

PORTLAND STANDS AS A LOGICAL AND IDEAL TRANS SHIPPING POINT

Great Water Highway Runs by the Very Doors of City; Has Common User.

POSSIBILITIES SUMMED UP

Road to Success Is Pointed Out; Portland and Vancouver Should Work Together in System.

There is a way absolutely within the reach and control of Portland by which this city can turn to economic account the geographic advantages of its position.

There is a way by which Portland can outdistance every competitive port of the Pacific northwest in the cost of handling freight.

There is a way which, if Portland follows it, will make it more profitable for shippers and ships to do business through this than competitive ports.

By the doors of Portland flows the great unused water highway, the Columbia river, with a common user provided by nature and confirmed by national law.

Portland stands at the head of deep sea navigation on that river and at the beginning of steamboat transportation into the interior.

Wagon Roads as Feeders. Wheat carrying barges can be operated on the Columbia river, bringing grain from Wallula and intermediate points to Vancouver or a point opposite on the Columbia river at 2 1/2 to 3 cents less per bushel carrying charges than by rail.

The Oregon and Washington highway commissions can unite in a plan to build wagon roads as feeders to river traffic, extending each road 10 to 50 miles from the Columbia into the producing district.

The counties bordering the Columbia can adopt a uniform port district organization and build for each shipping point a public dock adapted to local needs and strictly utilitarian.

The foregoing constitute the essential units of a Columbia river transportation system. Such a system will not be complete without river carriers, public docks, public roads and truck transportation, and several commissioners have been appointed to prepare plans.

Lord Shaughnessy, president of the Canadian Pacific railway, expresses his opinion as follows which applies in many respects with equal truth to conditions in the United States:

There is too much haphazard employment at the best of times, and with a flood of men having to be placed simultaneously there is a great increased danger of shoving them into places without regard to suitability.

Putting round pegs into square holes does not pay.

Having still some time to prepare, there will be no excuse if we do not devise a scheme of employment which will use a high percentage of each man's capacity, instead of a low percentage.

The man and his employer and the country at large will all gain by this. The man can make most by work that he is interested in, and has skill for.

The industry that he is engaged in prospers by his good work, and the country as a whole prospers or suffers, according to the prosperity or depression of its various industries.

The Canadian national service commission is taking steps to discover the previous trade or calling of each man now under arms, and his intentions or capacity for his future career, at any rate in the line of agriculture. That is the foundation of industry of the whole country. Farming should be made so profitable, by educational and financial aid, and the social conditions of rural life should be so improved, that thousands of men with natural inclinations that way will be attracted to agriculture and will succeed at it."

Portland's Position Ideal. The fact that Portland now stands at the head of deep sea navigation makes it the logical transshipping point. A deep sea ship can carry grain from Portland or Vancouver to the sea for 7 cents a ton. The smaller vessels cannot carry the same commodity for less than 50 cents a ton from Portland or Vancouver to the sea, nor can a rate less than 50 cents a ton be expected from the railroad over the same distance. Thus is indicated a saving of 43 cents a ton by having ships take on cargo at the head of deep water navigation.

It is reasonable to believe that if the railroad cannot haul to the mouth of the river, 100 miles away, for less than 50 cents a ton, it can make a better rate to Seattle 136 miles away.

Common Duties Suggested. The round trip from the mouth of the Columbia to Puget Sound is 699 miles; from the mouth of the river to Portland or Vancouver, 300 miles. The ocean vessel that proceeds to the head of deep water on the Columbia rather than to Puget Sound can make better time, which means much when it comes to the payment of high daily charter rates, and this saving of time and money dovetails attractively with the savings on freight handling that can be brought about by means of a river transportation system.

Portland, Vancouver and the communities of the Columbia basin should join in establishing such a system and make it an enterprise which all will support. The benefits will be so immediate, the increase in port prestige will be so great, that we will be unable to understand why it was not done long ago.

Marrriages Show Decrease. Marysville, Cal., April 7.—Marrriages are falling off in Sutter and Yuba counties and everybody, including the ministers who have been trying most of the "knots," blames the high cost of living. The average annual number of marriages in Yuba county is 111, and in Sutter county 271. So far this year only 18 licenses have been taken out in Yuba and three in Sutter county.

