

NOW IS BEST TIME TO MAKE START TO HANDLE BIG TRADE

Citizens of Vancouver Urged to Put Own Money into Shipbuilding Yard.

MUST REGAIN PRESTIGE

Wheat Still Glows as in Days of Fortland's Clipper Fleet, But Where Now Is the Fleet?

By Fred Lockley.
Vancouver, Wash., April 13.—It is not enough to merit respect. An individual, a community or a nation must do more than merit respect—they must command respect. Whether it is rivalry for commercial supremacy, or preparedness for armed conflict, organization is essential.

Peace requires its preparedness no less than war.

Right now is a critical time in the history of the communities of the Columbia river basin.

It is time for some of us to quit being passengers in the community boat and grab an oar and do some rowing.

Portland and Vancouver are not as prosperous as they should be, and if their citizens do not make concerted efforts toward advancing the interests of these two communities our trade and commerce will continue to decrease.

The citizens of Vancouver should put in their money and bend every effort toward securing a ship yard; that will be a start toward making Vancouver a payroll city. They should, through the port commissioners, secure a 30-foot channel from Vancouver to the mouth of the Willamette. They should secure by purchase, or through condemnation, river frontage for industrial sites. They should secure a 30-foot channel from Vancouver to the mouth of the Willamette.

They should spend the money made in Vancouver here in Vancouver in place of putting it out at interest elsewhere. They should interest some flouring mill man by the offer of a farm site or by the offer of taking stock in the enterprise. But why go on. There are scores of ways in which the interests of Vancouver can be advanced, and there is no limit to what will study the matter, but will find some way of serving the community.

How about Portland? Portland built, Portland owned and Portland operated ships should be making regular trips between their home port—Portland—and Alaska, the Hawaiian islands and the Orient. We are building ships for others. Why not build for ourselves and help put Portland on the map in the way of transportation?

If ever industrial organization was needed, it is now. Why not organize by one the steamship lines have left Portland and made the Puget sound ports or San Francisco their terminals.

How about South America? We are apt to think of the South American countries as being small and of little importance. Did you ever realize that Brazil is not only larger than the entire United States, but that you could put the whole United States in Brazil and there would be enough of Brazil sticking out over the edges to make almost 20 countries the size of Switzerland. Brazil has an area of 3,292,000 square miles. Placing the United States, exclusive of Alaska, on the surface of Brazil there would be a trifle more than 200,000 square miles left over; that is, excess territory in Brazil.

Wheat But no Ship.
There was a day when Portland was the home port of the speedy fleet of clipper ships that showed their heels to anything afloat, but that day has gone by. These boats took Oregon and Washington wheat to Liverpool and other foreign markets. We still have the wheat but where are our ships? Elliot Durand says the conditions that built our first merchant fleet are returning. The first work that congress did in the early days of our national life was to encourage shipping. We could not afford then to be dependent on any other nation to take our goods to market. Can we now?

In the first six years of the nation's life our shipping increased 375 per cent. Just prior to the Civil war the United States had a greater tonnage in its merchant marine than Great Britain. The Napoleonic wars caused a tremendous demand for American products. The European war today is doing the same thing.

Ships at that time were scarce, for all available ships were being used to transport troops and supplies for war purposes. The same condition exists today. Americans saw and took advantage of the opportunity to build up a merchant marine.

By 1866 the revenues of the Port

GARDENING COLUMN TO BE JOURNAL FEATURE

Beginning today a department of gardening will be a daily feature of The Journal, the articles appearing on the woman's page. These articles will be concise and practical, their purpose being the promotion of interest and enthusiasm in kitchen gardens in the back yards of every Portland home and the cultivation of vacant lots as a means of enlarging the food supply of the country and cutting down the rapidly increasing cost of living.

Much of the information contained in the articles will be culled from bulletins sent out by the National Emergency Food Garden commission, which are prepared under the guidance of the experts attached to the department of agriculture. Attention will also be paid to local conditions and the vegetables grown with greatest success in this climate and there will be suggestions as to preparation of soil, planting, thinning, cultivation, gathering, canning and drying.

