportation. In 1873 the Oregon Steam Navigation company sold out to the Oregon Navigation company, now the O-W. R. & N. company.

If these early navigators could overcome the obstacles to navigation between the boats to Priest Rapids and up the Snake river, why cannot we, with self propelled barges, a completed Celilo canal, locks at the mouth of the Columbia, a 40-foot channel from Portland to the sea with a short cut coast-to-coast traffic through the Panama canal and with all the grain of the Inland Empire to transport, make a success of water boat transportation?

Have the sons of these early navigators become soft with ease and inherited money that they are unable to emulate the example of their fathers? Isn't it time to be up and doing if we want to bring prosperity to the Columbia river empire?

German Admiralty Reports Ships Sunk

Destruction of 116,000 Tons Gross of Shipping in British Channel, Atlantic Ocean and North Sea Announced.

Berlin, March 21.—(I. N. S.)—Destruction of 116,000 tons gross of shipping in the British Channel, Atlantic and North sea by German submarines was announced by the admiralty yesterday. Among the ships destroyed were the following: British armed steamer Connaught of 2648 tons. British armed three-masted vessel of British tons. British sailing ships Adelaide, Maclean, Abaja, Gazelle and Utopia. British fishing steamers Red Cap and Grazia of 3129 tons. Greek steamer Theodoroff Pangalos of 2838 tons. Norwegian steamers Steeras, Dagvanger, Lars Ferstenaes and These Fagelund. Norwegian sailing ship Hermes.

League Will Support Chamberlain Bill

National Security Organization Decides to Indorse This Bill Rather Than That Prepared by General Staff.

New York, March 21.—(I. N. S.)—The executive committee of the National Security league decided yesterday to support the Chamberlain universal military training bill as more certain of enactment into law than the bill submitted by the United States army general staff. The principal difference between the two is that the general staff bill provides for \$745,000,000 expenditures and 15 months' training, while the other involves a layout of \$155,000,000 with only six months' training.

Released From Jail. Pursuant to a pardon signed by the president and received by federal authorities in Portland, Charles Bertelson, convicted of bringing in liquor from Victoria, B. C., in violation of the United States statute, was released from the county jail Tuesday night.

UNIVERSITY FOR CITY MINUS BOND ISSUE E. G. CRAWFORD AIM

Believes Portland Can Be Made an Intellectual Center After Cincinnati Plan.

WILL CALL ON COUNCIL

Would Have Mayor and Four Commissioners on the Board of Directors Along with School Directors.

Should Portland have a city university? Ed Gart Crawford, president of "Portland university," which he started last year in old Couch school with school board permission, says Portland can have the municipal university, and without a bond issue. Existing institutions, if made units of a general plan and provided with a teaching staff from among eminently capable local men, will constitute a city university, he believes, that will do as much to make Portland an intellectual center as the municipal university of Cincinnati has done for the Ohio city.

Will Seek Council Aid. He intends to call upon the city council to recognize the plan and to appoint the mayor and four commissioners on the board of directors. The five school directors would similarly be directors of the city university. To complete the board he would ask for the appointment of a director representing each of the following: The library association, the art museum, the dental college, the faculty of the medical college, Reed college, the state Sunday school association, the state manager of the Christian Endeavor, and possibly others.

He would like to have the city council arrange class rooms in the municipal auditorium, now nearing completion, install the city museum conveniently and make Will L. Finley, state biologist, head of a city university school of biology. Dr. Drake as Botanist. He would have Dr. J. Francis Drake, a member of the school board, be the advanced instructor in botany, a subject that Dr. Drake has gone into deeply. He would make Thomas Carrick, chief of customs, an instructor in federal finance, and E. A. Beals, head of the Portland office of the weather bureau, head of the school of meteorology. He would like that the art museum will serve as an indispensable adjunct, that the medical school of the University of Oregon can be utilized to advantage in the city university organization, that the central library offers reference facilities to students not excelled by any university library anywhere, and so on down the line.

Would Mean Advanced Education. Mr. Crawford says the proposed university would result in advanced education of a greater proportion of Portland's young people, that it would help set a style of securing education for Oregon work in Oregon and that it would: "Give to young people who may desire to devote themselves to the pursuit of commerce, administration, industry or profession a more thorough training. Train teachers in theory and practice of many of the great departments of learning. Offer opportunity to men and women actively engaged in business or professional life to deepen and widen their knowledge in special branches of commerce, technical or professional study."

