

COMMODITY PRICES ARE HIGH ENOUGH

WELLESLEY HILLS, Mass., May 12.—The radical recovery of commodity prices from August 1921 to date, has brought general business above average and is the foundation for the rearing of a good many who have predicted increasing prices through 1923.

There have been five major movements in commodity prices since the beginning of the World War, says Mr. Babson. "First, we had a great rise from early 1915 to the peak in August, 1918. Immediately at the close of the war prices suffered a sentimental decline. Then post-war inflation caused a steady rise from the spring of 1919 to the middle of 1920.

"An depression set in the worst commodity panic in economic history carried us over the middle of 1920 to the low of August, 1921. The fifth phase of the movement has been a 19 month's rise during which time prices have climbed over 30 per cent—an abnormal development.

Reasons for Upswing.—The reasons for this recent upswing gives us some indication as to its probable development. It was caused by an increase in physical production, and has continued until today it is above the normal growth line. Total volume of business has increased until it is also slightly above normal. Monetary conditions have been and are very good, with large volume of circulation, strong volume of Federal Reserve statistics, good turn over, and sound credit conditions.

"A shortage of transportation has stimulated rising. Wages have increased substantially. Purchasing power of the industrial community has been reflected in better business. Even the farmer, who was hard hit has gradually climbed out of his financial chaos. The upward trend of the stock market and new construction figures add two more arguments on the bullish side of the ledger.

"The present technical position of the commodity market, however, is very similar to that of 1920. Production has reached a point where we cannot hope to consume at such a rate indefinitely. Many commodities are being made so fast that they must of necessity pile up surplus stocks by 1924. The present administration is also adverse to further inflation. Car shortages have been reduced to one-third of what it was and more favorable weather conditions and seasonal changes in business cannot help but clear up the traffic situation.

Prices Must Fall.—"Since the present market is being adequately supplied there is little justification that increasing prices of commodities can long continue. The cost of living fundamentally is still too high and is destined during the next few years to recede to a lower level. European conditions are still unfavorable, and until a constructive program is announced we cannot reasonably expect a further radical stimulation of business.

"The growing reluctance on the part of the buyer to stock up on high priced merchandises, is an indication of the end of the upward rise by 1924 at the latest. The underlying structure is probably strong enough to justify moderate advance in some lines and a high average commodity price level for some months longer; but it is probable that prices by or before 1924 will turn for a reaction. As the advance slows up and transportation difficulties are solved, buying will ease off and general business should fall back to a level below normal. This slackening will ease money rates and should cause bonds to again take up their long swing rise."

WOMEN LIKE CATS
Why do women like kittens better than puppies?
Why do men vice versa?
Well, do they?
The patrolman on the beat says they do.
"It's a funny thing, now," he says, "I always wondered. There's lots of time, sometimes, on a quiet day, and this afternoon over by the corner there I spied a kitten and right a few feet away a puppy. He was a black little fellow with no tail to speak of. The kitten? Oh, I didn't notice."
"Well, I says to myself, 'now let's catch and see who gets the most patting.'" So I hung around there five or ten minutes and kept tabs on them. How many men do you think paid any attention to the kitten? Not a one. But there was three men, not counting a messenger boy, who gave the dog a pat or whisked at it or snapped their fingers or something. And I watched the women too. There wasn't a grown woman who had a look for the pup and only one half-grown girl. But four women waggled their umbrellas at the kitten or stopped and tried to pick it up.
"I dunno. But that's the way I had it doped out."

WINS FIVE LETTERS.
SALT LAKE CITY, Utah, May 12.—Neil Smith, University of Utah athlete, is the first man to win five letters in sports at the local institution. It has been announced here that Smith recently won a letter for tennis and previously he made letters in football, basketball, baseball, and on the track.

PORTUGUESE HOLD MEET
ANTIOCH, Calif., May 12.—Three hundred delegates are expected to attend the annual state convention here of the Sociedade Portuguesa Rainha Santa Isabel, July 9-13.

Some people notice the days are getting longer while others notice the nights are getting shorter.

