

# ENGINEER THINKS RAPIDS OF SNAKE CAN BE NAVIGATED

### Capt. Stewart Winslow of Federal Steamer Service Would Shoot River to Test Theory.

By Marshall N. Dana  
Captain Stewart V. Winslow, master of steam vessels in the United States engineer service, believes the Snake river can be navigated.

Don't turn your eyes aside at this point and murmur, "Of course, it can." Captain Winslow has not at all in mind the comparatively placid Snake with only a dozen or so fang-toothed rapids between Lewiston, Idaho, and its mouth at Pasco, Wash.

He has his own eye on the box canyon of the Snake. He means that little narrow, terrifying stretch on the boundary line between Idaho and Oregon, where the Snake is the bucking broncho of rivers and where it flows deep, so deep that it is lost to the sight of both states, save from distant viewpoints to which one crawls on hands and knees.

Captain Winslow landed in Portland a few days ago. He has the steady blue-gray eyes and flashing smile by which the most adventurous of Erin's sons have been identified. He had but recently traversed the route which he believes must be made navigable.

DEAR KEPT HIM ON TRAIL  
But he hadn't done it by boat. Not by very much! He had followed the almost obliterated trail once painfully traveled by the earliest of the pioneers. Where they once furnished with thirst, looked down from the rim upon the foaming water far below, but drank not, because to seek drink would be to fall and die, he also looked down. And he was almost as thirsty as those earliest ones.

He ascended the outlaw river, finding his way by the little heaps of stones left by the life of yesterday. When he became confused, uncertain if design or accident had placed the faint signals, he raised a guide. It was a black bear.

Captain Winslow did not see the bear. He did not wish to do so. He was unarmed. But here and there he found its claw marks. He found places where it had turned over small stones looking for bugs. But it held true to the zig-zag, strayed course, forward and backward, up and down. When the adventurous master of the engineer corps' steam vessels reached the cave which the bear apparently called home, he was able, by looking back, to see that it was the only possible course.

REGION IS ISOLATED  
A monkey might have shortened some of the detours, but not a bear or a man. The beginning of the unique journey was at Lewiston. The small boat, Bryan, disposed of the 100 miles to Johnson's Bar by way of Pittsburg Landing, which is 72 miles from Lewiston. Captain Winslow had opportunity to observe the hairy sagaciousness with which the few residents of the wild region waited for letters from the outside world. It wasn't particularly easy going, for a head wind added its opposition to the current, but as Captain Winslow says, "We opened the throttle a couple of notches and the spray which flew over the boat's prow made rainbows of color as we faced into the climbing sun."

Above the mouth of the Grand Ronde river the Snake is pinched between perpendicular walls of rock which reach upward mountain high.

DOG HIS WAT UP  
Other stops were made at Cache Creek, where dogs, men and baggage were taken on; Salmon River Bar, where sheep shearing is conducted; Mountain Sheep rapids, which is the narrowest place in the Snake; the Look ranch at Dryden, where the boat was abandoned in favor of the land trail.

"McGuffee, a rancher, said I'd have to 'dig up,'" observed Captain Winslow. "I did. My hands were covered with dirt. My knees were dirty, as was going up in places on hands and knees, digging up with my toes, hanging on to grass and brush. I was thirsty, very, very thirsty, and no one is allowed to carry water. I began to think longingly of man and beast along its shores drinking their fill. To dispel the thought I had dig up grain. I topped a supple, divide only to find another, and still higher ridge a half mile farther on."

MELTED SNOW TO DRINK  
"It was late when I found a little wood left by a fallen tree. Still later I discovered some tiny patches of snow and from them melted enough water to make two cups of tea in the little boiler I carried for the purpose. It was the finest drink I ever had in a lifetime of 50 years."

"The tea, bacon and bread cheered me, my bed rested me, but I awoke long before daylight. The stars above me were blinking clear and cold, and my bed was like the stars. The nights are cold on the banks of the Snake."

