

WAR CONDITIONS MAY REVIVE DAY OF RIVER CRAFT

Large Tonnage Lies Idle on Columbia and Willamette Because of Disparity in Rates.

RAIL LINES IN CONTROL

Discrepancy in Rates to Points on and Removed From Water Competition Are Cited.

By Marshall N. Dana

Are the steamboats of the Columbia and Willamette rivers to be allowed to do their bit in helping Uncle Sam win the war? Apparently they are.

The port and dock commissions are joining with civic bodies in a plan to measure the traffic that might be handled by water to and from the Columbia basin.

Best owners have given Salem on the Willamette a new service. The run on the Columbia and Coville to Toledo, that was abandoned 10 years ago, is to be resumed.

A regular steamboat service through to Lewiston on the Snake is being definitely planned.

If Uncle Sam honestly wants cars for the long haul, local business tributary to the river can be handled by the steamboats now available, declare the boat owners.

At the same time they aver that through the railroad and the shipper have been pleading acute shortage of cars and though the railroads are now operated under government control, there is yet no shortage of cars on rail lines that compete with water transportation.

While we watch the renewed activity and hope along the water front, while we wait for the musical notes of graceful river steamers to signal the landings along the Columbia, Willamette, Snake, Coville and Yamhill, there comes the report of Walter Parker, assistant to the secretary of commerce for inland water transportation, with the cheering message that a new era of river boat transportation is beginning, born of economic necessity.

River Traffic Waned

Parker has been touring and studying the country with the thought of what could be done to encourage water transportation.

He has found that once upon a time, just as on the Columbia river, water transportation generally enjoyed a monopoly. Then came the railroad, slashing rates, furnishing better terminals, fewer delays and more protection to freight, and establishing an unequal competition with the steamboat lines, many of which were bitterly competing with each other. Railroads then rapidly expanded and river transportation waned—in some places vanished.

Railroads became unable to finance the purchase of equipment in sufficient volume to make adequate expansion possible, and they have been unable to meet the transportation demands upon them. Ports that were given railroad favoritism have become congested.

This conviction of Mr. Parker's is well sustained by a Northwest example. Puget sound has been much favored by the railroads and they have been unable to meet the transportation demands upon them. Ports that were given railroad favoritism have become congested.

Waterways Are Handicapped

Now, Mr. Parker's report continues, the railroad lines are forced to turn to a traffic auxiliary which they find most readily in the rivers of the country. But he also finds that instant response is not generally possible to the waterways because they are handicapped.

"By lack of suitable craft. "By lack of terminal and storage equipment. "By the fact that business has moved away from the banks of the waterways. "By the absence of the physical

Don't Be Bilious, Headachy, Sick or Constipated

Enjoy life! Live your liver and bowels tonight and feel great.