Flag in Every Port.
In 1832 the registered tonnage of New York was greater than of any other city in the world except London.

In the early thirties the American flag was considered the most practical ship afloat. The American flag was seen at every port and no other flag was so much in evidence. Between 1830 and 1845 the American merchant marine was at the zenith of its glory.

The American clipper ship was the staunchest and fastest ship ever built and it always commanded a premium in freight rates. Will we, after the place of insignificance we occupied before the beginning of hostilities or will the American flag, as in the old days, be seen wherever ships go?

Will we insist on constructive national legislation, will Portland have ships of her own to ply the Seven Seas? Will Oregon and Washington salmon, lumber, wheat and other products be carried in Portland built and Portland owned vessels? Here is our opportunity.

Will we have the community spirit to grasp and master the problem?

Robert Minor Will Speak for Mooney

Declaring that evidence presented against Thomas J. Mooney, charged with being one of the bomb planters in the San Francisco bomb plot and now under trial in that city, Robert Minor, former newspaper man who has conducted an investigation of the matter for the International Workers Defense league, arrived in Portland Thursday and will speak in Turn Hall at 8 o'clock this evening.

Minor has published a booklet presenting evidence he claims to have found which will prove the innocence of Mooney. Dr. C. H. Chapman will be chairman of tonight's meeting.

Mexicans Accused Of Urging Revolt

Monrovia, Cal., April 13.—(U. P.)—Charges of inciting Mexican laborers on ranches near Glendora to arm themselves and attack their employers, H. Portia and Jose Rivera, Mexicans, were arrested Thursday by deputy sheriffs and turned over to federal officials.

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S. F. McDONALD DIES IN HOSPITAL AFTER A FEW MONTHS' ILLNESS

Stomach Trouble Fatal to Ex-Superintendent of D. P. & A. N. Company.

VANCOUVER BIRTHPLACE

Two Sons Survive, One of Whom, Bernard McDonald, Is Chief Yeoman of Naval Militia.

Stephen Francis McDonald died at St. Vincent's hospital Thursday night, following an illness of some months with stomach troubles. Mr. McDonald was well known in this city, where he was identified with The Dalles, Portland, Astoria Navigation company as superintendent until its taking over by the O'Reilly interests, after which he continued service as agent with the new corporation.

He removed to San Francisco several months ago, returning to Portland to be among friends and relatives in his illness. Mr. McDonald was 45 years of age and was born in Vancouver, Wash. His father, Stephen P. McDonald, was one of the early pioneer newspaper men of Vancouver.

Surviving Stephen Francis McDonald are his two sons, Bernard and Allen McDonald, both of this city. Bernard McDonald is chief yeoman of the Oregon Naval Militia. Funeral arrangements will be in charge of J. P. Finley & Son and will be held from the cathedral at 9 a. m. Interment will be at Vancouver.

Funeral Announcement Made.

The funeral services of Mrs. Catherine Bernhart, who died Tuesday, will be held from the residence of her daughter, 826 East Seventh street north, at 2 p. m. Saturday. Rev. Elias Hergert will conduct the service. Interment will be in Rose City cemetery. Mrs. Bernhart was born in Russia 67 years ago. She is survived by her husband, Peter Bernhart, two sons and two daughters. The Pearson Undertaking company have charge of arrangements.

Kreeman Services Saturday.

The funeral of William Kreeman, who died Tuesday, will be held from the home of his wife, Mrs. Russell street and Union avenue, at 10 a. m. Saturday. Rev. H. E. Sandstedt officiating. Mr. Kreeman was in his eightieth year and a native of Germany. He had resided in Portland and in Clarke county, Washington, for the past 41 years, and is survived by one son and four daughters.

Military Training For Transport Body

First steps toward the organization of a civilian training company will be taken by the Portland Transportation club at a meeting to be held in the club rooms Saturday evening at 8 o'clock. In line with the Multnomah Athletic club and other organizations, the Transportation club intends to offer military training to its members.

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Norway's Best Marksman Tries To Join the Army

Chicago, April 13.—(U. P.)—Although he carried a medal won for being the best marksman in the Norwegian army in 1905, Bjorne Wold was refused enlistment in the navy today because he had only his first naturalization papers.