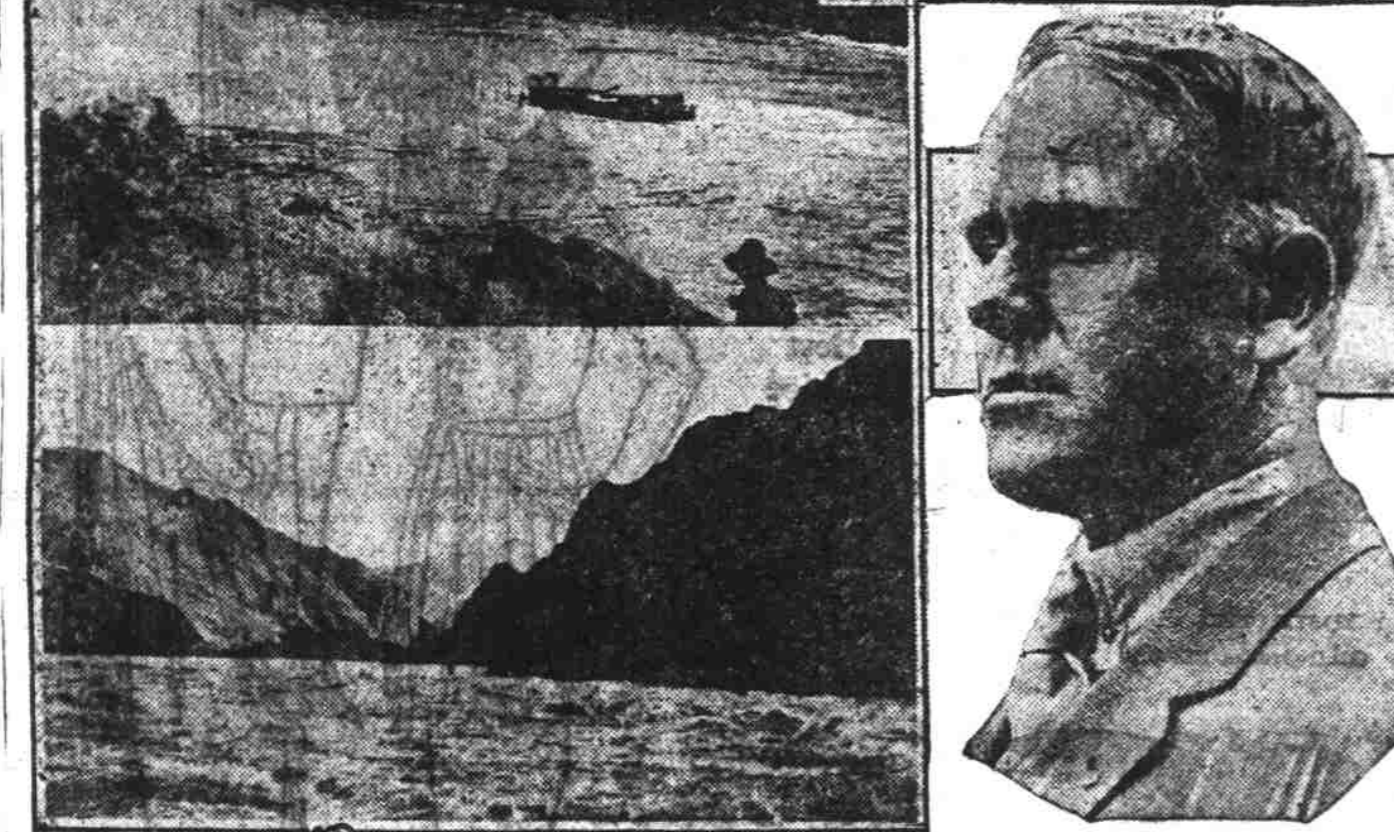
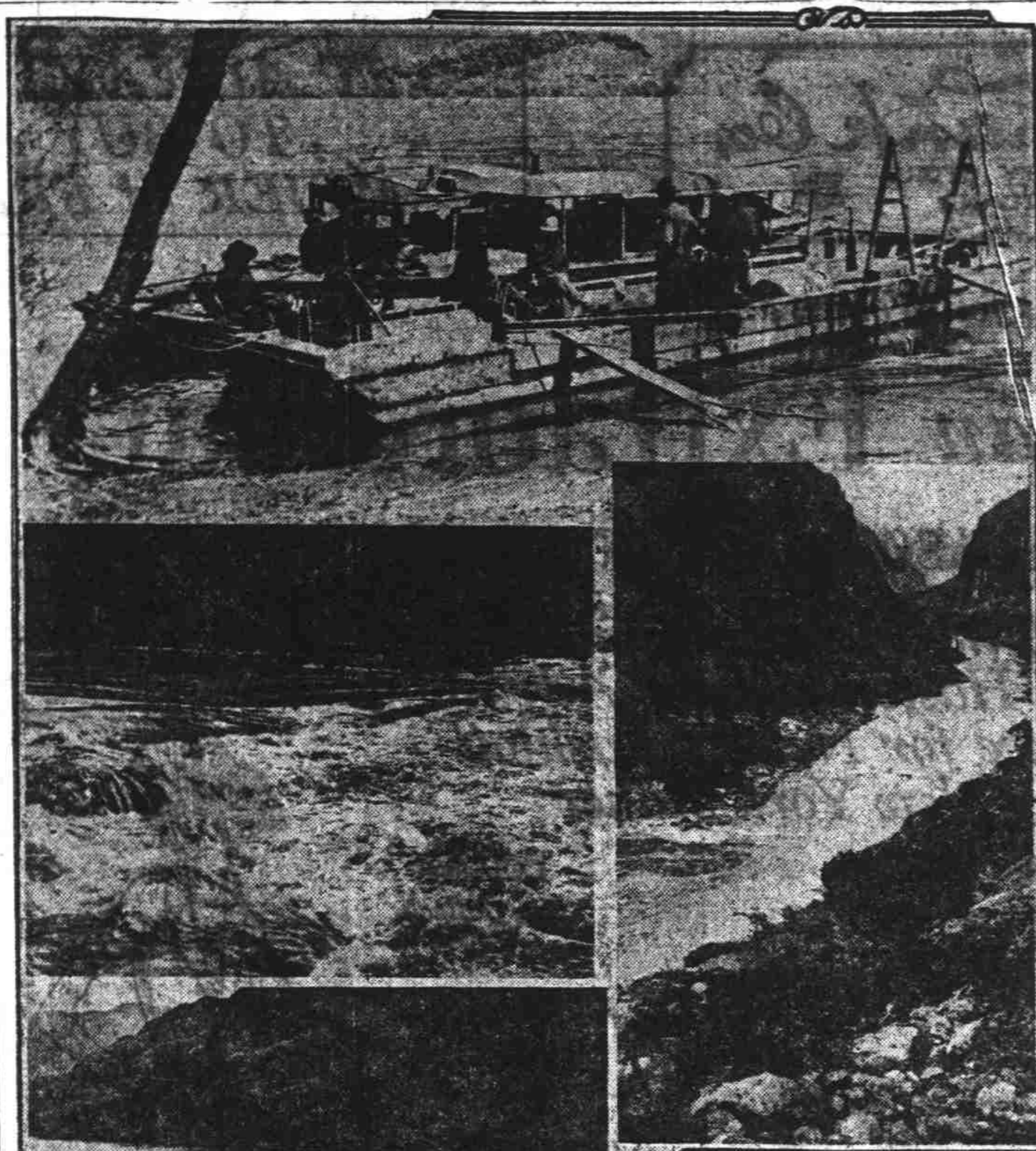
This was but the beginning of the experience. Captain Winslow admits that the ancient trail became lonely as well as arduous. Between Johnson's Bar and Homestead, for destination, the distance is about 35 miles. There are 10 rapids. Granite rapid has a fall of 11 feet in 200, with a six foot drop at one point. Two Creek rapid is confined by two big rocks which make a three foot fall. Battle Creek rapid is drowned out at the eight foot stage.

