

Not Much Sugar to be had, it seems, but plenty of candy. Why is it? There's a reason, and it's explained interestingly in an article in the Magazine Section of The Sunday Journal next Sunday.

It's All Here and It's All True THE WEATHER—Tonight and Friday, fair, cold; winds mostly easterly. Minimum temperatures Wednesday: Portland, 39; New Orleans, 44; Sheridan, Wyo., 4; New York, 34; Los Angeles, 42; St. Paul, 5.

LONG-BELL LUMBER COMPANY IMMENSE TIMBER TRACT

Holds Option on 75,000 Acres of Weyerhaeuser Timber in Cowlitz River Valley, Washington.

Plans to Develop Property at Once and Probably Will Build Mill at Portland.

With the Long-Bell Lumber company of Kansas City, Mo., holding an option on 75,000 acres of timber owned by the Weyerhaeuser Timber company in the Cowlitz River valley, one of the largest transactions in standing timber in the United States, or perhaps in the world, is in the course of consummation.

The stand of timber is medium sized yellow fir of the finest kind and cruises approximately 2,000,000,000 feet, and it is reported that the option calls for \$2 per thousand feet, or \$6,000,000 for the entire body. The large Benson holdings back of Clatskanie, transferred some years ago, involved the sum of \$4,000,000, and up till this time that transaction has stood as the largest in the history of logging and lumbering in the Pacific Northwest.

PLAN IMMEDIATE MANUFACTURE

The purchase of the Weyerhaeuser tract, it is pointed out by timber and lumber men, will mean infinitely more than the mere transfer of title to the land, because while the Weyerhaeuser interests are largely holding concerns, the Long-Bell interests are engaged in the manufacture and sale of lumber on a tremendous scale, owning a dozen or more sawmills and nearly a hundred retail yards, in addition to miles of railroads and vast quantities of logging and other equipment.

Robert Alexander Bell, president of the company and guiding spirit of a large number of subsidiary concerns, began operations in the lumber game about 45 years ago and is known as one of the most aggressive and active lumbermen in the country. His interests extend over the South and California, and for some time he has had his attention riveted on the Pacific Northwest. This region is recognized as the great source of supply of timber after the harvesting of the forests in the South.

TRIBUTARY TO PORTLAND

The immense tract in the Cowlitz valley which the Long-Bell interests are now planning to develop as the entering wedge to operations in the Pacific Northwest, lies back of the timber owned by the Inman-Poulson Lumber company and the Eastern & Western Lumber company, and west of the Cowlitz river, in the Mount Solo district. While not on the Cowlitz river proper, it is within easy reach of tidewater, as in the case of the Inman-Poulson and the Eastern & Western companies, the logs can be towed to Portland at a small cost. The company, it is understood, plans to erect a mill of 300,000 900 feet annual capacity, far larger than any now in Portland.

Lumber manufacturers in discussing the prospective transaction draw the conclusion that the purchase of the timber will mean the establishment by the Long-Bell people of the sawmill in Portland within the very near future and possibly the location here of the principal offices of the Long-Bell interests. This belief is based on the fact that the company's holdings in the south have been transformed largely into logged-off land and instead of the retail yards, it eventually will substitute fir from the Pacific Northwest.

The Long-Bell company entered the California field recently when it combined the purchase of the Inman-Poulson and the McCloud River Lumber company in Northern California and later invested in white pine timber in the Klamath Falls district of Southern Oregon.

Legislature May Act To Regulate Charges In Auto Bus Service

Regulation of the traffic charges, both as to passengers and freight, made by interurban motor transport service is to be asked of the legislature during the coming special session, according to rumors current in legislative circles now.

The legislature is to be asked, the story goes, to amend the public service commission act that corporations or individuals engaged in such business not only become common carriers by the general provisions of the underlying common law, but that they can be construed within the statute.

More and more, as the state highways are paved, thus linking the cities and towns of the state together with all the year around roads, has come the growth of the motor transport system. Lines are now running regularly between Portland, Salem and other valley towns, and in other directions as well.

