

WHEAT MOVE DOWN COLUMBIA IN 1925? IT IS LIKELY

Saving of \$1,000,000 Each Year Could Be Made, Thus Making a Huge Terminal of Portland.

By Marshall N. Dana
Let us say that the date is December 18, 1925.

The season has been exceptionally prosperous throughout the Columbia basin. It has brought particular advantage to the wheat growing areas which border on the Columbia and Snake rivers and also to Portland and Vancouver.

The two latter cities—now in location and mutuality of interest—show remarkable gains in population, port use and industrial expansion. Their progress as population centers is, in fact, equal to the agricultural advance of the interior country.

The reasons are easy to find. Millions of bushels of grain were routed via the Columbia water grade to Portland and Vancouver immediately following the effective date of the Columbia basin rate decision. This alone established more miles brought more ships, attracted industries and, incidentally, more people. The rate preferential which the federal commission ordered in recognition of the grain advantage has prompted the development of the Columbia basin in proportion to the enlarged interchange of business between the interior and its ports.

REDISCOVERY OF RIVER

The advancement of power and irrigation projects, such as the Columbia basin, John Day, Umatilla and others, also has had the effect of adding to the genuine wealth of the great country drained by the Columbia and of benefiting all interests.

But not the least of all the forces powerful in building up business and agriculture and the towns and country of the Columbia basin is the rediscovery of the Columbia river.

At no more distant date than February 6, 1921, a railroad was authorized on transportation scooped at the idea of organizing the land and the river into a great producing and transportation system.

But those who ridiculed loudest are busiest in this year of 1925 turning the results of the system to their own advantage.

How was it done? In the first place some of the far-seeing men of Portland, Vancouver and the Columbia basin, who have always argued that nature's waterway constituted a utility and established a right which could not be gained, matched their ideas with the business men of the interior.

They organized the Columbia Basin Cooperative Wheat Shippers' association. They analyzed the situation thoroughly and put in enough capital to carry their plan with the success which is now attending it.

BARGES BECOME WHEARFS

They accorded the smallest wheat farmer the same fairness and equality of opportunity that they did the largest investor.

They put on the river powerful tow-boats with barges ranging from 600 to 1200 tons carrying capacity. They ran the steamers and barges like railroad trains, "spotting" the barges at loading and discharging points like freight cars are "spotted." Each barge thus became a floating wharf and the shipper could know certainly that on a certain day at a certain landing it would be there, ready to receive the grain.

The inland merchant would know with equal certainty that the barges on upbound trips would arrive within a definite period with his merchandise for prompt truck transfer to his store.

Port districts were organized at important landings so that handling facilities could be provided for the barges of the districts. The building of feeder roads for truck operation was successfully brought about on both the Oregon and Washington sides of the Columbia through the cooperation of the county and state highway authorities.

GRAIN COUNTRIES ON RIVER

The agents of the association went directly to the wheat growers and contracted with them for the hauling of their crops. This was easy, not only because the growers were members of the association, but because they could be talked to in the terms of dollars and cents economy.

The growers were shown they saved \$1 to \$1.25 a ton—from 3 to 4 cents a bushel—on grain handled by water and yet have a fair profit on the operation of the boats, barges and trucks.