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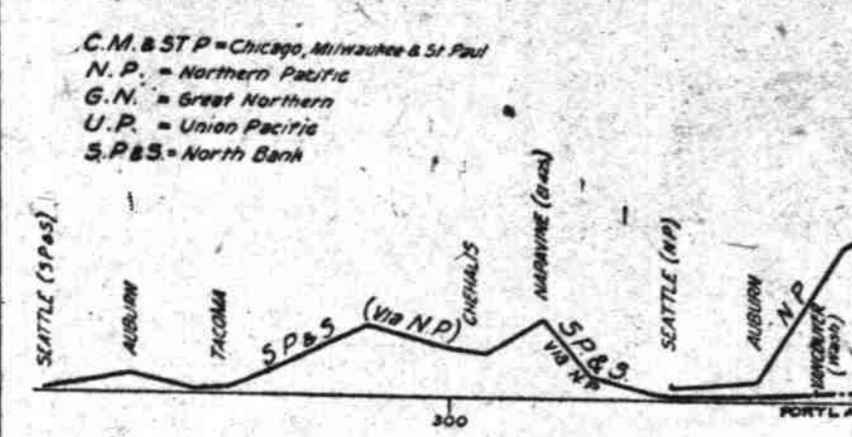
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RAILROAD RATES TO PORTLAND AND PUGET SOUND

Oregon rail rates are based on Washington intrastate rates, admit railroad attorneys. Washington pays less for a longer haul to Puget sound than Oregon pays for a shorter haul to Portland. Facts and figures supporting this statement are given today in one of The Journal's series of transportation editorials. Yet Washington has only mountain routes to Puget sound. Oregon has the gently descending water grade to Portland. Examine the map above. A dotted line marks S. P. & N. P. indicates the water grade to Vancouver and Portland. The zigzag lines indicate the terrific climbs necessitated on every route to Puget sound. The Great Northern must lift its trains 2375 feet high through the Cascade tunnel; the Chicago, Milwaukee & St. Paul must lift its trains 2562 feet high in its Snoqualmie tunnel passage over the mountains. The Northern Pacific must lift its trains 2552 feet high via Stampede tunnel.

For less than a half mile vertical lift for any of the three, yet Portland must pay a railroad rate based on the cost of these steep mountain routes, rather than on the cost of moving a train aided by gravity along the natural water grade route.



PROBLEM OF RETURNED SOLDIERS CONCERNING DOMINION OF CANADA

National Service Commission Undertakes to Ascertain Calling of Men Under Arms

Montreal, April 7.—The problem connected with the handling of returned soldiers and the immigrants from Europe likely to come to the American continent after the war are receiving close attention from Canadian officials. Several commissioners have been appointed to prepare plans.

Lord Shaughnessy, president of the Canadian Pacific railway, expresses his opinion as follows which applies in many respects with equal truth to conditions in the United States:

There is too much haphazard employment at the best of times, and with a flood of men having to be placed simultaneously there is a great increased danger of shoving them into places without regard to suitability.

Putting round pegs into square holes does not pay.

Having still some time to prepare, there will be no excuse if we do not devise a scheme of employment which will use a high percentage of each man's capacity, instead of a low percentage.

The man and his employer and the country at large will all gain by this. The man can make most by work that he is interested in, and has skill for.

The industry that he is engaged in prospers by his good work, and the country as a whole prospers or suffers, according to the prosperity or depression of its various industries.

The Canadian national service commission is taking steps to discover the previous trade or calling of each man now under arms, and his intentions or capacity for his future career, at any rate in the line of agriculture. That is the foundation of industry of the whole country. Farming should be made so profitable, by educational and financial aid, and the social conditions of rural life should be so improved, that thousands of men with natural inclinations that way will be attracted to agriculture and will succeed at it."

Hollywood Police Accuse John Casey

Los Angeles, Cal., April 7.—(U. P.)—Charged by the Hollywood police with declaring that "Wilson ought to be hanged," and "the American fleet ought to be annihilated," a man giving his name as John Casey was arrested this afternoon. He is being held on a vagrancy charge while federal officers investigate the case.

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Big Blasts Sound Salute to Nation

Cresco, Colo., April 7.—(I. N. S.)—The receiving of news of the declaration of war was the signal for a remarkable patriotic demonstration here. For a presidential salute near the town a presidential salute of 21 guns, and of 48 for the states of the Union, were fired by enthusiastic citizens, the guns consisting of 400 pounds of dynamite. School children assembled on the school grounds and saluted the flag, giving a pledge to their country and shouting lusty cheers for President Wilson and the army and navy of the United States.

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Nebraska to Have Bumper Corn Crop

Lincoln, Neb., April 7.—(U. P.)—Nebraska's crop acreage this year will be the greatest in the state's history. Whether Nebraska's 1917 crop yield will be the greatest in its history will depend on weather conditions.

The high cost of living, with the consequent high prices paid for farm produce, is, in part, responsible for the increased acreage.

Only a normal wheat crop is expected. Farmers now say that the wheat is not strong and will require the most favorable conditions from now on to make even a normal crop.

The corn acreage will be greater than last year. Where wheat has been winter-killed the farmers will plow it up and plant the fields to corn.

The high prices brought by garden produce and by such staples as beans, etc., will mean an increased acreage for these, also. Corn in this list is very likely to be the potato.

One of the effects of the high cost of living, which will be seen in cities and towns all over the state, will be increased gardens. In the larger cities and towns every vacant lot stands a good chance of being used for a garden.