REGULATE RATES

There seems to be a disposition on the part of those engaged in this business, or at least some of them, to seek state regulation and supervision as to service and rates. This is because such regulation would result in the establishment of a uniform tariff schedule under much the same system as is now applied in the regulation of intrastate freight and passenger service by the rail lines, both steam and electric.

Such amendment of the law, should it be enacted by the legislature, would open a new department in the field of public service, the commission's work, to the address of the consignee, a system clearly different from that of the rail line, which accepts shipments at its stations at the point of origin and delivers them at its stations at the point of destination only. It points to a rapidly changing conditions confronting interurban and short haul freight generally with which the rail lines will be compelled to compete more and more as the trunk and lateral highways of the state are completed and paved.

ROBERT A. LONG HEAD of largest lumber manufacturers in South, who is negotiating for immense holdings on Pacific coast that will make Columbia river region center of his Northwestern activities.



DEATH ENDS TOUR OF MAUDE POWELL

Overwork Blamed for Sudden Demise of Celebrated Violinist at Uniontown, Pa.

Uniontown, Pa., Jan. 8.—(I. N. S.)—Maude Powell, well known violinist of New York, died here today while on a concert tour. Overwork is thought to have caused her collapse, which came suddenly last night.

Vaccination Reduces Smallpox Cases in City, Says Parrish

Vaccination of many people who have come in contact with smallpox patients over the city and enforcement of stringent quarantine rules have been the means of decreasing smallpox cases materially, according to Dr. George Parrish, city health officer.

Health bureau authorities vaccinated over 75 pupils at the Jefferson high school yesterday following a discovery of a smallpox case. Hopkins Jenkins, principal, immediately notified the health bureau, which, in turn, closed and fumigated several rooms in the building. Pupils in the Eliot school were likewise vaccinated Wednesday.

Health bureau records showed 214 smallpox cases in quarantine yesterday.

Peace Treaty Made Effective at Formal Ratification Jan. 10

Paris, Jan. 8.—(U. P.)—Exchange of formal ratifications, placing the treaty of Versailles in effect, will take place in the French foreign office at 4 o'clock Saturday afternoon, it was announced officially today.

Only those nations which have ratified the treaty will take part in the ceremony. They are Great Britain, France, Italy, Japan, Belgium, Bolivia, Brazil, Guatemala, Peru, Poland, Siam, Czechoslovakia, Uruguay and Germany.

SAN FRANCISCO PARTY WORK WINS MEETING OF DEMOCRATS OF DEMOCRATS

National Convention to Be Held June 28, First Time in the History of the Pacific Coast.

Democratic National Committee Unanimously Behind President Wilson in Peace Treaty Fight.

Washington, Jan. 8.—(U. P.)—The Democratic national committee today chose San Francisco as the meeting place for the Democratic national convention. The convention will convene June 28.

An effort to change the two thirds rule of nominating candidates for Democratic convention was defeated when, by a viva voce vote, it was laid on the table.

JOY PROMISED WETS

Following the selection of San Francisco, L. E. Dockweiler said the action of the committee was a tribute to the women of the West. He gave credit for the committee's decision to the speech made by Miss Mary E. Foy of Pasadena, member of the women's Democratic national committee.

Dockweiler said San Francisco plans to make the convention memorable. In addition to the \$125,000 given the national committee for expenses, Dockweiler said \$50,000 will be raised as an entertainment fund.

He was asked what the outlook is for wet Democrats and replied, "It is very, very good."

Resolution putting the Democratic party on record as being squarely behind President Wilson in his fight for ratification of the peace treaty was passed unanimously by the Democratic national committee today.

In the resolution, senators who opposed ratification and who want reservations which were characterized as "nullifying," were declared to be worthy of the "contempt of the world."

By William Phillips Simms
Washington, Jan. 8.—(I. N. S.)—The battle for the presidency begins today. At 8 o'clock tonight the shock troops of Democracy, who have been gathering here for the past week, will make in the forward trenches of the banquet halls of the New Willard in Washington, and two hours later, after the iron clatter of politics has been heard in the coffee passed around, the barrage of speeches will open and the campaign will be on.