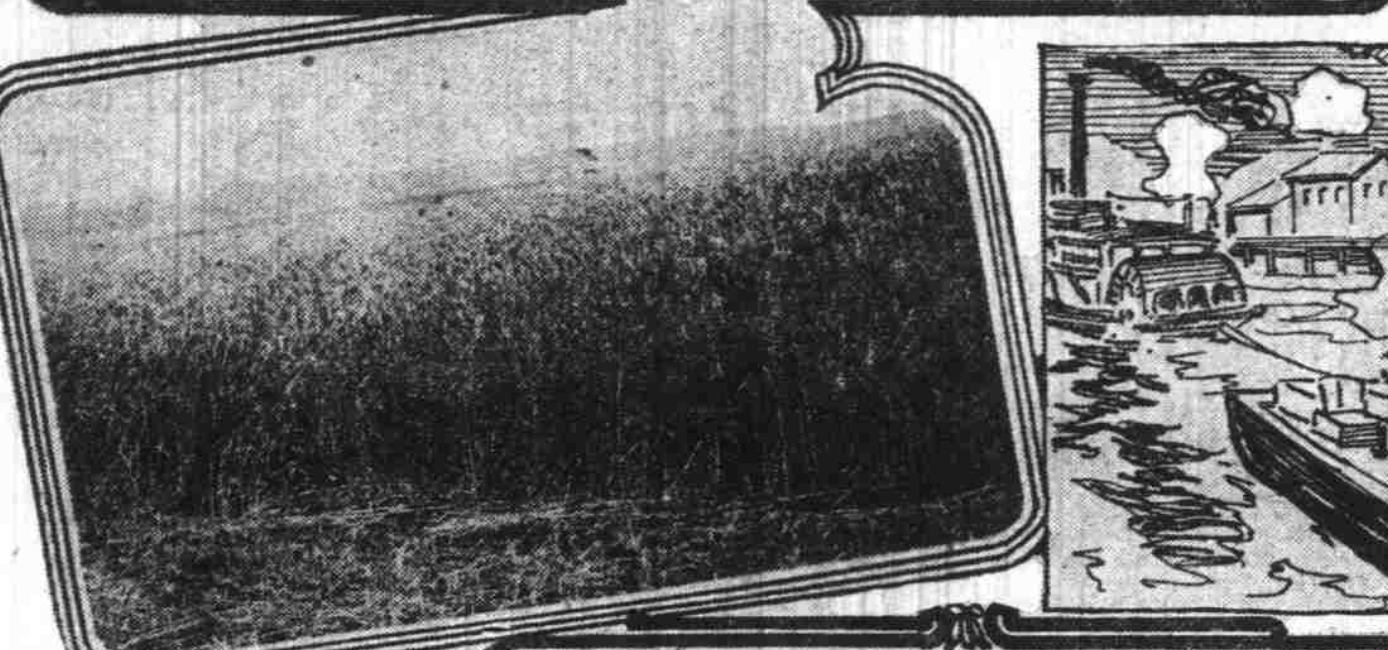
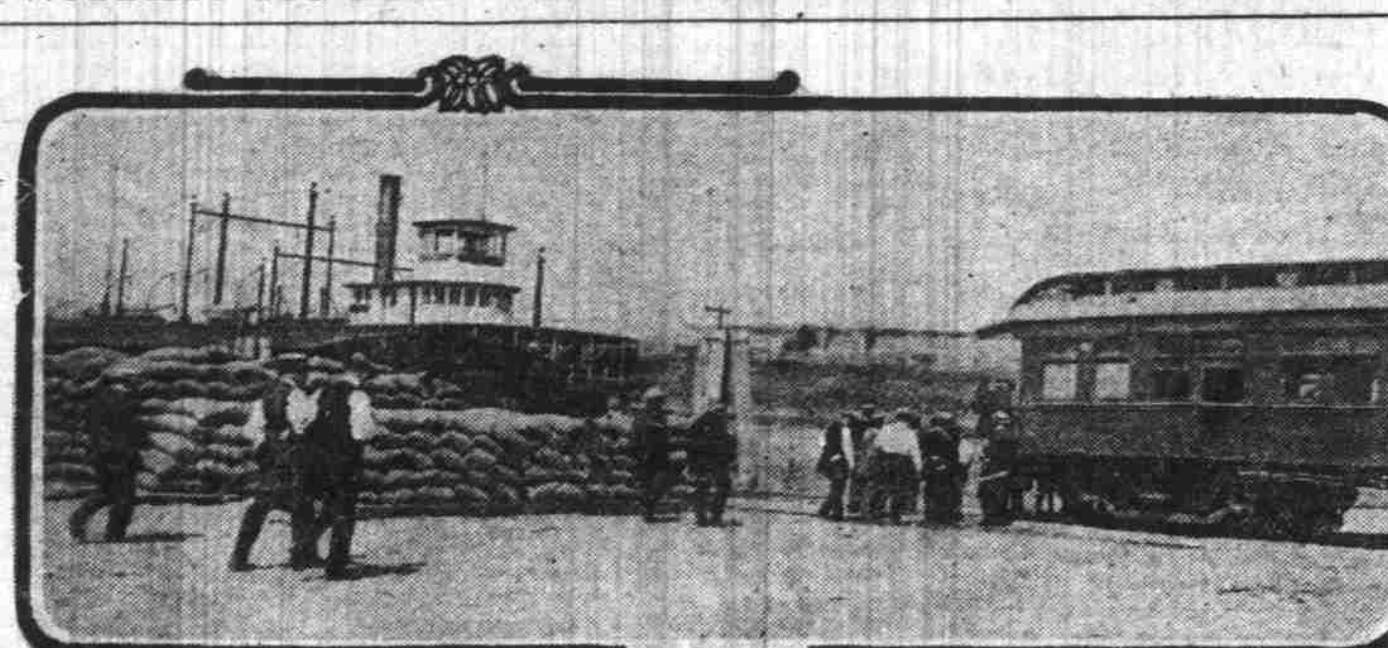
Consulting the 1920 crop statistics compiled by The Journal's market department, they found that the Oregon counties—Gilliam, Morrow, Sherman, Umatilla and Wasco—close to the Columbia, produced 12,576,000 bushels of grain. The corresponding group of counties in Washington—Benton, Columbia, Douglas, Franklin, Klickitat, Walla Walla and Yakima—which edged on the river, produced in the same year 11,143,000 bushels of grain.