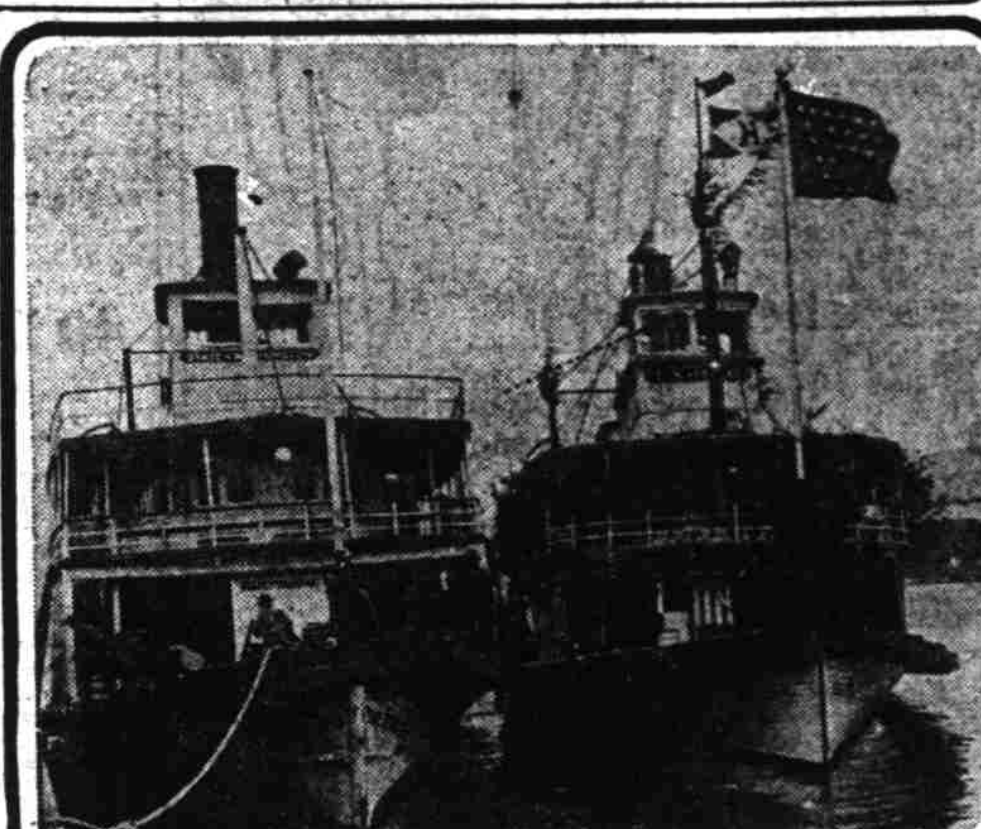
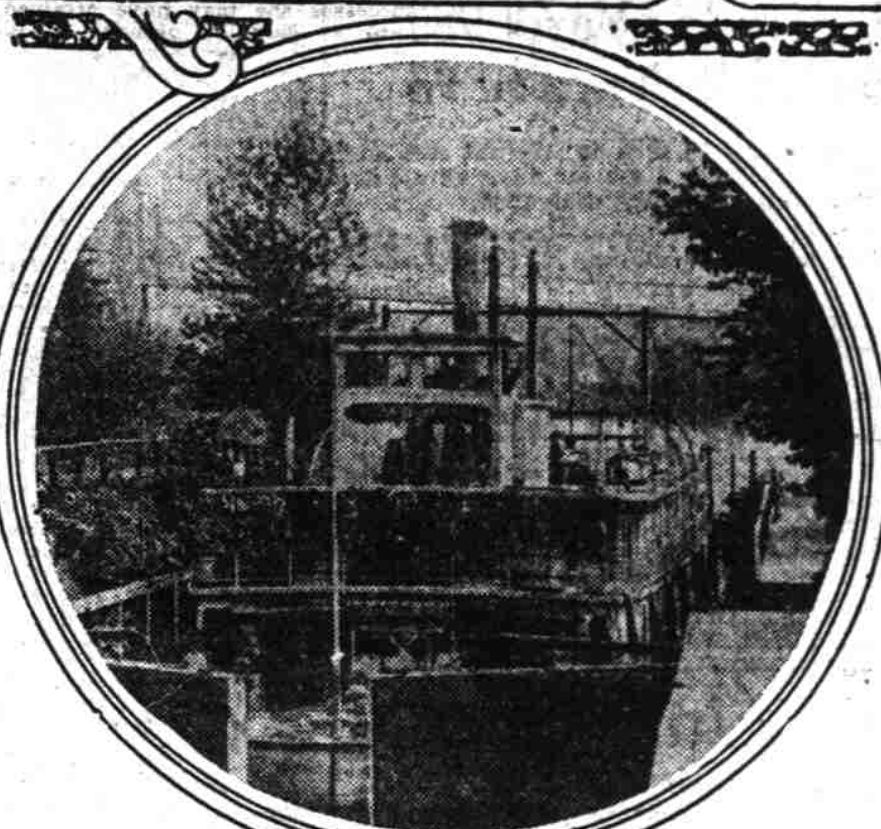
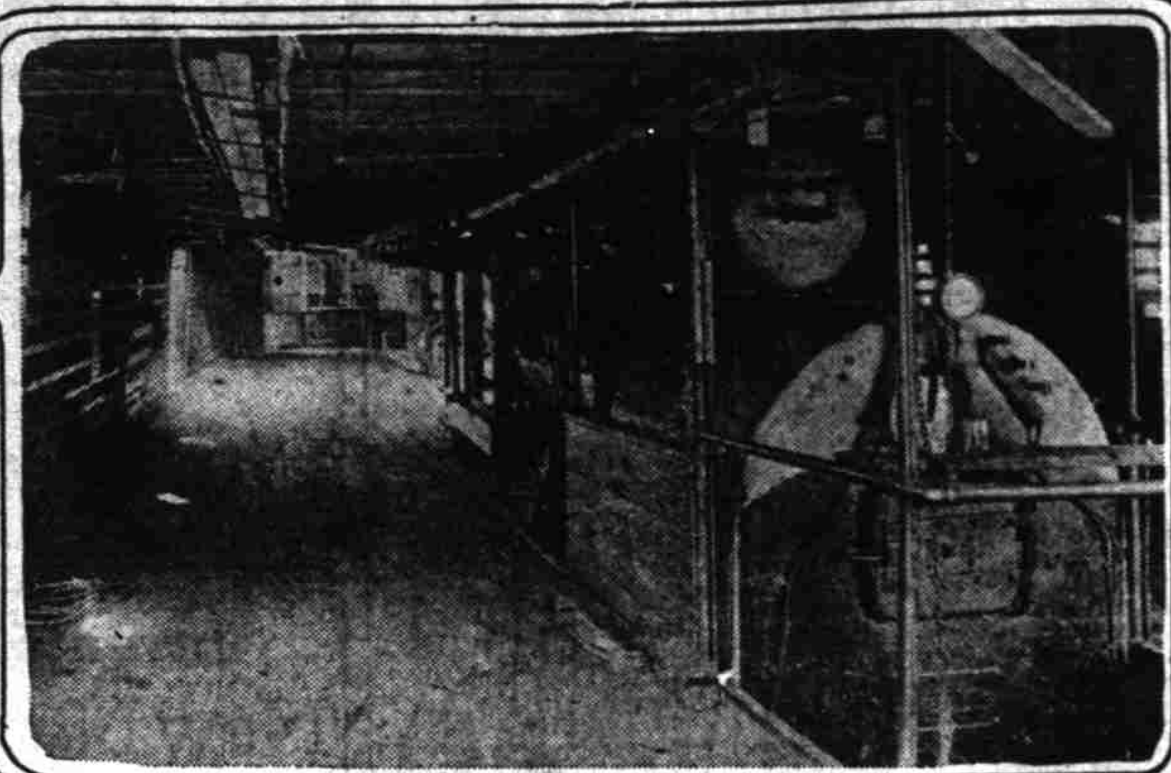
