

WHERE RISES THE COLUMBIA



Unconventional photographs of the Columbia taken by Lewis R. Freeman who reached Portland last week after traversing the river from its source in an open boat. Above—The Columbia, one quarter mile from its source in British Columbia and first place where a canoe can be launched. Center—Driving down Knapasket rapids. Below—Map showing course of the Columbia.

KLAMATH COUNTY BUSINESS FOUND FORGING AHEAD

Mills Running Full Tilt; Citizens Anxious to Have Rail Connections to Foster Portland Trade.

Business conditions in Klamath county are in excellent shape, according to J. W. Brewer, field secretary of the State Chamber of Commerce, who returned last week from Klamath Falls, where he was chairman of the special committee to hear the investigation of the California-Oregon Power company construction plans in that district.

"Mills of Klamath Falls are running at full capacity and there seems to be a continuous demand for white pine lumber and lumber products. Outside of Portland, Klamath Falls has a larger freight shipment than any point in the state," said Brewer.

An oil well is being drilled about eight miles from the city, with excellent prospects, according to Brewer, who saw samples of the oil taken from the well in the office of Captain J. W. Siemens, prominent banker of the city.

"About 25 acres of mint has been planted on the marshes of upper Klamath lake," said Brewer, "and companies are being organized at the present time for the planting of nearly 2500 acres additional. This promises to be a very important industry of that territory. The mint will yield about 40 pounds of oil to the acre, which sells at from \$5 to \$8 per pound."

"Practically all of the business of Klamath Falls is going to California points at the present time, owing to lack of railroad connection with Oregon points. Klamath Falls people are very anxious to tie up in a business way with the city of Portland and are endeavoring so far as possible to secure the construction of the Natron cutoff of the Southern Pacific or a direct north and south line to Bend. With the immense amount of business coming from that territory and the prospects for greater development, it would mean very much to Portland and the state of Oregon if a road of roads could be constructed."

"South of Klamath Falls about 35 miles is the Malin district, a very important grain-producing section. Owing to the lack of railroad transportation, a great deal of this grain was lost this season on account of the lack of transportation facilities."

Co-eds Give Dance To Raise Fund for Dormitory Piano

Whitman College, Walla Walla, Wash., Nov. 27.—To raise a piano fund, co-eds of Langdon House, women's dorm, held open house Thanksgiving day, entertaining with an informal dance on the "free silver" plan, each dancer paying what he wished.

A literary society has been organized here with Margaret Sayre of Tacoma president; Gwyneth Lewis, Almira, vice president, and Louise Simpson, Kennewick, secretary-treasurer. The society succeeds three others of its type which died out.

DARING TRAVELER GOES LENGTH OF COLUMBIA RIVER

Lewis R. Freeman Starts From Where He "Could Scoop Stream Up in His Hands."

From the glacial sources of the Columbia in a 28-foot boat, Lewis R. Freeman, author and globe trotter arrived in Portland last Sunday. The trip, one of 1250 miles, took two and one half months.

The source of the river is partly in the Yellowstone country, partly near the Teton peaks and partly in the pine-clad mountains of British Columbia. The head of the river is generally taken to be in British Columbia about 80 miles north of the American line. From this point it runs some 150 miles northwest to the Big Bend and there in a great curve southward crosses the international boundary where it is joined by the Pend Oreille river (Clark Fork). About 106 miles farther south the Columbia is joined by the Spokane river. Next comes the Okanogan from the mouth of which to Priest Rapids the Columbia traverses a superb canyon. Near the Oregon boundary occurs the junction with the Snake river. Shortly thereafter the great river turns westward through the Cascades to the sea.

Freeman's trip was primarily to make a complete film record of the Columbia river from its source and to furnish material for a book of travel and adventure he is now working on. The working of the movie machine was done by Len Roos of New York.