Here were 23,719,000 bushels of grain, a large proportion of it within easy reach of the river that could be handled by a boat and barge system operating only between Portland-Vancouver and Pasco-Kennewick. A saving of 3 cents a bushel meant an economy of \$70,000,000 SAVING.

By including the wheat producing counties bordering on the Snake—Anatin, Garfield, Whitman and Adams—it was found an extension of the service to Lewiston, Idaho, added 16,000,000 bushels of grain to the business presumably available. In other words, the grain production between Portland-Vancouver and the head of navigation on the Snake was the starting amount of 39,680,000 bushels. This amount could be accomplished through water transportation of more than \$1,000,000.

It was recognized that on a certain proportion of this production the railroads would have first claim because of established service and branch lines. But at the same time the railroad traffic managers were ready to testify that

WATER ROUTE MEANS MILLIONS TO FARMER



Above—River steamer taking on wheat which was grown (middle picture) in the upper Columbia or its tributaries for shipment at Portland or Vancouver on great oceangoing freight carriers pictured at bottom.

they could never compete with water transportation in handling bulky, slow moving commodities either into or out of the interior.

An examination of the railroad rates in effect February 5, 1921, showed the following charges per ton to Portland:

Arlington, \$3.69; Heppner Junction, \$3.80; Umatilla, \$4.10; Pendleton, \$4.30; Walla Walla, \$4.30; Wallula, \$4.10; Ayer, \$4.50; Riparia, \$4.80; Swift, \$5.40.

On the very face of things it was clear that by hauling direct from points of production to the river and there loading aboard waiting barges, a first saving of \$1 in warehouse charges could be applied to an increased length of truck haul, while the minimum saving of \$1 a ton in freight rates in water transportation was net to the shippers.

MATTER OF TIME

In the question as to which would be the more important receiving point for the grain, Vancouver had the advantage of 14 miles in distance, but Portland, at the beginning of the service was the center of the jobbing houses, looked to principally for shipments to the interior.

After a preliminary experience, however, it is seen that these conditions adjust themselves naturally and both points get the added business to which each is entitled. In the same way the boats and the railroads get the business of the interior which is natural to each. The enhanced development of the country has shown a marked tendency to add to the tonnage the railroads were handling before the boat and barge system was installed.

Both Portland and Vancouver have shown a commendable disposition to clear away cluttered old docks and install efficient water terminal facilities equal to the demands upon them. After the boat system of wheat movement was ready to handle the main highway, a further question of the value of the 1,000,000 bushel grain elevator at the St. Johns terminal and new elevator located at the same place both at Portland and Vancouver.