Mr. and Mrs. Caviness Have Been Wed 60 Years

EVENT IS CELEBRATED WITH DINNER FOR PIONEER GUESTS AT HOME OF THEIR DAUGHTER.

It was three score years last Sunday since John L. Caviness and Miss Cassa Stotts stood at the altar and uttered the marriage vows—sixty years of wedded life these two lovers have trod the earth together, and now that their life's work is well along they can look back over a career filled with achievements, a career of sterling citizenship, a career that is both beautiful and lovable, thoroughly suitable for all young men and women to follow as an example.

To commemorate the remarkable anniversary for few men and their wives are permitted to enjoy their sixtieth wedding day, their daughter, Mrs. Grace Mollitor, planned a dinner at her home on Fourth street. The guests were to be pioneers of the very early days, according to Mrs. Mollitor's plans, and she had hoped to have a houseful on that occasion. But when she ran over the pioneer list she was startled to learn how few remain. The reaper of death has cut heavily among the older people in the last few years and her dinner guests on this occasion numbered but eleven. Gone are the early day settlers who, with John L. Caviness, carved out the present civilization for the Grande Ronde valley; gone are the sturdy men and women who had the courage to do and dare in crossing the American desert to establish homes and reclaim the west.

The day was spent at Mrs. Mollitor's home in a most pleasant manner and many a wagon trail was reviewed, many an Indian battle was fought over again, many little school houses were rebuilt as the pioneers called to mind incident after incident which came to them in the great panoramic review of the Grande Ronde settlement and advancement.

Both Born in Middle States
In mentioning the anniversary dinner, it is but proper to give a brief history of the bride and groom, who, with youthful fires burning brightly, started in life together sixty years ago.

Mr. Caviness was born in Morgan county, Indiana, December 7, 1839. He crossed the plains in 1852, settling in what is now Linn county, Oregon. Later he went to Portland, where he developed the trading habit, which has been a feature of his successful career, acquiring in his first trade the land where Dayton, Washington, now stands. He sold this land to Jesse Day and from this man the town derived its name.

Born to frontier life, Mr. Caviness braved all conditions and hardships in his determination to get on in the world. Without education he suffered handicaps, but that was more than balanced by the abundance of good mother wit and common sense with which Providence had endowed him. Were the historian seeking a character around whom to build a story of the Golden West's development, no better could be secured than the life of John L. Caviness.

He could be located as a young chap, hiring out to drive cattle through what is now Eastern Oregon, and during that long journey, while whacking steers through sage brush desert and timbered mountains, he studied his first books while in the saddle. When the first gold rush was on in the Salmon, Idaho, country he hired out to a freighting company hauling supplies to the miners. Later he bought a freighting outfit with the wages he did not draw from his employers. It is interesting to know that Mr. Caviness hauled the first steam boiler from Umatilla Landing to Walla Walla that brought steam power into the great inland Empire. He erected some of the first frame shacks on the Walla Walla townsite, doing this in the fall and winter when he dared not take his pack trains and freight wagons to the mines because of the weather.

As soon as spring would open he would load his wagons and start for the gold diggings where his merchandise was sought at almost fabulous prices and his pay was always in gold dust—the legal tender in those early days.

To Grande Ronde in '62.
He had traveled through the Grande Ronde valley and always marveled at its beauty. The determination to make it his home slowly but surely fastened upon him and in 1862 he came to this valley, taking a homestead where Island City is now located. With his usual manly analysis of things, he decided the time had come for him to build a home and he therefore sought the hand of Miss Cassa Stotts in 1863 and since that eventful day they have been boon companions and partners in every undertaking.

His wife was born in Mahaska county, Iowa, in 1843, and she crossed the plains in 1862. Her father was captain of a wagon train and was wounded in a battle with the Indians. The Stotts family located in this valley on the farm now owned by Raymond McKennon. Mrs. Caviness was the true pioneer, for, when making the trip across the desert from Iowa with her parents she drove a four-horse team most of the distance.