"The Columbia is different from any other river," Freeman said, "for the whole course is one of grandeur and beauty. I started from the very source, where I could scoop the whole river up in my hands and drink it. Farther down the river widened enough to put a boat in the water. After embarking the trip never grew monotonous for there was action all the way down. Sometimes it was necessary to portage around the rapids but unless the run was too dangerous we took them in the boat."

RAPIDS NEARLY GOT THEM

"At Surprise rapids the river nearly got us but we came through after a tussle. The boat came near being swamped but we managed to get her to the bank. Surprise rapids are the worst in the entire course for the river takes a drop of 100 feet in two miles. The only way to make it is to alternately pack around the worst and take chances on the rest afloat."

"The people on the upper river fear it and fail to appreciate the scenic beauties. They were always telling of the dangers of the next rapids and warning us to guard against the trickery of the stream."

"Unlike most rivers I have seen, the Columbia does not have a sluggish flow in the lower reaches and the beauty of the stream is not marred by vast regions of swamp land. From its source to the sea it flows between great mountains, through the grandest of scenery. In the ranges from five to six thousand feet high on each side, while in the lower part it is surrounded by cliffs that cannot be matched for grandeur anywhere."

TRAVELER OF RENOWN

The cameraman left Freeman at Pasco, for the days were getting too short and the light too bad to do the work. The film will be completed next year.

From Pasco down to Portland Freeman rowed the boat alone. "It took three inches from under my belt and put it on my chest for it was

necessary to row continually," Freeman explained. "In the slack water I had to row to get anywhere and in the rapids the boat had to be kept in motion in order to steer clear of the rocks. I was able to row on an average of 40 miles a day."

Freeman is a traveler of renown and has made trips on most of the principal rivers of the world. During the war he served as a correspondent and later gained a commission in the Royal Volunteer Naval Reserve of the British navy. In this capacity he was attached to the Allied Naval commission and took part in the surrender of the German fleet.

Tuesday Freeman left for his ranch near Pasadena, where he will work on his book.

\$2500 Tax Is Voted For Improvement of Dee School Grounds

Dee, Nov. 27.—At a special school meeting a tax of about \$2500 was voted and a movement started to clear off land for a playground, build a shed, dig a well and otherwise add to the comfort and convenience of pupils.

Mr. and Mrs. George Ledford have moved to Seattle. Ledford has been a grader of lumber here in the county for a dozen years.

Short Haul 'Drag' Will Be Target in Amendment Asked

(By United News) Washington, Nov. 27.—Among legislation to be pushed at the forthcoming short session of congress will be an amendment to the interstate commerce act, to be introduced by Senator Key Pittman, Democrat of Nevada. Pittman aims to strike out the clause in the act, which he says, gives the railroads the right to charge more for a short haul than a long haul on the same line. Such an amendment was incorporated in the Eech-Cummings railroad act while that measure was still in the bill stage late last winter, but was struck out by the senate and house conferees. Pittman fought the omission, but was finally persuaded to let the bill go on the understanding that he would have another chance to amend the interstate commerce act. This, he says, he now proposes to do.

According to the Nevada senator, one can haul coal from Illinois to San Francisco cheaper than one can haul it over the same line from Illinois to Nevada, for example. Similarly, he points out that it is cheaper to send a consignment from Chicago right through to

R. H. Parsons Chosen Mayor of Sherwood

Sherwood, Or., Nov. 27.—R. H. Parsons has been elected mayor of Sherwood. Other city officials chosen were: Councilmen, E. G. Hagey, C. I. Calkins, E. Lawrenz, G. M. Hall; recorder, Ben F. Toose; treasurer, J. S. Anderson; marshal, H. E. Nicholson, a Civil War veteran.

Back to Old Basis, Says Bartholomew

E. I. Bartholomew of the Bartholomew company returned from New York the middle of the week. "The readjustment in the business world has taken place," said Bartholomew, "after a very poor fall season. Business is being established on the conservative buying and selling basis as in prewar days. The period of reckless spending is over. The factories are not trying to put the price of labor down, but rather to increase production with it at the present scale, and so far they are succeeding."



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