

LAND GRANT CONFERENCE

The most vital question before the people of Oregon today is what shall be done with the Oregon & California land grant matter, says the Telegram. There is involved in that consideration 2,300,000 acres of land, of which 2,074,161 acres have been patented to the company and on which it paid taxes previous to the institution of the suits for forfeiture. There are eighteen counties included in the list in which these lands are situated. They include Benton, Clackamas, Coos, Curry, Douglas, Jackson, Josephine, Klamath, Lane, Lincoln, Marion, Multnomah, Polk, Tillamook, Washington and Yamhill and the number of acres involved in the counties range from 616,843 in Douglas, 441,781 in Jackson, 299,606 in Lane, 167,481 in Josephine, 106,563 in Coos County down to 90.47 in Multnomah, which has the smallest list of all. It is not much to say that the withholding of this enormous body of land from settlement and cultivation has done more to retard the growth and development of the state than any other single agency.

But what is now going to be done about it? What interest have the people of the state in the outcome of the more or

less definite public discussion now in progress and what is their interest in the outcome? It is manifest that the interest so far shown is more or less academic in its character. There does not seem to exist a public appreciation of the transcendent importance of this question. The railway must get \$2.50 an acre on every acre sold. Its grant was not declared forfeited, but the matter was passed up to congress for unravelment or, in the event of failure of congress to act, the local United States district court would have the matter largely in its own hands.

There is no interest so deeply concerned in the outcome as the interest of the state. If these lands were cleared of their timber, put into the hands of actual settlers and thus brought into productive use the benefit to Oregon would be great beyond the capacity of the average man to calculate. How is it to be done, who is to do it and who is directly to profit by it? In it all the public interest should be deemed paramount and the coming conference at Salem should be able to agree upon certain fundamental facts back of which should be found the best thought, energy and patriotism of the people. As a beginning toward that end an early meeting of the Multnomah county delegation should be called so as to clarify thought and reach conclusions on the fundamentals. The members will seldom be called upon to do a more important public duty and they cannot begin on it too soon.

The average duty collected on imports under the Democratic tariff law is equivalent to an ad valorem duty of 13 per cent. That is, on every dollar of imports, the government gets 13 cents. Under the Republican tariff-law which the Democrats repealed, the government collected 20 cents for every dollar's worth of goods imported. The theory of the Democrats was that the lower duty would bring in more goods and make up most of the difference. They ignored the fact that every dollar spent for foreign goods means one dollar less spent for the product of American labor. They also ignored the fact that every dollar spent for labor is resented by its re-

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cient, until, in the course of a year, it has passed through 12 different hands and given employment to 12 different men. Therefore, for every dollar's worth of foreign-made goods brought in under the Democratic tariff law, there was taken from American labor not merely one dollar of wages but twelve dollars.

In the death of Albert S. Walker, Springfield has lost a valued citizen. His worth to the community, and the community realization of that worth is well shown in the frequent calls upon Mr. Walker's time in the public service.

Like Water Thru the Neck of a Bottle!
 All Things Passing in or out of the Inland Empire Must Touch
 the PORT OF ASTORIA

Forty-Four Reasons Why Astoria, Oregon is the greatest and best Real Estate Investment
 Field in America