IDENTIFIES "HELL'S KETTLE"  
"Deep Creek rapid, Captain Winslow believes, is the "Hell's Kettle" of old-time stories. It is a veritable cauldron. The current makes a direct set into a perpendicular cliff. Big logs are drawn out of sight to reappear far below. A stiff would be wrecked. A high powered boat might be able to pull away. On its ability to do so, for that matter, will be determined the navigability of the Snake. Steamboat rapid is not serious, but Squaw Creek rapid is a "bear." Kinney Creek rapid is swift, with underlying jagged rocks. From that point to Homestead, 11 miles, the going is not more difficult than from Lewiston to Grand Ronde."

Captain Winslow's idea is to build a very staunch boat at Homestead, to ring his body with life preservers and make the dash. Before he goes he will need to have the permission of the officers of the engineer corps. Their attitude is rather sphinx-like.

They would like to have the information. There is no doubt about that. But they are afraid the Snake river would perform a noisy burial service over the body of the informant.

# SAYS BOATS CAN RIDE BRONCHO OF RIVERS



(1) Two of the boats, Bryan and Bluebird, built to run Snake river rapids, between Lewiston, Idaho, and Pittsburg Landing. (2) One of rapids of upper Snake is "Hell's Kettle" of early explorer's day. (3) The banks of Snake river, even where boats can now operate, rise precipitously. (4) Majestic scenery marks course of river through mountains. (5) Looking down "Box Canyon" of Snake. (6) Captain Stewart V. Winslow of United States engineer service, who says "Snake river can be broken to ride."

## Clatsop County Is Rapidly Gaining in Outside Divorces

Astoria, Sept. 10.—The rapid growth of Clatsop county as a divorce mart during the past three years is shown by statistics prepared by County Clerk Clinton, which show that during 1919, 1920 and the elapsed portion of 1921, 602 marriages have been performed in this county, while 856 divorces have been granted, a margin in favor of the divorces of 254. Figures covering the past six years and eight months show 1449 marriages and 1428 divorce decrees, a total of 21 marriages over the number of divorces. The increase in the number of divorces filed here is held due to suits filed by residents of other portions of the state.

It is estimated that 80 per cent of the cases have been filed by non-residents and that for the past three years the proportion has been even greater.

A table showing the marriages and divorces during the past six years and eight months follows:

Year	Marriages	Divorces
1915	103	127
1916	151	125
1917	222	140
1918	289	290
1919	222	190
1920	250	322
1921 (to Aug. 31)	143	214

## Pioneer Pastor of Central Oregon Dies

Maupin, Or., Sept. 10.—Rev. I. J. Powell, a pioneer resident and for 40 years a minister of the Methodist and United Brethren churches, died suddenly Tuesday.

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## Careening Horse Puts Auto Out of Running for Time

Sandy, Sept. 10.—As Will Bell of Sandyridge was driving toward Eagle Creek Thursday three horses running at large came tearing along. Bell slowed up and pulled his car to the side of the road but the horses did not stop and one crashed into the machine, breaking the windshield, fender and steering gear.

W. H. Pridemore, the Government Camp hotel proprietor, has closed his place for the season, and, with Mrs. Pridemore, will spend the winter in Seattle and Portland.

Mikkelsen and Nelson's mill at Brightwood will begin a week's run to saw out bridge timbers at once.

Devine & Thompson, sub-contractors, are setting up a rock crusher here and 15 men will get out rock to be used on the highway.

Frank Fournier, who died suddenly in Portland from heart disease, was a former Sandy man. A. C. Baumback, Cecil Duke, Henry Parrot and Lewis Hall of Sandy were pallbearers at the funeral Friday at Mt. Scott.

## Expert Discusses Control of Rabbits

Boardman, Or., Sept. 10.—I. N. Gabrielson of the United States biological survey is in this section this week in the interest of rabbit control. Several experiments were tried and arrangements to have a field man carry on the work a month or more were made. Gabrielson addressed a community meeting on the subject. C. C. Calkins county agent, discussed the poultry industry with a view to increasing local flocks and staging a demonstration for culling and feeding. Professor P. M. Brandt of O. A. C. assisted in a discussion of the dairy situation.

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# OREGON FIFTH IN PREDATORY ANIMAL DESTRUCTION WORK

### In Five Years Oregon's Total Is 10,444, Whereas Number for U. S. Is Given as 128,513.

Oregon stands fifth in the states of the Union for killing predatory animals, according to a table of comparative figures covering the last five years received by Stanley G. Jewett this week from the Washington D. C. office of the United States biological survey.