EFFORTS MAKING TO RELIEVE SOLDIERS OF BRIDGE TOLLS TAX

Bridge Commission Rules That Structure Is in Interstate Commerce.

Red tape that now compels national guardsmen who pass between Vancouver Barracks and Portland to pay tolls to cross the Interstate bridge will be cut if the efforts of state officials are successful.

The Interstate Bridge commission has ruled that it is not legally possible for it to let guardsmen pass toll free because the structure is in interstate commerce and under supervision of the Interstate Commerce commission.

Adjutant General White being unable to secure relief from the bridge commission, he referred the matter to Governor Withycombe, who in turn has placed the question in the hands of Attorney General Brown. District Attorney Walter H. Evans, acting in behalf of the commission, has written the Interstate Commerce commission for relief.

It is hoped that the difficulty will soon be adjusted and that the men who are in the service of their state and country will not be taxed each time they cross the Columbia to get to Portland.

Luther Celebration May Be Cancelled

New York, April 7.—War with Germany is certain to tone down the great celebration of Martin Luther's revolt against the Catholic church 400 years ago. The quadricentennial ceremonies will be called off altogether if the suggestion of the Rev. S. Edward Young, pastor of the Bedford Presbyterian church, Brooklyn, is carried out.

FREE TO ASTHMA SUFFERERS

A New Home Cure That Anyone Can Use Without Discomfort or Loss of Time. We have new method that cures Asthma, and we want you to try it at our expense. No matter whether your case is of long-standing or recent development, whether it is present as occasional or chronic Asthma, you should send for a free trial of our method. No matter in what climate you live, no matter what your age or occupation. If you are troubled with asthma, our method should relieve you promptly.

We especially want to send it to those apparently hopeless cases, where all forms of inhalers, douches, opium preparations, fumes, "patent smokes," etc., have failed. We want to show everyone at our own expense, that this new method is designed to end all difficult breathing and wheezing, and all those terrible paroxysms at once and for all time.

This free offer is too important to neglect a single day. Write, please, and then begin the method at once. Send no money. Simply mail coupon below.

FREE ASTHMA COUPON FRONTIER ASTHMA CO., Room 125, 125 Broadway, Buffalo, N. Y. Send free trial of your method to:

Name _____ Address _____ City _____ State _____

Send no money. Simply mail coupon below.

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BARREN LAND TO HELP IN SOLVING PROBLEM OF HIGH LIVING COST

Forty Million Acres Waiting to Be Converted Into Prosperous Farms.

Washington, April 7.—(U. P.)—Forty million acres of barren land in the west are waiting to be converted into prosperous farms, according to the reclamation service of the interior department. Soon modern irrigation canals will dot these wastes, supplied by the reclamation service from the fund obtainable by sale of public lands in semi-arid sections.

Since the service was established 1,500,000 acres of land have been reclaimed and 1,000,000 of these acres are producing crops that will help bring down the high cost of living. Homes have been established on these lands by 30,300 families, and even thriving cities and railroad centers have sprung up where barren wastes existed.

Projects now under way or completed embrace approximately 3,000,000 acres of irrigable land, divided into 60,000 farms. The net investment thus far is about \$100,000,000.

In some cases the reclamation even controls its own reservoirs and coal mines for the people who have moved to the open territory. This instance is illustrated at Williston, N. D., where such a mine has been maintained for five years without the loss of a life. Telephone lines, lighting and heating plants and other public service means are likewise maintained by the government for the benefit of the settlers.

OREGON "RED BOOK" REFLECTS JUVENILES' AGRICULTURAL WORK

Record of Achievements Is Made Up From Many Lines of Activity Followed.

PRIZES ARE DISTRIBUTED

Boys and Girls Are Benefited by Lessons of Thrift Which They Have Learned by Their Experience.

By M. N. D.

The Oregon "Red Book" which appeared last week is an honor record of juveniles who have made distinguished achievement in agriculture.

It contains a reference to citizens who offered prizes and who now find that no Nobel prize ever brought greater pride and pleasure to its winner than their own offerings.

The book as it comes from the state superintendent of schools, with the imprint of the state printing department, is full of little human stories that unconsciously reveal the new spirit in education and the new ambition in rural students, which together promise more for real state development than many a ponderously nomenclatured movement.

Boy Is Real Hero. The turning of the pages brings the reader to the happy faced picture of Johnny Stump of Polk county, who is the hero of an accomplishment in pig rearing that should give heart to all whose hopes are based on the future of the industry that Oregon was once so sluggish in that we sent a million or two dollars annually to Nebraska for hams and bacon. Johnny came home one day and found himself the owner of seven very new pigs.

"I kept them in the barn for about five days after they were born," he relates. "Then I put them in an orchard and they grew rapidly. When they were about 2 months old they were weaned and taken away from their mother. Then, as school, from then I devoted nearly all my time to them. I decided that skim milk would make them grow faster, so, with my Shetland pony and an old car, I carried the milk 3 1/2 miles regularly every other day.

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