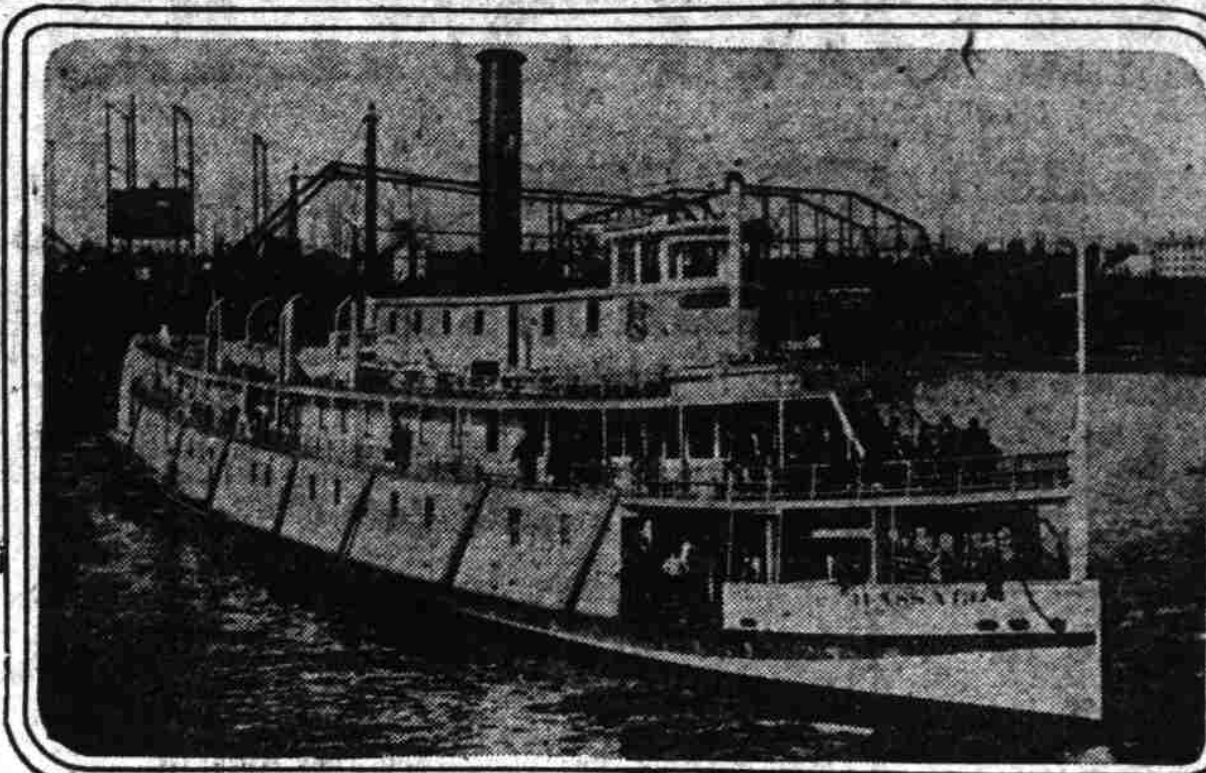
Wake up with head clear, stomach sweet, breath right, cold gone.