BANQUET BEGINS AT 8 P. M.

Zero hour for the broadside is officially set for 8 p. m.

William Jennings Bryan, one of the big guns of the party, arrived today, being one of the last to come up. He had been in the South. Governors John J. Cornwell of West Virginia, and James M. Cox of Ohio, also Mrs. Peter Olson of Minnesota, had previously arrived on the field, as had former Ambassador James W. Gerard, Senators Gilbert M. Hitchcock, Nicholas Oscar W. Unkroff of Alabama; Alton Pomereoy of Ohio, and Robert L. Owen of Oklahoma, returned to Washington earlier in the week to attend the opening of congress.

General Mitchell Palmer—were already on the scene.

Plan of Governor For Fish and Game Control Approved

The Dalles, Jan. 8.—The Dalles Chamber of Commerce has refused as a unit to back the activities of the old fish and game commission, but advocates the seven-man plan as outlined by Governor Olcott as the most feasible one for solution of the fish and game problem.

"At the instance, it is said, of State Game Warden Shoemaker, the deputy game warden stationed at The Dalles reported before the Chamber of Commerce here asking for an endorsement of the present fish and game commission. This was very decisively refused, the Chamber of Commerce taking the position that Governor Olcott's plan for divorce of game and commercial interests should be followed.

Seriously Hurt When Car and Auto Crash

Miss Mildred Raab, 569 Mulberry street, was badly injured Tuesday evening when an Oregon Electric train struck an automobile she was driving and threw it against a telephone pole at First and Clay streets. Her brother reported the accident to the police this morning, stating she was still semiconscious. Miss Raab was badly bruised, but no broken bones have been noticed. The pole was broken off in the crash.

Child, Knocked Down By Auto, Badly Hurt

Five-year-old Esther Brough, who resides on a farm near Vancouver, Wash., was knocked down by an automobile in charge of J. P. Martyn, 322 West Twenty-eighth street, at Sixteenth and Hoyt streets, Wednesday night. The child was pulled out from underneath the car by her mother. She is badly bruised and may have received internal injuries.

Soviet Ark Anchors; Orders Are Awaited

London, Jan. 8.—(U. P.)—The United States transport Buford, the Soviet ark, carrying radicals from the United States to Russia, is lying in the English channel awaiting orders before proceeding, according to a wireless message picked up here last night.

HUGE SCHEME OF IRRIGATION OF OREGON GOAL

John Day Project, Involving 300,000 Acres of Arid Lands, Is First in Minds of Convention.

Union of Projects of Central Oregon Sought by Delegates in Attendance at State Meeting.

With all energies centered toward launching the gigantic John Day irrigation project by which it is hoped to make 300,000 acres of Eastern Oregon lands blossom as the rose, the 1920 annual session of the Oregon Irrigation congress opened at the Chamber of Commerce this morning.

Belated trains delayed the morning session and not until the postponed address of welcome by Mayor Baker opened the afternoon program did the congress begin to show its true complexion. Practically every irrigation project in the state is represented, as well as some of those districts where projects are but dreams.

REPORTS ARE RENDERED

Presiding at the sessions, which will keep the visitor busy for three days, Jay H. Upton of Prineville, Bear Creek and Tumalo, reported upon the progress of irrigation activities during the year. President H. B. Van Duzer of the Chamber of Commerce welcomed the irrigators and a response was expressed by Denton G. Burdick of Redmond, chairman of the executive committee. O. C. Leiter, chairman of the program committee, spoke briefly.

This afternoon Mayor Baker welcomed the visitors and addresses were offered by George M. Brown, attorney general, and D. C. Henney, consulting engineer, U. S. reclamation service. "The Snake Lake Irrigation Conference, Its Spirit, Purpose and Plan," was discussed by H. W. Gard, Madras; J. T. Hinkle, Hermiston; Professor W. L. Powers and Professor H. D. Scudder.