Cites Success in Other Cities. "To give city and other officials opportunity to perfect themselves in their special work. To give such a knowledge and training in the trade customs of other nations will aid Portland's efforts for world trade. To offer courses of study in human problems. To open the doors of the city university to young and old."

As an assurance of the success of the enterprise, Mr. Crawford points to the city universities not only of Cincinnati, but of Cleveland, Louisville, Akron, Toledo and New York in the United States, Leeds in England, where leather dyeing and textile industries especially are taught; Sheffield, where metallurgy is a special study, Nottingham, where lacemaking is elevated to the dignity of a profession; Dresden, Düsseldorf, Frankfurt-on-the-Main and Berlin.

School Teachers Are Chosen. Concord, Or., March 21.—Miss Pearl Bailey has been reelected as principal at the Concord school for the year. Miss Inez Bailey has been reelected as teacher of the first four grades.



You may not know What causes those splitting headaches, sudden dizziness, or nausea. It may be entirely your eyes.

Consult Dr. Dallas, so well known here and nationally. A short examination and he will be able to recommend exactly the corrective you need. You will find it economical while obtaining the best.



Second floor, adjoining the ladies' rest room. Sipman Wolfe & Co. Merchandise of Merit Only

Silk fibre sweaters \$6.95 —Just in, showing the new shades of gold, rose, purple and green. —Third floor.

Sipman Wolfe & Co. "Merchandise of Merit Only"

Pictorial Review Patterns —Tell you just the right amount of material to buy—no waste! Easiest to use, newest in style! —Second floor.

Announcing a mighty series of Special sales for Thursday!

—and every item concerned is priced so extremely low that no woman, who delights in buying economically, will be able to resist buying!

Any of these prices would have caused a sensation, even in the days "before-the-war" when selling prices were just about where cost prices are today!

—Because of the extreme lowness of these prices we reserve the right to limit quantities. We will send none C. O. D. or on approval. None will be exchanged and no phone orders accepted.

60x60-in. pure linen table cloths at \$1.69

—We doubt if this value has been equalled in months and months! They're silver bleached cloths—some hemstitched—others neatly hemmed—ready for use.

40-in. thistledown taffeta, Thursday at \$1.69

—You'll have to think hard and fast to recall a shade that is not included in the color card of this remarkable silk at \$1.69 for Thursday.

Exquisite crepe de chine camisoles to go at 79c

—There's no need to dwell on their unusualness, for every woman knows that such dainty things of silk and lace couldn't be made at home for so little!

36 to 40 inch bordered curtainings at 17c yard

—Marquises and scrims in white, cream and ecru, with neat hemstitched borders! It should cause a stir at 17c yard!

Regalste corsets, just 49 samples, priced at \$3.95

—Just one of a kind—but they're in the most exquisite examples of the corset designer's art that we've seen—You'll be wild about them! All sizes from 20 to 30.

8-rib Paragon umbrellas for Thursday only 98c

—Straight-cord loop and English crook-handle umbrellas for both men and women! The coverings are of sturdy waterproof cotton taffeta. While they last 98c.

A wonder lot of fancy hair ornaments to go at 39c

—Stone set and inlaid shell goods that have been priced much more than 39c in regular stock! Included are hairpins—barrettes—side combs and casque combs!

Seconds Men's famous "Notaseme" pure silk sox 35c

—They're seconds, but the imperfections are so slight that you'll have to hunt a long time to find them! Come in black only—all sizes from 9½ to 11½.

Kayser's vests with glove silk tops reduced to 95c

—Women will welcome this news, for these vests have all the beauty of the all silk ones at a mere fraction of the cost! Made in low neck and sleeveless styles. Flesh and white.

Women's pure thread silk stockings, to go at 89c

—Black and colored silk stockings, many of them with fancy clockings! All of them are made with high spliced heels and double soles! Special at 89c.

21-piece tea sets of thin egg shell china, for \$1.95

Stearn's natural rouge, special 18c

Just half price for Thursday! This rouge comes in a dainty little box with small sized chamois!—Two to a customer!



21 Piece Set \$1.95

This illustration shows the pieces included!

—The decorations are in a pretty blue bamboo design! —Only about one hundred sets, so we would advise making selections as early as possible!

—6th Floor—Lipman, Wolfe & Co.

—The Famous Bicycle Playing Cards (while 500 packs last) at 19c.

WHOLE WHEAT AND MALTED BARLEY ARE MADE INTO Grape-Nuts FOOD BY A SKILLFUL BLENDING PROCESS THERE'S HEALTH IN GRAPE-NUTS