Take one or two Cascarets tonight and enjoy the nicest, gentlest liver and bowel cleansing you ever experienced. Wake up feeling grand, your head will be clear, your digestive system breath sweet, stomach regulated and your liver and thirty feet of bowels active. Get a box at any drug store now and get straightened up by morning. Stop the headache, biliousness, bad colds and bad days. Feel fit and ready for work or play. Cascarets do not gripe, sicken or inconvenience you the next day like salts, pills or calomel. They're fine!

Mothers should give a whole Cascaret anytime to a cross, sick, bilious or feverish child because it will act thoroughly and can not injure.—Adv.

RIVER CARRIERS OF TYPE AVAILABLE FOR INLAND WATERWAY TRADE



There are steamboats with an aggregate carrying capacity of 15,000 tons available as carriers on the Columbia and Willamette rivers under certain conditions. Above, left to right—The Hassalo, in Portland harbor; cargo space on river boat (Gifford & Prentiss photo). Below, left to right—Grahamona in Oregon City locks; Undine and State of Washington at The Dalles.

equipment necessary to make coordination between boat and train and boat and motor truck possible.

"By custom and habits of thought, and by many incidental barriers that have arisen by reason of the long non-use of the waterways.

"By a railroad rate system which gives the waterside locality lower freight rates than are given inland localities, a system which has only just begun to be changed.

"Forces making for the elimination of these six handicaps are:

"Car and engine shortage, terminal congestion and serious delays at some ports; railroad freight rate advances; the gradual rising of waterside railroad rates to a parity with non-waterside locality rates, and, finally, the knowledge that, after the war, that nation which will be able to move commerce to and from ship side at the lowest transportation cost will enjoy a distinct advantage in the struggle for the control of foreign markets."

On Columbia and Willamette we have steamboats enough, it is estimated, to provide carriers for all the freight originating within easy call of the landings and for all the commodities consigned to river points.

There is a serious lack of wharves. There is a serious shortage of feeder roads.

As was pointed out two years ago by Fred C. Schubert of the United States engineering division, few of the river landings can be reached without trespassing on railroad property. But actual necessity overcomes many obstacles. Warehouse wharf boats for the handling and protection of freight could be made to rise at proper points along the river with surprising speed. Facilities for bulk handling of grain on the boats could be provided with all the more celerity due to the construction of bulk grain elevators both in the interior and at the Columbia terminals. Feeder roads and motor truck transportation are slower in coming but it will not be difficult to demonstrate their necessity.

Frank J. Smith, who knows river conditions intimately and has furnished the information that there are steamboats representing 15,000 tons net by government on the Columbia and Willamette rivers available for service, offers the following as reasons for the decadence of water transportation locally:

"Time seems to be an essential factor. To points beyond the 50-mile radius local freight can be received at depots up to 5 p. m. and delivered at destination the following morning.

"All depots at interior points are as a rule located centrally on an even grade with the consignee's receiving houses, while the wharves are from necessity on the river banks, sometimes entailing a further haul by city delivery method.

"There is frequently a feeling among shippers that it matters nothing to them how they receive their shipments whether by rail or water, as both lines will continue to serve them.

"All navigable streams are paralleled by steam and electric lines, some tracks

used by as many as three or four lines with joint agencies at the depots, each line represented by a solicitor who can offer a combination of long and short hauls and milling-in-transit rates that appeal to the shipper, but is only profitable to the carrier in swelling the tonnage report.

"Frequently when a river route shows more profit by reason of geographic position or enterprising shippers, other boat lines are attracted and rate cutting usually results.

