

DEVELOPMENT OF MINES BENEFICIAL TO THE FARMER

By W. W. WATSON.
Sometimes one finds good cheer in a quarrel over bad luck. The best shot from that to realize the virtue of that paradox is from that of a listener. Occasionally the participants have had luck before they can appreciate the happy effect of their exchange of wisdom—and blows. Generally, however, the quarrel is founded on a plane too low for the use of much wisdom. The application of a little wisdom might have prevented it.

The case in point occurred in a discussion of common interests. The farmer said: "Why don't you miners build a railroad to the mines and get your precious stuff out to market? That's the way to develop your mines."

The miner said: "Why didn't you farmers get a railroad into this valley twenty-five years before you did and thus get your precious stuff to the market? You couldn't do it? Didn't have the money? That's our fix?"

Miner vs. Farmer.
The farmer said: "We weren't raising enough of anything to induce a railroad to come and get it. You can't expect a railroad to come to you until you have something for it to haul away for freight profit."

The miner said: "You weren't doing enough when the railroad did come; and you aren't raising enough yet. The railroad makes about as much freight profit in shipping things to you now—things that you ought to produce at home for yourselves—as it does on things you produce one ship out. The only excuse for your having a railroad now is found in the fact that the railroad couldn't get by, on its way from one great business center to another, without passing through the valley. That's how you came to have a railroad. Your fortunes now lie in producing enough stuff to keep it busy hauling your products to market."

The farmer said: "We can't produce it till we get irrigation. That's what we're waiting for."

Waiting for Irrigation.
The miner said: "Why don't you get irrigation? Haven't got the money, eh? That's what's the matter with us. We haven't got the money. You can get your irrigation on easy annual payments and, through its demonstrated benefits, make your fortunes. We have spent our money demonstrating the fact that we have untold abundance of precious minerals. Now, we must wait till somebody comes in and puts money down for portions of our discoveries. If we could get a railroad on easy annual installments, as you can get irrigation, the wheels up our way would be ringin' with the foot of the steam engines mighty quick. But we can't. If we could, I say, we would be shipping out millions of tons of copper ore and other mineral products, and while making our fortunes, we'd be providing a market at home for more staple stuff than you've ever raised in this whole valley. We'd be making fortunes for you, too."

The farmer said: "You think we're too ignorant to take advantage of our opportunity, then?"

Ignorance Causes Poverty.
The miner said: "Your ignorance has kept you poor and your poverty keeps you ignorant."

Hot words ensued over this sally. Bystanders interceded judiciously. Neutrality was preserved and hostilities avoided.

Finally, the miner added: "Our business is frequently a gamble. Yours, in this climate and soil, is a sure thing, transacted scientifically. We have, in our case, demonstrated the fact that the greatest individual resource of southern Oregon is probably its mineral wealth. It is undeveloped. We are now trying to induce outside money to come and help us. It will, when the right people get information about what we have in that line. You ought to know better than to ask why we don't build railroads ourselves. You know why."

STEAMER RYNDAM RETURNS TO PORT; ADRIATIC ARRIVES

NEW YORK, Feb. 14.—Germany's unrestricted submarine warfare resulted in the return today of the Dutch steamer Ryndam to this port, after a 6000-mile trip, on receipt of wireless regarding renewal of U-boat warfare.

Her arrival was coincident with announcements that the British liner Adriatic, carrying one American citizen, had arrived safely in England, and that a Swedish passenger vessel, the Stockholm, would sail from here February 16 by way of Halifax, for Scandinavian ports, on a route outside the U-boat zone.

Officials of the International Mercantile Marine said word was still being awaited from Washington regarding armament of merchant liners before a decision was reached as to whether the St. Louis and other American liners would be allowed to leave port.

The United States army transport Kilpatrick arrived here today from the canal zone, bringing ten canal workers who are Germans. According to a quarantine physician who visited the ship before she docked, the Germans came as prisoners, locked in cabins. It was expected they would be taken to Ellis island.

The Canada line steamship Armenia, which left here February 4 with passengers and cargo for Liverpool, has arrived safely, according to cable information to the line here today. The date of her arrival was not given.

The White Star line steamship Adriatic, the first New York passenger vessel to leave New York after Germany's unrestricted warfare began, arrived safely at Liverpool on Monday.

CHILDREN KILLED BY AVIATORS' BOMBS

BERLIN, Feb. 14.—A dispatch from Bruges, Belgium, to the Overseas News agency says that sixteen children were killed last Saturday by bombs dropped by British aviators in a crowd of skaters.

valley worth developing. You have a rich country, in undeveloped resources, without us. The sum total of that wealth, developed, will be more than doubled with our development. It means escape from our worries and financial distress. Are you with us? And the farmer was.