ADDRESSES ARE SCHEDULED

Friday's program will be devoted to important addresses, as will the Saturday morning session. Saturday afternoon will see the opening of officers and in the evening the delegates will meet with the members of the state legislature at a Portland Press club smoker.

The most important piece of work before the present congress is held to be the preparation of plans for the John Day project, the largest and one of the most important in the state. What is hoped for the project is a union of the products of all better Central Oregon activities—or the activities, largely directed from Portland, which have opened Central Oregon.

"The project will unite, in effect, the portage route, the Collio canal, and the Columbia river highway, all leading to the very border of the project. The 300,000 acres in the project will join (Continued on Page Fifteen, Column One)

EVEN SMALL CHILD CRIES FOR PEACE

11-Year-Old Joins Vast Majority in Journal's Contest on the League of Nations.

First, for compromise and immediate ratification, 564.

Second, for Lodge reservations, 95.

Third, for ratification of the treaty substantially as submitted by the president, 821.

Fourth, against any ratification, 195.

Such is the count up to 11 o'clock today. News that the New York World is printing The Journal's treaty vote shows the wide interest in the balloting in Oregon on the treaty. There is not the slightest doubt that senatorial minds will be influenced to some extent by the coupons sent The Journal, and that is a strong reason why they should be filled out and hurried in.

On the editorial page, there are extra coupons, which should be cut out, filled in according to the choice of the voters and hurried to The Journal.

GREAT INJUSTICE

R. L. Walter, Portland, writes: "Since the reign of Henry VIII of England, who debauched Magna Charta, there has been no greater injustice perpetrated upon a larger patient people than that of the Senate trying to abrogate the League of Nations. They out-Herod Herod in trying to defame our president, being fully aware that they can in no sense approach his great ideals in the knowledge of our greatness and strength to change any rule that will or may be obnoxious to the United States. Make the agreement of nations to prevent war now—quibble over the rules afterward."

CHILD TAKES INTEREST

Rose D. O'Connell, Umatilla, writes: "I am sending you some votes. I am not old enough to vote, as I am only 11. But I am old enough to know that we do not want another war." Even the children understand.

W. H. Stafford, La Grande, writes: "These United States are big enough and strong enough and the nations are wise enough in the knowledge of our greatness and strength to change any rule that will or may be obnoxious to the United States. Make the agreement of nations to prevent war now—quibble over the rules afterward."

PORTLAND SCORES TREMENDOUS WIN IN RATE HEARING

PORTLAND MEN PLEASED WITH RATE DECISION

Say Report, if Sustained, Will Divert Here 50 Per Cent of Grain Products of Northwest.

The Columbia basin rate case resulted primarily from a conviction on the part of The Journal that justice to the Oregon country demanded recognition of the Columbia water grade.

The Journal has used every resource for years in the cause so vital to the people, the development, the business, the industry, the transportation, the cities and the ports of the Columbia basin.

The question was taken up by Inland Empire grain growers and shippers and the Portland Chamber of Commerce and the Portland Traffic and Transportation association. Vancouver accepted comradeship with Portland in the effort and is now a partner with Portland in the prospective benefits of the decision.

THOSE IN OPPOSITION

The action before the interstate commerce commission was opposed by the defendants named in the complaints—namely, the United States—railroad administration and the principal railroad lines of the Northwest; also by Seattle, Tacoma, Everett and the public service commission of Washington.

The finding, tentative as it is, covering but a part of the territory involved in the Columbia water grade, the finding does recognize the Columbia water grade. It points in the direction of justice to the interior and to the ports of the Columbia. It refutes the railroad position that rates might be forever the same over the mountains as along the river. It draws into sharp contrast the routes across serrated peaks and along the economical water route provided for the benefit of man by nature.

RATE ON WHEAT REDUCED

Dr. C. J. Smith, president of the Inland Empire Shippers' league, believes that the tentative decision of the Columbia basin rate case, as confirmed, will have the effect of reducing the rate on wheat from the zone south of the Snake river to Portland a cent a bushel or 30 cents a ton.