1. Because it was located by John Jacob Astor, the founder of the great Astor family, a man on whose judgment a fortune of one billion, two hundred and eighteen million dollars (\$1,218,000,000) was built; every dollar of which is represented in New York real estate.
2. Because John Jacob Astor said, in locating Astoria, that it possessed equal commercial advantages with New York and would some day be the greatest port and largest city on the Pacific Coast.
3. Because all men qualified to speak knowingly on the subject, proclaim it to be better situated commercially than any city in America, except perhaps New York.
4. Because Washington Irving, early in the nineteenth century, waxed eloquent over its extraordinary commercial advantages, its natural beauty, and made it the subject of a literary masterpiece, in which he said that Astoria would some day be the "Queen of Western Cities."
5. Because Astoria sits at the mouth of the Columbia river—the second largest river in the United States.
6. Because this river is navigable for 800 miles, drains one-sixth the total area of the United States and will send along its current and banks the wealth of kingdoms to the Port of Astoria.
7. Because along the entire Western Coast there is only one water level route from the Rocky Mountains to the sea—and that is through Astoria.
8. Because Astoria, at the mouth of the Columbia River, occupies a position similar in every respect to the one New York occupies at the mouth of the Hudson River.
9. Because the Inland Empire, lying back of Astoria, is much larger and more fertile than the territory tributary to New York.
10. Because the climate of this Inland Empire is ideal.
11. Because the Inland Empire's coal, iron, copper and other mineral deposits are practically inexhaustible.
12. Because the Inland Empire contains one-sixth of all the standing timber in the United States.
13. Because in these woods grow twenty-six varieties of wood—all commercially valuable.
14. Because this timber will be transformed into lumber and retransformed into finished products, such as sash, doors, furniture and hundreds of other wood-composed articles of commerce in great mills at Astoria.
15. Because the wheat lands of Oregon alone are four times larger than the total area planted to wheat in all of Canada.
16. Because the Inland Empire's 300,000 miles of land will grow anything that will flourish in the temperate zone.
17. Because these lands have scarcely felt the touch of the plowshare, they are practically virgin, and when developed, will produce enough to feed all of Europe.
18. Because there are already many mills in Astoria and there is room for many more. The Inland Empire is undeveloped; it is 50,000 miles larger than the German Empire, but it soon will be extensively peopled by those engaged in every department of agriculture, stock raising and dairying.
19. Because the water power of the Inland Empire now going to waste, is capable of generating all the electric power now used in the United States.
20. Because this cheap power will encourage manufacturing, great mills of all kinds will be established throughout the Inland Empire and each mill in shipping its products to foreign shores will pay tribute to the Port of Astoria.
21. Because mohair mills, woolen mills, sawmills, iron works, furniture factories, bottling works, brick yards, fish, crab and clam canneries, fish oil refineries and many other industries have already been established. These are only the first links in endless chains of similar industries, each of which will pay tribute to the Port of Astoria.
22. Because Astoria is closer to the Orient by 294 miles on the round trip than it is from the Orient to the Puget Sound.
23. Because Astoria is 846 miles on the round trip nearer the Orient than is San Francisco.
24. Because Astoria is nearer to New York by 525 miles on the round trip than is Puget Sound, and because Astoria enjoys better harbor facilities than any port along the Pacific Coast.
25. Because the United States Government has expended twenty millions of dollars in Jetty work at redeeming the harbor.
26. Because J. J. Hill has made it the Pacific Coast terminal of his numerous transcontinental lines.
27. Because the Harriman Railroads will there end their journey to the Northwest.
28. Because great steamship lines will bring great cargoes from all points of the world to the harbor of Astoria, and receive at the harbor of Astoria great cargoes from the Inland Empire to be distributed to the various corners of the globe.
29. Because Astoria is destined soon to figure as conspicuously on the maps of the world as any great port of entry.
30. Because commerce brings population and population creates land values. All things within the Inland Empire are tributary to Astoria's future greatness; contribute to Astoria's wealth, and those who invest early in Astoria Real Estate are sure to gain rich reward.
31. Astoria's awakening from a long sleep is not surprising. Because Thomas H. Benton, in Congress, in 1850, said:—"The Columbia River will some day provide the great outlet to the Pacific Ocean for the entire northwestern quarter of the United States."
32. Because S. H. Clark, former President of the Union Pacific, said: "At Astoria will be built the greatest maritime city on the Pacific Coast."
33. Because Collis P. Huntington, late President of the Southern Pacific, said: "The mouth of the Columbia River is the only natural outlet of the Pacific Northwest."
34. Because E. H. Harriman, late President of the Union Pacific, said: "If we had owned the Columbia River, we should have long ago put a few millions into deepening its mouth, and thus been able to use that port for the largest vessels."
35. Because C. S. Mellen, former President of the Northern Pacific, said: "It has every advantage. It must become a great port."
36. Because A. A. Schenck, Assistant Chief Engineer, New York Central, said: "Whoever controls the line to the mouth of the Columbia River will for all time control the transportation problems of the Northwest."
37. Because James J. Hill, the Empire Builder, said: "We haul enormous loads with one engine over our new line, down the Columbia."
38. Because Louis W. Hill, said: "This is undoubtedly the place, (meaning Astoria), from which the grain shipments of the great Columbia Valley will be made. You have the situation here, unquestionably."
39. Because now after the formal opening of the Panama Canal, a new era is dawning for the Pacific Coast, and all Pacific Coast cities will grow rapidly, but Astoria MOST of all.
40. Because of the down grade pull from the Rockies to the sea; because of the expanse of the Inland Empire; because of its varied and unlimited resources; because commerce to or from the sea must ride on the bosom or along the banks of the Columbia River, through Astoria.
41. Because twenty-four lines of steamships, fifteen of which have never heretofore plied the Pacific waters, will bring wealth to Astoria.
42. Because James J. Hill has built steamships at a cost of \$5,000,000 to run between Astoria and San Francisco and has spent an equal amount on the first unit of docks to accommodate these ships.
43. Because Hill's Oriental line of steamships will berth at these docks.
44. Because the Royal Mail, Hamburg-American, and other international steamships will dock at Astoria, and the wealth of the world will pour in and out of Astoria's port, and people from all parts of the world will there enter to take up their residence in Astoria or settle on the broad plains of the Inland Empire, and through their industry add to the wealth of Astoria.