FEARS FOR FATE OF AMERICANS IN ASIATIC TURKEY

WASHINGTON, Feb. 14.—Another inquiry was sent by the state department today to Ambassador Edkos at Constantinople to develop why he had not been able to report about the marooned Americans detained in Asia Minor. Since the break with Germany no word has been allowed to reach this country either from Constantinople or Sofia.

It developed today that the naval collier Caesar, loaded with a quarter of a million dollars' worth of food supplies contributed by Americans for Syrians and Armenians, and the tender Des Moines, with a cargo of medical supplies, both bound for Beirut, have been ordered held at Alexandria indefinitely by the navy department.

After the break with Germany, officials here decided it was essential to keep the two vessels from entering a Turkish port until sufficient guarantees had been obtained that they would come to no harm.

Much surprise exists here over the cutting off of all communication with Turkey and Bulgaria, where the United States is responsible not only for extensive American interests, but also is representing some of the belligerent powers.

The plight of the thousand Americans who have been detained more than a year by the Turkish military authorities despite assurances of the Turkish foreign office that they would be released, is arousing alarm here because the whole section is largely destitute of food and is known to be infested with disease.

Turkey, after peremptory demands, agreed to allow the Americans to leave, but the Turkish military director there refused for a long time on the ground that the refugees would take away military information.

SUBMARINE WAR SO FAR FAILURE

PARIS, Feb. 14.—The German submarine campaign has so far been ineffective, according to Marcel Hutin, editor of the Echo de Paris, who is usually exceptionally well informed. As proof, M. Hutin says that on Monday, 112 French or neutral ships entered French ports.

COMPLETION OF INTERSTATE BRIDGE CELEBRATED TODAY

PORTLAND, Or., Feb. 14.—Portland had a half holiday today by order of Mayor H. R. Albee to celebrate the completion of the \$1,750,000 interstate bridge across the Columbia river here, and to cheer the Oregon and Washington national guardsmen home today after eight months' duty on the Mexican border.

The home-bound troop train, bearing A troop and A battery of the Oregon National Guard, and B troop and the signal corps of the Washington National Guard, arrived here this morning. After remaining at the Union depot here an hour, the troops went to Vancouver, Wash., to be mustered out of federal service at the Vancouver barracks. This afternoon the troops were to march in a military parade to be held in their honor and tonight were to be guests at a banquet and dance here. Many of the Washington troops did not plan to remain here, as they are anxious to reach their own homes.

The bridge opening celebration was to take place at 12:30, when two little girls, one from Portland and the other from Vancouver, were to cut a rope at the center of the bridge and permit traffic to cross for the first time. After the opening there was to be exercises held in Vancouver, followed by a parade across the bridge.

Governors of two states, Ernest Lister of Washington and James Wilby of Oregon, planned to speak at the Vancouver exercises. Samuel Hill of Seattle, president of the Pacific Highway association, was also on the program.

REWARD OFFERED FOR DESTROYING U-BOATS

PARIS, Feb. 14.—A prize of 500,000 francs for the crew of any French, allied or neutral vessel which succeeds in destroying an attacking submarine is provided for in a resolution introduced in the chamber of deputies today by Andre Lefevre. The resolution says that the Germans are attacking without distinction ships of all nationalities, armed or unarmed, and that this creates a new situation which must by no means be neglected.

U-BOAT WARFARE SUBJECT OF PROTEST BY SCANDINAVIA

LONDON, Feb. 14.—Renter's Copenhagen correspondent reports that Norway, Sweden and Denmark have handed to the German ministers identical notes protesting against the naval measures taken by Germany and Austria and making all reservations regarding the loss of life and the material damage resulting.

The note affirms that no belligerent has the right to prohibit the peaceful navigation through zones the limits of which are very distant from enemy coasts which could be blockaded only in a legitimate manner. The governments recall the universally recognized law on naval blockade—namely, that a neutral ship cannot be captured if it is not making any attempt to violate the blockade and that in the event of a ship captured it must be brought before a prize court.

Finally, the note points out, the measure announced would be all the more contrary to the principles of international law, if, as the tenor of the communication seems to indicate they are applied without distinction to all ships entering the districts described and consequently to those not bound for enemy ports but on the way from one neutral port to another.

On the ground of the considerations set forth above the governments formally protest against the measures taken by Germany and Austria-Hungary and make all reservations with regard to the loss of human lives and to material damage which may result from them.

NEUTRAL CONVOYS WARNED BY GERMANY

LONDON, Feb. 14.—An Amsterdam dispatch to Renter's says that an obviously inspired article has been published in a majority of the German papers dealing with the convoy of neutral ships through the barred zone. The article says that, convoyed or not, merchantmen in the restricted region will be exposed to all the possibilities of intensified submarine warfare. It adds that submarines would not attack neutral war vessels acting as convoys, but that such vessels would enter the prohibited zone at their own risk in view of the danger from mines.

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