"This is a great victory for the grain growers of the territory and for Portland," said he. "It is a great victory for Vancouver. If Portland will take advantage of the opportunity the decision affords, it will be a most important of all the factors in the up-building of this city. It means equally as much to the grain growers in the territory affected."

GIVES CITY PREEMINENCE

H. B. Van Duzer, president of the Portland Chamber of Commerce, feels that the tentative decision of the Columbia basin rate case, as confirmed, will have the effect of reducing the rate on wheat from the zone south of the Snake river to Portland a cent a bushel or 30 cents a ton.

"By virtue of this tentative finding, if sustained," he said, "Portland's non-competitive territory has been broadened to include at least 50 per cent of the grain producing area of the Northwest. Hitherto, the annual production of about 24,000,000 bushels of grain has come from our non-competitive territory. This decision will add about 10,000,000 bushels, making 34,000,000 bushels in all, or about half the grain of the Pacific Northwest."

A saving of a cent a bushel on this amount as predicted by Dr. Smith means that the rate on wheat, whether of grain to this port, but an apparent saving of \$100,000 in freight rates on this amount alone, without considering the possible savings on other shipments from the broadened territory made exclusively tributary to Portland and Vancouver.

ENOUGH TO ATTRACT

A cent a bushel differential, all other things being equal, is more than adequate to turn commodities in this direction.

Charles B. Moores, chairman of the dock commission, commented upon the (Continued on Page Three, Column Six)

What Decision Means to City

Tentative decision of Columbia basin rate case involves class and commodity rates between Portland and Vancouver as ports and the Inland Empire zone south of the Snake river.

Groups Astoria with Puget Sound ports in respect to this zone.

Affects area producing some 10,000,000 bushels of grain annually, this amount being added, upon confirmation of tentative finding, to the business exclusively tributary to this port.

May effect a saving of 1 cent a bushel, or 30 cents a ton, on non-competitive grain movement to Portland.

Constitutes recognition of Columbia water grade as a route of transportation more economical and desirable than steep mountain grades leading to Puget Sound.

Strikes heavy blow at railroad scheme of granting same rates from interior to Puget Sound and Portland-Vancouver, regardless of the cost of transportation.

Means impetus to development of interior and acceleration in the port expansion of Portland and Vancouver at the head of deep sea navigation.

Consequently means growth of business, industry, trade, shipping and population and a more decisive merging of the community interests of Portland and Vancouver.

Establishes The Journal's long contention that justice to Columbia basin demands recognition of water grade in a rail rate differential favorable to the Inland Empire and ports of the Columbia.

FIVE VESSELS TO RUN TO FAR EAST

Shipping Board Allotment to Give Pacific Steamship Co. Ship Each 21 Days.

Portland will have a steamship line to the Orient with five sister ships on the run, making sailings every 21 days in the future, according to A. F. Haines, vice president and general manager of the Pacific Steamship company, who said today that the fleet was guaranteed to him by officials of the United States shipping board at San Francisco last week.

President H. F. Alexander and Haines are in Portland today from Tacoma, where the regular offices are located.

FULL CARGOES CARRIED

Heretofore the Portland-Orient line of the Pacific Steamship company has been operating with one steamer a month and capacity cargoes have been carried each time.

The volume of business increasing, the shipping board has now allotted five of the Standifer steamers, each of 9600 deadweight tonnage, and all constructed in 1913, to the service.

These vessels are the Waban, Coaxet, Wawalon, Montague and Abercrombie. The first four mentioned are in the Orient now, discharging or loading freight. The Abercrombie is being fitted preparatory to making its first sailing for the Far East. The Coaxet is now on its second voyage.

SERVICE IS REGULAR

"These steamers are now definitely in this regular service," said Haines, "and shippers can depend on them. They will have regular sailings, whether or not full cargoes are available. We know the business is here, and are willing to have business a little slow at first in order to build it up."