The record shows that from 1915 to 1920, 128,513 predatory animals were killed in the United States and of that number 10,444 came from Oregon. The Oregon score shows 51 bear, 1742 bobcats and lynx, 834 coyotes, 41 mountain lions and 16 wolf that have been destroyed by the government hunters and trappers.

During this time the government has employed the hunters and with the exception of the last year no aid had been received from the state. In 1920, \$5000 was appropriated for the work and this year's legislature approved of a bill for \$1500 for 1921 and 1922. Of the money allowed but \$7500 has been used by the biological survey.

That the work has been successful is pointed out by Jewett from the reports sent in by stockmen. The loss each year has been estimated at \$500,000. The average coyote, sheepstealer and the \$50 worth of damage each year but their depredations have been curtailed by the activities of the hunters.

Letters have been received from all parts of the state commending the work done and advocating the government hunter as being the more logical solution of the predatory animal problem than the old bounty system. Oregon has a bounty of \$4 a head on coyotes while that of the surrounding states is much less. As a result private individuals have sent the hides from Washington, Idaho and Nevada into this state for bounty. It has been estimated that the cost of bounty on animals killed outside the state for the last year was \$133,000.

## BUSINESS INCREASES REFLECTED BY BANKS

(Continued From Page One)

Northwest and the second in the readjustment of railroad financial affairs. Everywhere in the Northwest the effect of a record wheat crop is being felt. The government estimates the crop at 105,000,000 bushels, the largest in history.

PORTLAND IS CHEERFUL  
Inasmuch as Portland has finally been recognized as the strategic marketing point for the Northwest, it is not strange that the strength which this crop has lent to the morale of business has been first in this city.

Already approximately 12,000,000 bushels of grain has moved through this port, according to grain dealers. But little of the turnover of money brought about by this movement has found its self directly into the banks. Most of the proceeds of this great sale has gone directly back to the farm and ranch for use in strengthening local conditions.

With the local conditions strengthened, the entire Northwest is now feeling the results of this turnover. There is a great movement of grain to come to this port. Addition of new exclusive grain territory for Portland dealers will result in the movement of grain to the value of \$40,000,000 through this port before the end of the year, according to statements made by bankers.

MONEY FOLLOWS GRAIN  
"Money always follows the movement of grain in the Northwest," said one of Portland's most prominent bank executives Saturday.

And in the instance of business this year, it is pointed out to be true beyond a question of doubt. The increased volume of traffic over the rail lines of the four states has strengthened the economic position of these transportation officials. With the rail lines strengthened, rail officials predict that the lumber industry will see one of the greatest revivals it has ever known.

Already the demand for lumber is on the increase. Charles S. Keith, president of the Central Coal & Coke company of Kansas City, who recently purchased a controlling interest in the Pacific timber tract in Washington, Tillamook, Columbia and Clatsop counties, is conceded to be one of the most competent analysts of the lumber world. He says:

LUMBER YARDS SHORT  
"Lumber yards of the nation are far short of their normal supply by more

than 4,000,000,000 feet. The demand for lumber has started and dealers are reporting that orders are coming in strong and in almost every instance delivery on short notice is one of the requisites."

It is this exhibition of revival of the lumber trade that led Keith to invest several millions of dollars in Oregon timber. It is the demand that is growing for lumber that has caused him to decide upon quick development of his vast timber areas.

Keith is not alone in his assertions that the lumber industry is due to have a revival in the immediate future. Ralph Budd, president of the Great Northern railway system, was a recent visitor in Portland with other officials of his line. He admitted that the prospect of big lumber business within a period of seven months caused him to take a new interest in the Oregon timber.

Bankers say that the lumber business controls 70 per cent of the employment of the Northwest and that in healthy condition there can be no further doubt that prosperity will be firmly established.

Along with the grain crop the other crops of the Northwest are aiding in the general improvement. A record fruit crop is to move to market during the fall. In fact, the movement has already started.

It is estimated by M. R. Whitehead, general agent of the Pacific Fruit express, who handled the refrigerator car movements for the Union Pacific and Southern Pacific railway lines, that the fruit crop movement from the four Northwestern states will total 40,000 cars this year. This will be at least 10,000 cars more than the movement of last year.