Was a Runaway Soldier.
When the Indian war broke out John L. Caviness was too young to enlist. He offered himself but was rejected so he ran away and joined the colors of his country. That same spirit to do things prevailed all through his life, and when he finally married and settled down at Island City he became the busiest man east of the Cascade mountains. Believing that all children should have the education which he had failed to receive, one of his first acts was to erect a schoolhouse at Island City. He hired a teacher and paid the entire expense of the school himself.

Gradually he developed the land around Island City, a part of which is still known as the "Caviness ranch," and he also acquired more land from time to time. But farming was only one line of his business. He built a tanning mill where the Pioneer mill now stands, harnessing the waters of the Grande Ronde river for power. At one time he owned and operated five farms in the Grande Ronde valley and a thousand acre ranch near Joseph, known as the Hagsdale ranch. Mrs. Caviness was a guide of his life and he was

for years one of the leading breeders of good horses. He sold at high prices, receiving as much as \$2,000 for a single horse for he developed the wind and foot of the Grande Ronde horse, which is now sought by the United States for cavalry purposes because of their endurance.

The school and church, Mr. Caviness believed, were the institutions that would make the west and he donated a tract of land in Island City upon which was built a church, and today it is occupied by the neat, trim chapel of Island. He and his wife are both members of the Episcopal church.

Ever Prominent in Business
At no time did John L. Caviness say, "I've got enough and I guess I will pull in and quit." There is no such word as quit in his vocabulary. At one time he owned and operated a large meat packing plant in La Grande. This was at the same time he was running the numerous ranches. He bought the first telephone company in La Grande after it had been in operation about a year and has since been interested in the telephone business. Only a short time ago he retired as president of the Home Independent Telephone company of La Grande, which is recognized as one of the most successful institutions in the entire northwest.

When Island City had a bank he was a director and he served in the same capacity in the United States National Bank of La Grande for many years. As president of the county fair association for ten years, he devoted a lot of time to its successful operation. For that was in the days when a county fair meant much to the community. Refusing to live idly, even when age had whitened his hair, and many men it might have meant they "whittling days have arrived," he could have been found but a short time back personally conducting saw mill at Mt. Emily, and later a larger one in the Telocast country.

While not in the active management of the Minam Lumber company he is today one of the heavy investors in that corporation and watches its advancement with considerable satisfaction.

His Philosophy of Life.
The philosophy of life as expounded by Mr. Caviness is encompassed by the advice to every one to "keep busy." This philosophy is shared by Mrs. Caviness also. They believe to be happy people must not have too much leisure time. The old maxim of "wear out rather than rust out" is beautifully portrayed in the lives of these useful people who have builded well, been square with every human being, have lived according to the Golden Rule, the best of their ability and have given to the world living examples of thrifty, progressive Christian citizenship which will stand as guideposts to the growing generations long after the curtain of life is rung down on this bride and groom who last Sunday day enjoyed the dinner prepared by loving hands of their daughter, Mrs. Mollitor.

Ladd Canyon to Have a Community Dinner Soon
LADD CANYON, May 12.—The rains are beneficial to the grass and the pasture is in excellent condition for the stock.

A community dinner will be given at the Ladd Canyon school house on Thursday, May 17, this being the closing day of the school. The teacher is preparing a nice program. It is hoped that the people will come out with well filled baskets, making it a happy day for both teacher and pupils and a pleasure to all concerned. Mrs. Deihl has taught very successful term.

Mrs. George Tilton and her daughter, Mrs. Henry Counsel, were guests to about thirty of their friends Saturday evening, May 5, with car and a very interesting and enjoyable evening was spent. The ladies prepared themselves delightful hostesses, serving a fine luncheon of ice cream, sandwiches and cake. Those present were Mr. and Mrs. C. W. Loff, Mr. and Mrs. H. W. Peeler, and Mrs. Eben Cotner, Mr. and Mrs. Claude Beale, Mr. and Mrs. D. Miller, Mr. and Mrs. George Tilton, Mr. and Mrs. A. E. Peebler, and Mrs. William Sherwood, Mr. and Mrs. Clyde Hoppell, Mr. and Mrs. Sherrell Ewin, Miss Elta Banton, Genevieve Banton and John Tilton. The Messrs. Tilton and Counsel also would provide a meal equal to the occasion.