To return to 1921: Does the above seem fanciful? Let him who runs read. That which the economy of nature directs should be done will be done. Small plans can only deny, petty competitive influence can only defer, lack of vision can only postpone the time when the advantages of the river and the land will fully profit the people of the Columbia basin.

Coyote, Driven to Bay With Truck, Is Held Lamb Slayer

Roseburg, Or., Feb. 5.—The coyote killed Thursday by Peter Ballif, who chased the animal down with a small truck on the highway east of the city, did much damage before his life was ended. It had been roaming in the vicinity of the Dixon ranch, about six miles from here, and killed a large number of lambs belonging to Ed Weir, leaving but five of 22. It also killed many lambs belonging to other residents in that district.

Thursday morning eight of the settlers with many dogs, started in pursuit of the animal. His trail was picked up about 8 o'clock, and for several hours he was followed. He doubled, circled and played every trick known, and at last, falling to evade his pursuers, apparently decided to quit the country. The animal was about three miles ahead of the pack of dogs on the highway, where Ballif took up the chase in his truck, cornering the animal and killing it with a rock.

Commercial Club Secretaries Are To Have Training

University of Oregon, Eugene, Feb. 5.—The school of commerce of the university plans to hold a short course in commercial club secretaries, beginning March 28 and ending April 2. The course will be given by the request of the Oregon Association of Commercial Secretaries.

Rural Carrier Loses Outfit, Due to Storm

Weston, Or., Feb. 5.—Weston Mountain region was recently visited by a terrific wind storm in which Roy May, rural mail carrier, was caught. His buggy was turned upside down, frightening the team, which ran away. May was clinging to the front wheels when they were torn loose. He suffered painful injuries. One horse ran toward Milton and the other was found on the mountain the next day, still hitched to the front wheels by one leg.

GRL. ST. DEE AT STATE UNIVERSITY MODELS MONSTER

Clay Miniature of Reconstructed Plesiosaur of Bygone Days Is Made by Miss Rachel Husband.

University of Oregon, Eugene, Feb. 5.—Rachel Husband, a geology major and a member of the paleontology class, has qualified as a sculptor. Her latest work is a replica of a reconstructed plesiosaur, a cousin of the mosasaur, which paddled through the deep seas of Kansas several million years ago.

The replica is about five inches long, formed of modeling clay. The original, according to Dr. Packard of the geology department, was more than 30 feet in length. The model shows the relative size of the great fin evolved from feet to accommodate the reptile to the changing environment, and the elongated neck, which tapered out to a long, thin jaw.

Several fossilized bones of a mosasaur, obtained by Dr. Condon, are on exhibition in the readjusted geology museum. These bones were found in the chalk beds of Kansas by a great sea. Dr. Packard said the Rocky mountain uplift and the consequent drying up of the inland seas probably caused the death of the water adapted creatures, biologically in their old age.

The plesiosaur and the mosasaur were formerly land-dwelling animals like lizards. The fossils embedded in rocks, which can be seen in the geology museum, show the peculiarly hinged jaw.

Oregon camels and three-toed horses, engravings of flying fish in petrographic prints, Pelee's pyroclastic whiskers and similar items of interest had places in a strange procession which moved them from Johnson hall to the dim recesses of Deady hall and other places of Stygian darkness on Wednesday night, when the university made it necessary to use part of the museum as a classroom.

Professor J. R. Whitaker's class in merchandising is preparing a 3000-word report on a wide range of subjects concerning Oregon's merchandising possibilities.

Twenty students whose homes are in Washington initiated into the Washington club Wednesday night. The club plans a dance for Washington's birthday.

Forest Problems To Be Discussed in Portland Session

Twenty-four forest supervisors of Oregon and Washington will meet at the Multnomah hotel the week of February 14 to 21 for all day sessions to consider only one problem: that there was anything at all cruded in the treatment of a cow.