Due to the failure of fruit crops in the Middle West and the East, a healthy market demands these products. The fruit shipping organization predicts that there will be no car shortage to hinder the movement of this commodity.

CARLOADS MULTIPLY  
Out of the Hood River valley there will probably move 2500 carloads of fruit and put of Walla Walla, 1500, and the Willamette valley, 1500. In the Wenatchee district the northern line is preparing to handle 4000 carloads of products next month and 6000 more during November. The Idaho and Yakima products have already been moving.

The same good market conditions apply to the potato and other crops of vegetables, according to reports of the fruit express company. Potato crops failed in Wisconsin this year and there is a heavy demand for the potatoes of the Northwest.

However, the railroads are not alone in the feeling of new-prosperity. The port is feeling the effect of a great movement of products through it. Tramp steamers from all parts of the world are coming to the Columbia river to load, because the cargo is not being offered in many other ports of the world.

BETTER CONDITIONS  
Better conditions in the territory tributary to Portland have insured the cargo for this port. The additional turnover of money through this class of business is having its effect on the general improvement of financial conditions.

Although many and sundry industries of this district were forced to the wall after the bubble of war prosperity broke, just the same as in other sections of the country, there is a seeming desire to rehabilitate these organizations.

Bankers report the credit situation is easing so that the receivers and owners of these defunct plants are now negotiating means of starting the wheels of their respective industries once again.

The bankers report better financial conditions in general are being followed by the natural sequence of stimulated buying. The manufacturing plants of this section are beginning to feel the result of eased finance.

BANKERS SATISFIED  
"The circle of financial exchange is showing more activity than at any time in two years," said Emory Olmstead, president of the Northwestern National bank. The bankers are more than satisfied with conditions. Deposits, savings accounts and exchanges are holding up remarkably well.

"Conditions in the Northwest are better than in any other section of the nation beyond the shadow of a doubt," said J. C. Alinworth, president of the United States National bank.

"The reports made by the banks are an unquestionable indication that business is coming into its own in this district," said A. L. Mills, president of the First National bank.

Other bank executives are making similar expressions of confidence that there need be no further fear that business will be on a firm foundation before next spring. They say business already has a solid footing that guarantees such a trend of events.

SUIT THEFT IS CHARGED  
Salem, Sept. 10.—Mrs. Rosa Bowman of Independence was lodged in the city jail here this afternoon on a warrant charging her with the larceny of a suit, filed in the justice court at Woodburn.

MRS. ALCUIDA F. COOK DIES  
Vancouver, Wash., Sept. 10.—Mrs. Alcuida F. Cook, 3810 O street, died at St. Joseph hospital Friday, aged 63. She is survived by her husband and one son.

## Portland Kiwanis Welcome Into Fold Kiwanis of Salem

Members of the Portland Kiwanis club welcomed the organization of the Salem Kiwanis club during the last week, said J. H. Rankin, president of the Portland club, Saturday.

The Salem club is the fourth organized in Oregon. The other two are at Astoria and Eugene. Temporary officers chosen included Roy F. Shields, president; Sam A. Koser, secretary of state, vice president; Henry E. Morris, secretary, and D. J. Fry Jr., John R. Sison, Thomas Roberts, T. M. Hicks, Julius H. Garjohet, Carl G. Becke and John H. Carson.

The principal mission of Kiwanis is to apply and secure the application of the golden rule in business," said President Rankin of the Portland club. The latter organization also launched the

## No Inquest to Be Held Over Man Who Dies Behind Truck

No inquest will be held into the death of Dave Williams, 252 Margin street, who was killed Saturday morning when a coal truck driven by E. Ahrendt backed into him at 631 Hoyt street, where the two were preparing to unload coal. The truck is owned by the Pacific Sales Coal company.

Williams was directly behind the driver when he backed the truck to the cellar chute. In some way he got in the way of the truck and was crushed against the cellar window before the driver discovered what was happening. Chief Deputy Coroner Leo Getchus stated no inquest was necessary. Williams is survived by a wife and one child.

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