

DRIVE TO DRAW FANGS OF DOPE

Hawaii Awakens to Menace of Drug Traffic—Dens Take Heavy Toll.

By HEENE CORRALLY KUIN, International News Service Staff Correspondent.

HONOLULU, July 25.—Hawaii, termed by its inhabitants the Paradise of the Pacific and believed by many of them to be the original Garden of Eden, has awakened at last to the serpent in its midst. Dope, like a powerful python, is crushing out the lives of hundreds of white residents of the islands, while the Orientals, a considerable percentage of whom are drug addicts, run the score up to an alarming total. Recent disclosures of the prevalence of the drug habit and the ease with which narcotics can be obtained have resulted in a relentless campaign now being waged to wipe out the organized traffic.

Because of its peculiar geographical position, midway between the Orient and the mainland, and because, also, of its predominant Oriental population, Hawaii has long been known as the scene of some of the most notorious drug-smuggling episodes on record. Even now fleets of high-powered sampans are frequently seen following the trail of lures from the Orient outside the harbor, and, if the suspicions of the Federal narcotic officers here are correct, a great majority of these boats, instead of being the innocent fishing craft which they appear to be, are out to recover packages of narcotics which have been dropped from the ships by confederates and which bob about in the ocean attached to cork.

Many ingenious devices have been hit upon by the smugglers in their efforts to evade the Federal officers. One of the most common practices is for the smuggler aboard the liner, generally a member of the crew, to indicate the approximate location of the drugs in the water by leaving behind him a trail of orange peels or other refuse which the confederates may easily follow.

That there has always been a considerable traffic in opium here has long been recognized, but it was not until recently that Federal authorities became aware of the fact that cocaine, morphine, heroin and yet other drugs were also being brought and consumed in considerable quantities.

The opium is sold principally to proprietors of dens. Scores of these places are known to exist in Honolulu's Chinese section, but extensive efforts have been made to attempt to obtain sufficient evidence on which to convict the proprietors. The Oriental underground system of communications is so complete that as soon as the officers appear in any corner of the Chinese quarter all of these places where opium is sold close down instantly, and by the time the narcotic officers reach the scene of their prospective raid they find nothing but deserted rooms, many of them with the thick smoke of the burning opium still hanging heavy over the banks.

LUMBER SHOWS IMPROVEMENT

The improvement in wholesale lumber trade, begun late in June, continues and the more conservative among distributors state that business is fully normal for this time of year, says the American Lumberman, Chicago. These distributors point out that it is only in comparison with the abnormally heavy trade transacted last winter and spring, when conditions were difficult and unique, that the present movement can be called lethargic, but that it is in reality good, when it is considered that July and August usually are the slowest months in the year. Retailers in most cities continue to sell large quantities of lumber and look forward to increasing business as summer draws to a close. Though big construction jobs probably will in most instances be held over, they expect enough home building, as long as open weather prevails, to keep demand strong. Country dealers regard the fall outlook as promising, for though grain prices have dropped to the lowest levels in recent years, a big harvest seems assured and should bring enough money into farmers' pockets to cover needed building and repair work. Meanwhile, retailers remain cautious in their commitments and, though more of them than recently are buying for stock purposes because they believe prices have declined as far as they are going to or because they fear car shortage later on, the majority will not yet buy beyond current requirements unless they locate absolute bargains.

Industrial demand for softwood has shown no recent fluctuation, but mills remain busy on special cuttings, which bring good prices. Exports are also holding up well. Hardwood consumers are nearly all becoming more conspicuous on the market, particularly the furniture interests, and exports to the United Kingdom have been stimulated by some ocean freight rate recessions. Prices of either softwoods or hardwoods have shown no material change during the last three weeks, but it is noticeable that some popular items, especially in hardwoods, are again showing an upward tendency.

Measurings Will Be Taken. (By Associated Press.) SALT LAKE CITY, July 25.—As the first step in the fight to exterminate the mosquito pest in Salt Lake City which has been prevailing again this year, the city has created a mosquito abatement district upon the petition of nearly 10,000 citizens. An appropriation has been provided to furnish financial aid in the battling of the pest and city officials are negotiating in regard to extermination work.

ROAD CONDITIONS IN EASTERN OREGON

The weekly report of the State Highway Commission relative to the condition of roads in Eastern Oregon, follows:

Old Oregon Trail - East of The Dalles
Ontario - Huntington - Baker - La Grande - Meacham: Macadamized entire distance and in excellent condition.

Meacham - Deadman's Pass: Approximately five miles of the distance between these points is unsurfaced, but in very good condition.

Deadman's Pass - Pendleton: Excellent macadam.

Pendleton - Umatilla - Arlington - The Dalles: Macadamized entire distance.

Old Oregon Trail-West of The Dalles
Columbia River Highway Section
The Dalles - Mosier - Hood River - Cascade Locks - Portland: Paved entire distance.

Portland - Scappoose - Deer Island - Rainier - Clatskanie - Astoria - Seaside: Paved entire distance except one mile through city of Rainier, where paving operations are underway. Take detour over old macadamized road one block south of highway. Highway will be open to all traffic about August 25th.