CURRY COUNTY COURT REFUSES TO PROVIDE FOR VOTE ON BONDS

Lack of Direct Interest in Proposed Road Issue Is Principal Reason Ascribed.

Gold Beach, Or., April 13.—The following order was entered by the county court of Curry county, at its last meeting, in the matter of the proposed special election provided by the legislature to be held June 4.

"No appropriation for the expense of such special election having been provided for in the budget for 1917, and no provision being made in the proposed bond issue for the improvement of roads in Curry county, and believing such election to be locally called and of no benefit to Curry county, notice is hereby given that this court will refuse to authorize a holding of such election in Curry county, or to pay any expenses incurred by reason of such election, and the clerk is hereby instructed to refrain from taking any steps toward holding such proposed election."

Race Track Hit.

Ottawa, Ont., April 13.—(U. P.)—The recent ruling regarding special trains may hit Canadian race tracks hard this season. Under present regulations permission must be obtained from the railway board before any special may be run.

Brown Withholds Opinion.

Salem, Or., April 13.—Attorney General Brown declined to give any opinion on the Curry county case except to say that it will be the duty of the governor as executive officer of the state to see that the law is carried out. A mandamus action is believed the method which will be pursued to force the Curry county court to place the road bond issue question before the voters. Governor Withycombe left for Portland this afternoon, hence could not be reached.

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Tariff Board Gets Approval of Senate

Washington, April 13.—(I. N. S.)—Without a roll call the senate Thursday afternoon confirmed the president's tariff board. The members and their terms of service are the following:

Frank W. Taussig, Massachusetts, 12 years.
Daniel C. Roper, South Carolina, 10 years.
Davis J. Lewis, Maryland, eight years.
William Kent, California, six years.
W. S. Culbertson, Kansas, four years.
Edward P. Costigan, Colorado, two years.

Woodland, Cal., Sets Enlistment Example

Woodland, Cal., April 13.—(P. N. S.)—This city claims to be one of the most patriotic in the country. Actual figures gathered together today show that five per cent of its population, 6000, have already answered President Wilson's call for volunteers. Classes at the local high school were demoralized when half of the boy students decided to enlist in the United States navy.

Repairing Begun of Seized Teuton Ships

New York, April 13.—(I. N. S.)—Work was begun Thursday repairing the five German vessels seized at this port after they had been damaged by their crews. In some cases the propulsion gears had been dismantled.

Many Participants In "Garden Drive"

Every Loyal Citizen and Patriot Is Asked to Cooperate With Patriotic Service League.

The Organization Committee of the Oregon Patriotic Service league is cooperating with all the large organizations of the city in the big "Garden Drive" that is set for the near future.

Realizing that this country may be called upon to feed all the starving nations of the world as well as to care for its own and that a great economic crisis faces the country, the committee asserts that every loyal citizen and patriot should cooperate in some way with the Oregon Patriotic Service league to make this movement city-wide and a state-wide plan to convert all unimproved property into garden plots. All people able to seed and care for a plot placed at their disposal can cooperate in this movement.

The weeds ordinance will be fully enforced for all of the "slackers" that do not enter into this movement early enough to save expense of keeping their property free from weeds. The public is being asked to turn over property and assist the organization to make it possible for every one to contribute in some way to this much needed work.

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Full extent of the damage will not be known for several days. Examination also is being made of the Austrian ships more recently seized.

Will Never Be Without This Simple Laxative

Dr. Caldwell's Syrup Pepsin Relieved Her Baby When Nothing Else Would.



Little Max Pendergrast is now four years old, and a fine healthy boy. When but a tiny baby, in fact almost from birth, he suffered a great deal from constipation. His mother, Mrs. Carl W. Pendergrast, Red Key, Ind., heard of Dr. Caldwell's Syrup Pepsin, obtained a bottle of it from the drug store, and with it was able to quickly correct this condition.

Mrs. Pendergrast says Dr. Caldwell's Syrup Pepsin has saved them from calling the doctor many times, and that she will never be without a bottle of