"Rail lines meet water competition by lowering rates, but not to non-commercial points beyond as is shown by the fact that the rate from Portland to Corvallis, on the navigable water of the Willamette is 28 cents (first class) for a distance of 88 miles, while Eugene, only 34 miles farther, pays a rate of 46 cents on the same class. The rate above The Dalles on the Columbia, due to sporadic boat service, is in sharp contrast of proportion to the rate between Portland and The Dalles.

"In the Portland harbor we have 10,000 tons of vessels, now practically all idle, that could be put in service within a few days."

Patriotism Personified!

New Rochelle, N. Y., Jan. 12.—The greatest patriot in the history of New Rochelle has been discovered. He is the man who hung out a service flag with one star in front of his garage because he sold his car to the army quartermaster department.

Douglas Fairbanks Helps Red Cross

Los Angeles, Jan. 12.—(U. N. S.)—To the cheers of 20,000 persons who overflowed the grandstands and bleachers at Washington park, the Douglas Fairbanks rodeo for the benefit of the Red Cross, was staged this afternoon.

Society attended in full force and was present both in the grandstand and on the grounds. Many prominent society women, assisted by sailors, sold peanuts and popcorn and added \$2400 to the total receipts of \$18,000. The sale of souvenir programs which were handed about the stands by a bevy of film queens, assisted by Mrs. Baldwin and other society women, netted \$4000.

The hero and sponsor of the day, Douglas Fairbanks, performed with his band of 300 cowboys, especially imported bronco busters from the wilds of the several cow states.

13 Indian Boys Die When School Burns

Marble City, Okla., Jan. 12.—(U. P.)—The death toll of the fire which destroyed the boys' dormitory at the Swight Indian mission school near here early today was fixed at 13 tonight. All were Indian boys, from nine to 17 years old. Three others were injured in jumping from windows.

The fire is believed to have started from an overheated stove. Eleven bodies have been recovered. Thirty-two other occupants of the dormitory escaped.

Sheep Must Not Be Sheared Too Early

Sheep owners of the state are warned by the Oregon Humane society not to shear their herds too early this year. It is feared that because of the lateness of the winter some of the sheep men may clip the wool too soon, thus running the risk of a spell of cold weather later on in the season.

The humane society has deputies in the field keeping a close watch upon the herds and prosecution is threatened any one who is found to be violating the law.

New Son Arrives

Portland friends Saturday received letters from Mrs. Stanley Thompson, who is visiting her father, A. W. Austin at Toronto, Canada, announcing the birth of a son. Mrs. Thompson went to Toronto some time ago. Mr. Thompson remaining here to look after his business interests.

Court Denies Move To Probate Will

A petition for probate of the will of Esther Meyer, who died December 19, was denied by County Judge Tawell Saturday on the ground that the will was not properly executed and was therefore not a will in the eye of the law. The petition was filed by Melville Meyer, a son, who was named as executor. Letters of administration, however, were granted to the son with full power to act.

The estate was valued at \$25,000, according to the petition, all of which was bequeathed in the will to Melville Meyer, with the exception of \$1000 which was devised to a sister. The son will now inherit the entire estate. No other heirs were mentioned.

PAIR FACE DESERTION CHARGE

An armed squad from Camp Lewis Saturday took charge of Privates Fred H. Hendrix and Clarence Ultrasa of Company C, Forty-fourth infantry, national army, who are alleged to have in the county jail on a charge of highway robbery. They will be tried by court-martial, it is said, at Camp Lewis.

According to the deputy district attorney in charge of the case, Hendrix, while in the army at Vancouver, B. C., was convicted of the theft of an automobile, and was sentenced to serve six months in the sum of \$60 was deducted from his pay.

Japanese Woman Asks Divorce

Fugiko Fushimi filed suit for divorce Saturday afternoon against S. Fushimi. They were married at Seattle August 5, 1905. She alleges cruel and inhuman treatment. The Fushimis were in court some months ago when the wife was before District Judge Jones for a preliminary hearing on a statutory charge preferred by the husband. She was bound over to the grand jury. After a thorough investigation of the charge, the grand jury refused to return a true bill and she was discharged.

Divorce Decrees Granted

The following divorce decrees were granted in the circuit court during the past week: Ada M. Goodman from Ralph D. Goodman, Jennie E. Long from Robert F. Long, David I. Clough from Irene Clough, Ioyline Darling from Harry W. Darling, Edna Biggs from Fred Biggs, Valentine G. Snoshall from Nora L. Snoshall, and Rose B. Harding from Claude F. Harding.