START GRAIN
 ELEVATORS AT
 MOUTH OF RIVER

(Astoria Budget, May 11, 1915.)

The Port of Astoria has taken steps for the immediate development of a boat and barge line on the Columbia river and the erection of grain elevators on the port docks at Smith's Point for the handling of the grain in bulk.

Such was the action taken this morning when the Port Commissioners met. Engineer Walsh was instructed to gather all data required to determine the character and scope of such an elevator and to consult with the producers in the Inland Empire as to the amount of tonnage available, and proceed at once with the organization of the barge line.

W. H. Harrab, one of the largest grain producers in Umatilla county and one of the directors of the Farmers' Union, said that in line with the splendid shipping facilities provided at the mouth of the Columbia river, the next step necessary was the erection of grain elevators to handle wheat in bulk.

"There is no question but what there will be business to justify this investment," continued Mr. Harrab, "because the grain is in the interior and it can be brought to Astoria now that the river is open at a great saving in freight. The rate to Portland from Umatilla is now 8 1/4 cents per bushel. By the water route it can be reduced one-half, which will mean a saving to the farmers of \$212,000 in this district."

Plans are now being effected to create a road bond issue of \$750,000 to build a system of highways leading to the river. Umatilla county has a valuation of \$50,000,000 with a two-mill road tax available. This means much to the county. It already produces 6,000,000 bushels of wheat annually, and when the roads are provided to elicit the farmers get reasonable and adequate transportation, it simply means doubling the output within a very short time. Much new land is being put into grain each year.

With the development of this project the Port of Astoria will be called up to make an additional investment of \$250,000. This sum will provide storage for practically 1,000,000 bushels and provide ample facilities for suitable barges to handle the grain down the river.

Here are the names of some of our purchasers from this vicinity. Ask them about Astoria.
 John Tomseth, 4 lots.
 (Supt. Booth-Kelly mill.)
 Andy Ruddimann 1 lot
 (Foreman, R. R. shops.)
 Gore & Rowe 2 lots
 (Real Estate dealers.)
 Cliff Lybarger 2 lots
 (Restaurant Proprietor)
 Dr. Roland Palmer 2 lots
 (Company Physician, Mabel, Oregon.)

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