JANT MUSHROOM
Calif., May 12.—Go, and a mushroom on his ranch recently at pounds, having a circumference of three feet two inches, one foot and seven eighths in diameter, and weighing the top, Mr. Menegone Banton and John Tilton believe it to be the Messrs. Tilton and Counsel would provide a meal equal to the occasion.

Gift
Time is "train
of the hands of
of the railroad
over the world.
present as an
of a gift of a life-
nothing else will
its place—it's
supreme.

to select a gradu-
and let us show you
of fine Elgin
and many in-
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TIRE FACTORY IS FORGING AHEAD

Oregon Tire Factory Making Rapid Strides in Production; Many Records Broken at Portland Plant.

Production is made from the plant of the Columbia Tire Corporation of Portland that production has reached 130 tires per day and promise is made by the executives that production will reach 200 tires per day by the middle of June. The rapidity and volume of this production is a record in the history of the building plant has established an enviable record in tire-building, according to R. H. Brown, superintendent of production, who for many years was in complete charge of the Kelly-Springfield plant in Akron and afterwards in Cumberland, Md.

Brown states that it is his experience that few plants if any have gotten into production so quickly such a volume of output. He says that the majority of new tire plants take a year to reach a smooth output of that many tires. On the other hand, he states, many plants have been unable to reach an output of 50 to 60 tires a day in 12 months of the start. Credit given for this performance at the Portland plant largely to the more intelligent class of Eastern tire centers. It is considered that every 10 men appointed in tire-making only two considered sufficiently skilled to do the work. "Contrary to this," Mr. Brown, "we have found that the majority of the country's tire men are practically 100 per cent intelligent which has been far more satisfactory in our experience."

However, our experience in the Portland plant has also resulted in a report from the factory, "in absence of imperfect tires, or since the time of starting to produce, February 28th." This report is said to have turned out at the rate of 5 to 10 per cent of defective tires, after their appearance in Portland, are making progress over the state. For these Oregon-made tires, says a report from the sales department, already in taking hold of Oregon tires, and distributors and dealers are being sent out this time to the north.

It is thought that the growing industry will be possible to open California distributing which plans have been for some time. Reports have knocked into the old theory of heavy machinery. It is claimed that the use of hand-workmanship and more powerful construction of head and side-walls, and the use of semi-flat tread permit without increasing of 30 per cent lower than that so long in vogue for other cords. This is introducing new economy in the production of tires, and the cost of the car upkeep expense, riding more comfortably.

are handled in La Grande, P. French, who has been obtaining the factory. The, however, will be remedied as increases. "The beautiful appearance of their salmon-pink with their salmon-pink massive, battleship-gray, is sufficient to sell every one who will stop and take a look at them," said Mr. French, "and immediately becomes a tire booster."

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FRUIT IS PRE-COOLED
MOUNTAIN VIEW, Calif., May 12.—A pre-cooling plant is in operation here and it opens a new market for fresh fruits and vegetables, according to experts. Formerly the can-neries and dehydrators were buyers, but under the new pre-cooling process, it is said, fruits may be processed and sent east in good condition. Fruits and vegetables are cooled at between 32 and 38 degrees, all latent heat being removed and sent east by freight, being loaded at stations en route. There is no "Be Kind to Consumers" week.



The Powerful New Open Car

New Body—New Motor

Advanced in power, dependability and good looks, and priced the lowest in 21 years. More than ever the greatest road car made—the most comfortable, most economical, and easiest to handle. The lower, longer, roomier body is built of aluminum. Finest leather upholstery, new fittings and instrument board. New motor—more power, more speed, more economy. New pressure air-cooling system which guarantees perfect motor performance under conditions that would stop any other engine made. New demountable rims. Quality to the smallest detail. The outstanding touring car value of 1923. List price factory \$1950.

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SHERRY'S

SUNDAY and MONDAY

"CARDIGAN"

The First American Historical Production
From the Famous Novel By
Robert W. Chambers

Directed by John W. Noble

The romantic story of a youth and a maid drawn by chance into the dramatic struggle for American Independence.

Comedy
LARRY SEMON
in
"NO WEDDING BELLS"