Divorce Case Is Appealed

William Eldred, against whom a divorce decree was granted in favor of Roice Baird by Circuit Judge Frederick S. Politz, it is believed that Camp Lewis is the first cantonment to make such an order.

In Giving Reasons for the Order

General Politz says that the whole nation has been asked to observe meatless and wheatless days and that it is only right that the army should back up the people.

Camp Lewis Takes Up Food Saving Plan

Tacoma, Jan. 12.—(U. N. S.)—Meatless and wheatless days were decreed at Camp Lewis this morning in orders posted by Brigadier General Frederick S. Politz. It is believed that Camp Lewis is the first cantonment to make such an order.

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Woman Arrested in California Not Spy

Hanford, Cal., Jan. 12.—(U. P.)—Mrs. Elizabeth Guistort, arrested as a spy here, is in no way connected with the activities of Francis Schulerberg, is not the mysterious Madame "H" and there is nothing to indicate that she has been connected with spy activities. As the statement by C. F. Faranum, justice department agent, here today. He is inclined to the belief that the woman is not a spy. Since her arrest the woman talked freely at times and then suddenly would become quiet and the authorities say, her mind would be apparently a blank.

Grand Jury Scores Army Officials Act

Los Angeles, Jan. 12.—(U. N. S.)—Branding the arrest and detention of Newton Myles by army authorities in the Mexican gun running case as "high-handed, unsupported by law and in open violation of the fundamental right of American citizens," the federal grand jury this afternoon reported to Judge Benjamin F. Bledsoe, asking that the result of its investigation in the case be referred to the attorney general of the United States and Secretary Baker. The jury's report completely exonerated United States District Attorney J. Robert O'Connor of any implication in the plot to ship munitions into Mexico.

Edward M. Comyns Gives \$2000 Bail

Seattle, Jan. 12.—(U. N. S.)—Edward M. Comyns, prominent Seattle attorney, is free under \$2000 bond here today, after having been arrested by a deputy United States marshal charged with conspiracy in connection with large land location deals. The complaint alleged Comyns made a false affidavit concerning the appearance before him as a notary of Victor Brandt of Portland.

The government alleged Brandt swore to an affidavit for public lands in Oregon and that Comyns falsely represented that the paper was executed in his office last November.

Reed College Notes

The central division of the American Red Cross, with headquarters in Chicago, has asked President William T. Foster of Reed college to make a number of addresses this month in Illinois and Michigan. He left for the East last Sunday evening. He made two addresses in Chicago at the convention of American colleges, which met January 12.

He also spoke in Chicago at a luncheon of the Civil Engineers' club January 10; at a luncheon of the Hamilton club January 12 and will speak at Orchestra Hall this evening. The central division of the American Red Cross has arranged to have him speak in Jackson and Detroit. He then plans to go to Boston and New York. On his return trip he will give a series of illustrated lectures on the war in the library hall. The lectures will be given Tuesday evenings from February 12 to April 2.

Dorothy Elliott of Walla Walla has been appointed assistant in the physical education department at Reed college for the second semester. A new assistant was necessary on account of the departure of Dr. Bertha S. Stuart, head of the department, for France last week. Miss Elliott was graduated from Reed college in June, 1917, doing her thesis in physical education under Dr. Stuart. Since her graduation, Miss Elliott has had charge of the physical activities at the Young Women's Christian association at Walla Walla and has had private patients in medical gymnastics. Miss Elliott will begin her work at the opening of the second semester February 4. Miss Frieda Goldsmith will be in charge of the work of the physical education for women in the absence of Dr. Stuart.

Paul H. Douglas will give his first lecture of a new series of lectures on "How to Pay for the War" Wednesday evening, January 16. The course consists of four lectures, one to be given each Wednesday evening.

A new number of the Reed College Record was published this week. The Record contains a statistical study of 88 American cities made by students of Reed college under direction of Dr. W. F. Ogburn.

P. Olds presented the library as a Christmas gift a valuable collection of "Specimens of Ornamental Art" by Lewis Gruner, produced in London about 1850. Another gift from Mr. Olds that has just been received is a set of 20 volumes of the "Authors Digest" by Rosseter Johnson.

The next lecture of the course now being given by Hiram Bredon, entitled "The Art of the Book," will be given Tuesday night, January 15, at Central library. The subject is "Marketing Methods."

Lucien E. Becker will give an organ recital in the chapel Tuesday night at 8 o'clock. The program will consist of modern compositions.