The meeting will be the first to have been held in Portland for several years. No regular program will be held, but the sessions will be open to general discussion on operation, personnel, fires, forest management, timber sales, grazing, land exchange, recreation and other subjects of similar import. Each day will be devoted to some special phase of the various branches of the forest service in the district from the Portland office, will preside on the days their work is to be discussed.

One day will be devoted to a visit of various industrial plants. A few evening sessions may be held, to be addressed by C. S. Chapman of the Oregon Forest Fire association on fire cooperation, and by E. T. Allen, secretary of the Western Forestry and Conservation association, if the latter will have returned from Washington by that time. One-half day will be devoted to reports of committees.

On Monday, February 21, C. E. Rectorford, grazing inspector from Washington, D. C., will speak.

Chairmen of various committees are as follows: General administration, Albert E. Brown, Lakewood; forest management, W. G. Weigle, Seattle; lands, T. H. Sherrard, Portland; entertainment, E. N. Kavanaugh, assistant district forester, Portland.

Sheridan Boy High In Debate Tryout At Willamette 'U'

Willamette University, Salem, Feb. 5.—Sheldon F. Sackett, junior, of Sheridan, Or., carried off first honors in the tryouts for varsity debate teams Friday. Bernard Ramsey, sophomore, of Prineville, won second place; Frank Bennett, senior, of Gooding, Idaho, and Robert Notson of Salem, freshmen, were the other successful contestants.

Four debates have been arranged by Forensic Manager Ralph Thomas for the men's teams. A triangular debate will be held with Pacific university and McMinnville college early in March. The team will meet Morningside college, Sioux City, Iowa, at Salem, about the middle of March and the College of Commerce, Portland, at the end of the season will be closed in April with a dual debate with Whitman college.

The semi-annual elections of the senior class resulted in the choice of Edway Sociofology of Salem as president for the last semester; Myrtle Mason of Boise, Idaho, vice president; David Lawson of Anchorage, Wash., treasurer; Helen Satchwell of Shedd, secretary; Robbin Fisher of Salem, athletic manager; Ralph Thomas of Wenatchee, Wash., foreman manager, and Paul S. Flegel of Portland, sergeant-at-arms.

Care of Cow Is Not Brutal, Court Told, So Man Is Released

L. V. Hult, who was tried in the municipal court Saturday afternoon on a charge of cruel and inhuman treatment of a cow, was discharged by Judge Rossmann.

Hult was alleged to have kept a cow in a lot at Thirty-seventh street and Sandy boulevard, where the animal was unprotected from the weather except for a packing case in which its head was kept while feeding. Out of 15 witnesses, all cattle men, who appeared in court, only one testified that there was anything at all cruel in the treatment of the cow.

The other 14 said Hult's method of keeping the cow was not particularly commendable, but that there was nothing cruel about it. A blanket and tarpaulin were kept over the cow. Judge Rossmann made a special trip to the lot where the cow had been kept and was apparently satisfied with the conditions, for Hult was released. The cow was taken in charge by the Humane society several weeks ago, when the case was first brought up. The court ordered the cow released, after Hult stated he had provided a barn for housing it.

Civil War Veteran, 89 Years Old, Dies At Home of His Son

Forest Grove, Or., Feb. 5.—John Harris, a veteran of the Civil war, aged 89, died Friday at the home of his son, W. A. Harris, near Gaston, where funeral services will be held Sunday at 10 a. m., conducted by Rev. O. P. Burris of the Forest Grove Christian church.

Cars Jammed About Fire Bar Apparatus

Wenatchee, Wash., Feb. 5.—Fire originating from unknown cause Saturday destroyed the barn and packing shed owned by Albert Wilson. The shed was used by the Wilson family as living quarters. The fire department was unable to fight the blaze, as the road was jammed by automobiles of those who drove to the scene. The buildings were outside the city limits. Two trucks, 2 1/2 tons of baled hay, a power sprayer and a large quantity of tools were burned. The total loss is around \$10,000.