"Considering conditions, the Portland service has been very satisfactory to the company so far. You have the difficulty here that shippers inland and in the East do not know enough of the port to use it. Repeatedly the company is instructed to route Oriental freight through Seattle and San Francisco when it could just as well be handled here."

"We are combating this condition now and it is yielding in good shape."

BALLOT ON PEACE TREATY

Vote one choice. Indicate preference by X mark in square.

1 I favor compromise on reservations and immediate ratification of peace treaty and League of Nations covenant;

2 I favor ratification with Lodge reservations.

3 I favor ratification of the peace treaty and League of Nations covenant substantially as presented to the senate by President Wilson.

4 I am opposed to ratification in any form.

Name

Address

Fill in and mail to The Journal. Limitation of ballot to qualified voters is requested.

WATER GRADE FAVORED OVER INLAND HAUL

Portland and Vancouver Said to Possess Natural Rate Advantages Over Seattle, Astoria.

Washington, Jan. 8.—(WASHINGTON BUREAU OF THE JOURNAL)—The epoch-making report which came from Chief Examiner Henry Thurtell of the interstate commerce commission today, involving the entire fabric of rate making in the Pacific Northwest, if followed by the commission in its final report, brings to Portland the recognition it has long sought of its advantage in geographical position on the Columbia water grade.

Distinct recognition is given to cost of service and distance comparisons in which Portland is backed by the logic of dollars and cents, in her ability to handle traffic from the Inland Empire for less than the northern lines, with their mountain-climbing costs, and this finds expression in recommendations that from the territory south of the Snake, river Portland should have a preferential rate.

Vancouver, Wash., shares in this victory as a sister city enjoying essentially the same position. Astoria falls into a rate group with cities of Puget Sound, because of her great distance from the Inland Empire, RATE HELD REASONABLE.

While Portland's big guns have torn holes through the artificial rate structure that has discriminated against her in inland trade, the assault on the rates themselves as unreasonable has failed. The complaint of the Inland Empire Shippers' league is recommended for dismissal on the ground that grain rates have not been shown to be unreasonable, the basis for which is found in this quotation:

"Taking into account the low rate of interest used in the cost study and other elements of doubt and the necessity for providing rates which should earn revenue in excess of known costs; taking into account also the high value of this commodity it cannot be inferred that freight hauled on this system, it would appear that rates on grain, which yield a revenue of 25 per cent in excess of the average indicated, costs should not be considered unreasonable."

Complaint against unreasonableness of class rates in the Portland case is also rejected by Examiner Thurtell's reasoning. It cannot be inferred that the rates into Tacoma, Seattle and Astoria from Inland Empire points are the maximum reasonable rates which could be applied for these distances. In this case it is held that in 1917, when the present rates were established, INCOME FIGURES FALL.

Income figures under federal operation constantly falling below the standard return are cited and it is said that "under these circumstances, it cannot be concluded that these class rates of any of the commodity rates, respecting which testimony was offered, between Portland and Inland Empire points are now unreasonable."

Dealing with the territory south of the Milwaukee and north of Snake river, which, in the Thurtell report, makes the dividing line for differentials in favor of Portland, it is said that the Milwaukee has a right to protect itself from loss of traffic and has a main line which compares favorably in operation costs to Seattle with other lines into Portland.

Favorable opinion for Portland's future position is seen in the weight given in Thurtell's report to operation costs, the direct recognition accorded to this principle in the recommendation for substantial shading of rates to Portland and Vancouver from territory south of Snake river, and the recognition of distance advantages, both from the Inland Empire and the agreement for Portland's future position.

A further favorable element is seen in comparatively scant discussion of some other rate making juggles so often (Continued on Page Two, Column One)

O-W. R. & N. Trains Delayed by Wreck

Main line traffic on the O-W. R. & N. was delayed about two hours this morning as the result of a collision of two switch engines near the Umatilla roundhouse at 4 a. m. One engine was derailed and its tender was smashed. Passenger trains were derailed via the Umatilla cutoff.