Two Have Narrow Escape

Charles Hogue and Clarence Bicknell had a narrow escape from drowning in the Willamette slough, near the Burlington breakwater, at 2 o'clock Saturday afternoon when the gas tug Hal struck a dolphin and sank. The men were attempting to cross the river in the tug when the strong current swept them against the dolphin.

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MILL PRODUCTION IS BELOW NORMAL FOR FIRST WEEK

Flood Conditions, Holidays and Annual Repairs Reduce Output of Coast Association.

AIRCRAFT LUMBER DELAYED

Army Work Problem Now One of Logs Rather Than Mills; Shipments Piling Up in Yards.

Flood conditions, holidays and annual mill repairs reduced lumber production to 46.33 per cent below normal according to the weekly review of the West Coast Lumbermen's association for the first week of 1918.

Notwithstanding these handicapping conditions the mills succeeded in making deliveries in excellent volume against government orders for shipbuilding materials. The reports in a hands of the association indicate a slight decrease in the production of aircraft lumber—a condition not likely to prevail unless severe weather trouble interferes with the efforts of government, loggers and mills in stimulating the output of spruce logs. Aircraft production is now recognized to be a problem of logs and not milling.

The total production at association mills for the week under review was 49,067,570 feet as compared with 49,448,807 feet for the corresponding week of the previous year, and 35,706,835 feet for the preceding week.

New business accepted totaled \$2,788,111 feet, of which \$5,810,000 feet was for transcontinental and Pacific Northwest delivery by rail. This was approximately 500 carloads short of the corresponding week one year ago.

All shipments for the week totaled 49,946,590 feet. Owing to flood conditions, which tied up the principal transcontinental lines, rail shipments amounted to only 384 carloads as compared with a normal movement of upwards of 2000 carloads.

Strictly local business amounted to 11,542,500 feet, principally shipbuilding requirements. Deliveries against these orders totaled 5,132,150 feet, which, of course, did not include deliveries against the contracts now held at West coast mills for furnishing schedules and parts of schedules of Gulf coast and Atlantic coast wood ship construction.

In the coast cargo trade, new orders totaled 7,256,254 feet as against deliveries of 7,219,735 feet, reducing the balance of unshipped orders in the domestic cargo trade to 30,064,133 feet.

The unshipped balance in the hands of association mills for the week under review amounted to 51,249,530 feet as against 44,476,983 feet for the corresponding week one year ago.

Mrs. McCord Fined In Auto Bond Case

Mrs. Katherine McCord was fined \$21 by Municipal Judge Rossman Saturday for violating the ordinance governing licensing and bonding of for hire automobiles. The case was tried Friday and the judge found her guilty on the basis for action by a large number of other citizens.

Appeal is to be taken to the circuit court to determine the validity of the regulations.

Mrs. McCord operated a for hire car on night service. She contends the license regulations are unconstitutional.

Brother's Shot Kills Vimy Ridge Survivor

Toronto, Ont., Jan. 12.—(U. P.)—Private Ernest James Attree, 17, who escaped death from German shrapnel and machine gun bullets when he went over the top at Vimy Ridge, was instantly killed today by a bullet from a small target gun fired by his 14 year old brother, Reuben.

The brothers were shooting at a target in their backyard. Reuben is held on a manslaughter charge.