Mount Angel College Loses North Pacific Dental College's Basketball Team Won from the Mount Angel College aggregation Saturday night in the Christian Brothers' college gymnasium. The final score was 22 to 16 and at the end of the first half the Portlanders were leading 22 to 7. Between periods the student followers of Mount Angel staged several novel stunts, which were well received. Gallagher was high man for Mount Angel with 6, while Peppers with 13 and Nicholson with 9 featured for the winners.

FEMININE RULE IN YONCALLA IS HELD OF GREAT BENEFIT

New Sidewalks Have Replaced Variety of Olden Days; Town Is to Be Cleaned Up Entirely.

Roseburg, Or., Feb. 5.—That the feminine government of Yoncalla, Or., has brought about wonderful changes in the affairs of that city within recent months is the statement of Yoncalla visitors in Roseburg.

Prior to the change in government the "weaker sex" made numerous ineffective complaints to the male government that the sidewalks were in a dilapidated condition, unfit for travel. The women decided to take a hand in the government of their "home town" and elected a complete city ticket.

Immediately after they assumed office they began a campaign to beautify Yoncalla, with the result that brand new sidewalks have replaced the ancient variety and the streets present a more clarified appearance. The improvement campaign is continuing, and the women officials declare that it will not stop until Yoncalla has been entirely "cleaned up."

County Commissioners Weaver and Long inspected the road leading from Umpqua Park addition on the west side of the Umpqua to the Oak street bridge. The bids are too high to warrant rebuilding of the Alexander bridge, which collapsed some time ago, it is probable the county will improve the bridge with county funds and a petition was received here Friday remonstrating against it. A suspension bridge may be placed across the Umpqua to accommodate the citizens in that isolated district.

Myrtle Creek will soon have a new method of purifying the water used by the town. The city council, at a meeting, decided to install a chlorination plant to eliminate typhoid fever.

Twelve candidates were initiated into Union encampment No. 9, I. O. O. F., Thursday night. The Odd Fellows are in their new three story building.

Railroad Work Halted

Willamina, Or., Feb. 5.—All activity on the Willamina-Grande Ronde railroad has ceased, due to the inclement weather officials say. Cooks, bosses, timekeepers and even superintendents have been discharged to make reorganization possible when the spring work opens up.

Newberg Defeats Dallas

Newberg, Or., Feb. 5.—The Newberg American Legion basketball team won its eighth straight game by defeating The Dallas ex-Yanks, 21 to 17, here to-day. Elliott was high man with 11 points for the winners, while Hart made six for Dallas. The visitors were leading, 11 to 6, at the end of the first half. The officiating was very ragged.

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Commission Urges Safer Signaling At Rail Crossings

Salem, Feb. 5.—The public service commission today issued to all railroad superintendents a letter dealing with the efficiency of automatic warning signals at grade crossings of railroad tracks with highways, and asked for betterment of this service.

The commission says the automatic signals, from various causes, "occasionally, if not frequently," fail to perform the service for which they are installed, and constitute an extreme menace to travelers who rely on their supposed infallibility. The commission believes the signals should be improved by the use of plane of efficiency as automatic block signals, and asks cooperation in an effort to make the signals more perfect. The filing monthly with the commission of all failures of such automatic warning devices, their locations, time of failure, operator, etc., and instances that may be of assistance to the commission and the carriers in more adequately safeguarding the lives of the traveling public.

Man Who Molested Married Woman Is Sentenced, Paroled

Patrick Walsh, who is alleged to have met Mrs. A. Kreuger on the street and after following her home to her address, is said to have later tried to force his attention on her in her own home, was given a sentence of 90 days in the city jail by Municipal Judge Rossmann Saturday. Sentence was suspended on condition that Walsh refrain from annoying the married woman again. Walsh was recognized by Walsh on the car while she was riding with her husband several days after the episode. She and her husband followed him until they met Sergeant Schand and Patrolman Fair, who arrested Walsh.

FATHER BRINGS ORPHAN TWINS FROM OKLAHOMA



Gerald and Tyrell O'Brien

Cottage Grove, Feb. 5.—E. J. O'Brien arrived recently from Marline, Okla., with his twins, Gerald and Tyrell O'Brien, born October 24. Their mother died the day following their birth. O'Brien took all the care of the twins on the way to the home of their grandparents, even admitting he will not get by with that stuff if I can prevent it," the mayor added.