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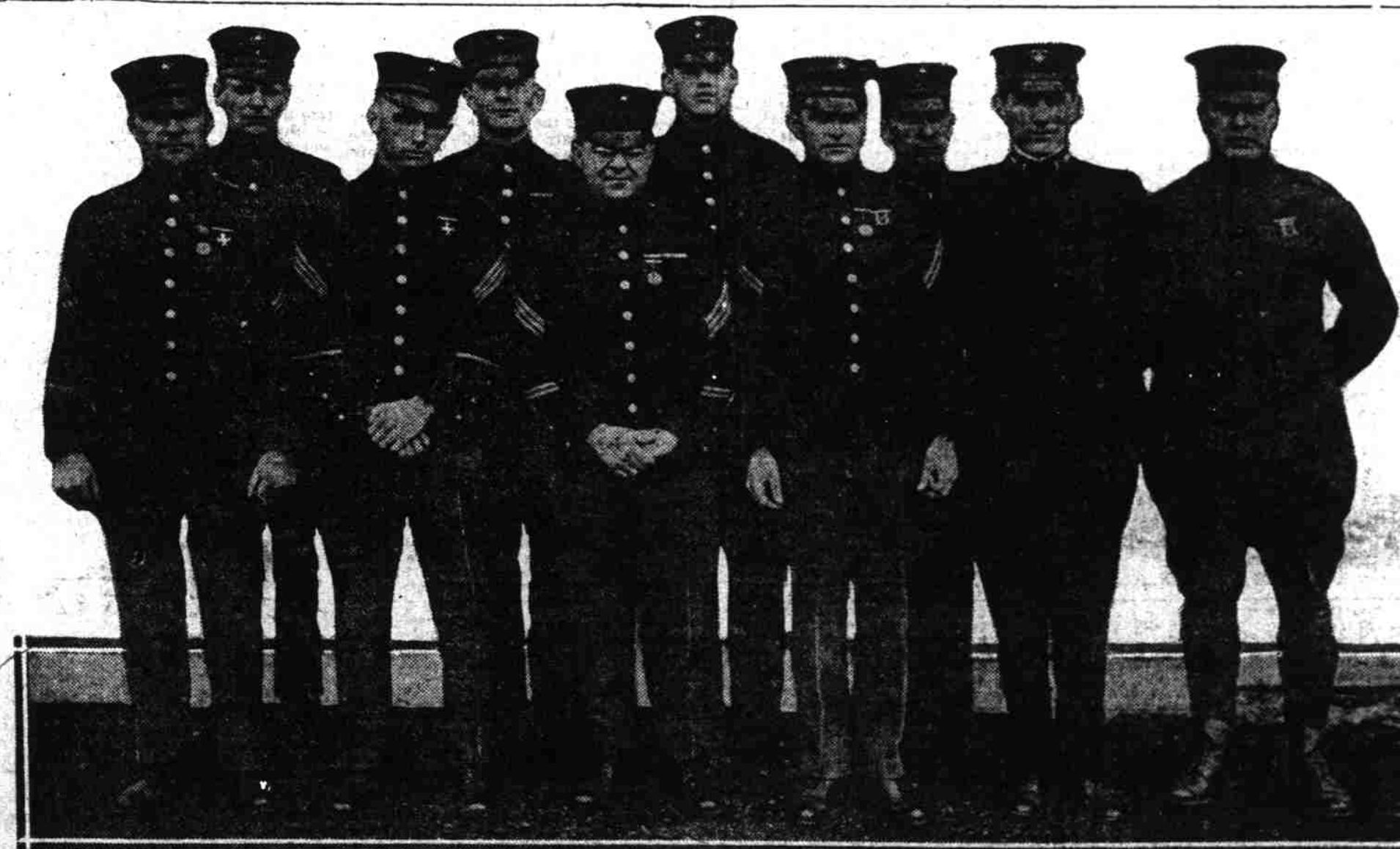
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PORTLAND LEADS NATION IN MARINES ENLISTED IN DECEMBER



Recruiting force at Portland station of the U. S. marine corps. Left to right—Sergeant Elmer Leavitt, Sergeant G. N. Speer, Sergeant Lester O. Merriek, Sergeant William M. Thompson, First Sergeant Harold E. Potter, Corporal E. L. Todd, Corporal H. B. Marques, Rear Sergeant J. E. Brooks, Dr. P. F. McMurdo, First Lieutenant Earl B. Hammond.

The Portland recruiting office of the United States marine corps, in charge of Lieutenant Earl B. Hammond, led the entire country for the month of December, according to Sergeant G. N. Speer, who states that with a quota of 30 men assigned to the Portland office 253 men were enlisted, which is more than the total enlisted by the

New York, Chicago, Boston and Philadelphia offices combined. Of the 24 districts the Portland district stands first in the population to draw from and yet during the closing month of 1917, the Portland district supplied over one-fourth of the entire number of men called for in the quotas of the 24 districts and over one-

seventh of the total number enlisted in the whole United States. The number of men supplied by the 24 districts during December follows: Portland, 253; San Francisco, 153; Seattle, 147; Missouri, 103; New York, 97; Utah, 87; Mountain, 80; Los Angeles, 69; Philadelphia, 64; Baltimore, 64; Minnesota, 61; Detroit, 60; Buffalo, 55; Southeast-

ern, 52; Boston, 52; Cincinnati, 48; Cleveland, 41; Chicago, 41; Southwestern, 32; Pittsburgh, 21; Virginia, 24; Louisville, 20; Memphis, 18, and New Orleans, 16.

Draft registrants upon release by their district boards are eligible for enlistment in the marine corps as are married men with the consent of their wives.