Commissioner Bieglow insisted upon a vote of the council, and with Commissioner Pier voted to remove Wright. Commissioners Barbur and Mann, who had supported the mayor in his stand and in his statements, voted with him to permit Wright to continue as his present stand.

Albany Eliminated From Taking Part In State Debate

Albany, Or., Feb. 5.—Albany was eliminated from the state interscholastic debating contest Friday night, when Salem defeated the Albany orators in both negative and affirmative debates. The Albany affirmative team, consisting of Harold Sox and Muriel Gilbert, argued in favor of abolishing the Oregon state primary law, against Ralph Litter and Robert Emmons, Salem's negative team.

The judges were Dr. J. B. Horner, Professor L. B. Baldwin and E. B. Lemmon, all of the Oregon Agricultural college. Their decision was unanimous.

The annual meeting of the Albany Baptist congregation reported that the membership gain was 56, in addition to those who were affiliated by letter. The treasurer reported that \$9000 had passed through his hands. Officers were elected.

Missing Boy Sought; Mother Is Crippled

Roseburg, Or., Feb. 5.—Word of the whereabouts of George Carls, a young man reported to have left Roseburg for the hills with a prospecting party about five months ago, is requested by his mother, Mrs. M. F. Carls, 3619 Arlington avenue, Los Angeles, Cal. Mrs. Carls described her son as 5 feet 7 inches tall, dark complexion, brown eyes and brown hair. A recent automobile accident has left her badly crippled.

SO-CALLED AUTO MONOPOLY FIRMLY OPPOSED BY MAYOR

Request for Elimination of One Auto Stage Service, Made by Another, Refused by Council.

Declaring he would not be a party to using the power of the city council to assist in establishing a monopoly in the auto stage service, and intimating that they were doing so, Mayor Baker opposed the motion of Commissioner Bieglow, seconded by Commissioner Pier, to put J. O. Wright, a for-hire car operator and owner, off his stand on Sixth street near Broadway, "because Frank Sheppard, manager of the Tyrrell Trips company, objects to the competition of Wright."

Sheppard had applied to the council to deny Wright the privilege of operating a for-hire car from his present stand, giving as his reason the fact that Wright formerly worked for his company and was enjoying a patronage that his company would get in the event the council complied with his request.

"Captain Lewis of the traffic department has pointed out clearly that Sheppard is trying to get the council to put a competitor out of business, and Sheppard even admits it. He will not get by with that stuff if I can prevent it," the mayor added.

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OTHER DRIVERS WARNED

"There are other automobile operators planning to attempt the same thing before this council, but I warn them they will not have any luck in their efforts to use this council in establishing a monopoly. This is an American institution," Mayor Baker announced.

Three other for-hire stand cases presented at the hearing were referred to Captain Lewis of the traffic department and will come up for a final hearing at the next regular Wednesday meeting of the council.

February Furniture Sale

Great Reduction In Prices

We are giving the people an opportunity to supply every household need at a small expense. We offer the entire stock, which fills our 4-story building, North-east Corner First and Yamhill Streets.

The LOWEST PRICES On Furniture We Have Ever Offered



2-inch Continuous Post Steel Bed, one extra good Spring with support and one 40-pound Cotton Felt Mattress; regularly sold anywhere for \$36.00. **Dur- \$25.50** ing this sale only.....

100 full size Comforters filled with pure cotton, fancy covering. Special for the entire next week. Regularly \$5.00, at only **\$3.15**

25 dozen only shades, green or cream colors. Regularly \$1.25. Our price for the week **72c**

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100 Cotton Felt Mattresses

40 pounds, rolled edge, extra fancy ticking; regularly \$12.00. Our February Prices, at only **\$6.95**

If your intention is to buy your Furniture, get busy and come early to supply your wants at our great

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Great sacrifice sale on Linoleum, Pabcolin and Congoleum—beautiful patterns.

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