La Grande-Joseph Highway
(Road to Willowa Lake)
La Grande - Island City: Paved. Island City - Alice: Excellent macadam.

Alice - Imbler: New grade in fair condition.

Imbler - Elgin: Old road over hill very rough but passable.

Elgin - Minam - Lostine: Macadamized and in excellent condition.

Lostine - Enterprise: Under construction; turn off at Wade's Crossing and take hill road to Enterprise.

Enterprise - Joseph: Excellent macadam.

Joseph - Willowa Lake: Good condition.

Baker-Corucopia Highway
Baker - Halfway: 13 miles macadam; 21 miles graded roadbed. Balance fair county road. New grade on lower Powder River between Lava Bridge and Black Bridge now open to traffic.

Baker-Unity Highway.
Road over Dooley Mountain now open. Fair county road.

Oregon-Washington Highway.
Pendleton - Washington State Line: Paved.

Pendleton - Pilot Rock: 5 miles good earth road; 10 miles macadam. Pilot Rock - Vinson: 15.7 miles macadam in good condition.

Vinson - Butter Creek - Jones Hill: County road. Very rough and rocky but passable.

Jones Hill - Heppner: Standard grade in good condition. Under contract for macadamizing.

Heppner-Heppner Junction (junction of Columbia River Highway): Macadamized and in excellent condition.

TUNNEL BRINGS OCEANS NEARER

Moffat Tunnel Work Expected to Begin Early Next Month; Cut Rail Distance 70 Miles.

(By Associated Press.) DENVER, Colo., July 25.—Actual work on the Moffat tunnel, through the continental divide west of Denver, is expected to begin early next month. The first shovelful of dirt may be turned on August 1, Colorado Day. Everything is in readiness to start. Bids for construction are being advertised, and the bonds are being offered for sale.

The Moffat tunnel will cut the rail distance between the Atlantic and the Pacific oceans by 70 miles. Its construction is an engineering feat of much difficulty, and it is of great national importance, for it will open a large section of land in northwestern Colorado rich in natural resources. The campaign has been carried on for the last 50 years. Early in the sixties the pioneers of what is now the state of Colorado realized adequate transportation was necessary to develop the territory, and set about to get it.

The tunnel commences at the headwaters of South Boulder creek in Glinn county near the town of Tolland, passes under James Peak and emerges a trifle more than six miles west at the headwaters of the Fraser river in Middle Park, Grand county. The western side of the tunnel is 43 miles from the town of Fraser, Colorado.

The tunnel will be available immediately to the Denver & Salt Lake railroad, now completed to Craig, Moffat county. The plans of this line include building into Salt Lake City. It also will be available later to the Denver, Rio Grande & Western railroad, which now is building a cutoff to connect with the tunnel. The actual saving to the Denver & Salt Lake railroad will be the tortuous climb of 23 miles over the crest of the continental divide, where the Moffat road now crosses the divide above timberline at an elevation of 10,660 feet.

On the Denver & Rio Grande the distance to Salt Lake City will be shortened by 173 miles through building the cutoff to connect with the tunnel.

The tunnel will be 6.05 miles long. The project consists of a main tunnel 20 by 16 feet in the clear and a pioneer tunnel paralleling it. Trains through the tunnel will be operated by electricity. Provision has been made so that automobiles and other

traffic may pass through the tunnel in special cars. The tunnel elevation at the east portal is 9,190 feet, at the west 9,100 feet.

Sponsors of the tunnel predict that ultimately almost all of the railroads entering Denver will use the tunnel as a short cut from Denver west. Tourists who have enjoyed the trip over the continental divide on the Moffat route will mourn the fact that the coming of the tunnel will mean that the famous little station, Corona, the "top of the world," will pass out of existence as a railroad stop. Corona, 10,660 feet above sea level, now is the highest point in the world where there is a standard gauge railroad. The tunnel will eliminate the climb from Tolland, whose altitude is about 9,000 feet, to Corona. This climb has given many a thrill to Eastern tourists. The grade above Tolland is four per cent—almost unprecedented in railroad grades—and the are many curves as the train mounts upward. It is a land of perpetual snow. Even in the middle of June the train, when near the top of the divide, frequently climbs through snowdrifts higher than its car tops.

JAPAN IMPORTS SHOW BIG GAINS

(By Associated Press.) WASHINGTON, D. C., July 25.—The amount of goods sold to Japan for the eleven months ending May 1923, dropped \$36,180,585 compared with the corresponding months of the previous year, while goods imported from Japan for the same period increased \$76,708,219, compared with 1922, according to statistics compiled by the Department of Commerce here.

Goods sold to China for the same eleven-month period slumped \$1,775,595, while shipments of goods to China through western ports increased \$55,397,238, the commerce department figures show.

A tabulation of imports and exports to Pacific countries for the eleven months ending 1922 and 1923 show: Thus, while five Pacific countries sold American merchants \$180,512,848 more goods for the 11 months ending May, 1923, compared with 1922, they bought \$1,718,548 less goods than in 1922.

One reason why people take a coal shortage seriously is because it doesn't come during the baseball season.

Many things offend a progressive leader, particularly the fact that the conservatives are parked close to the feed-trough.

Automobile Races August 4 & 5th

PULLMAN SPEEDWAY
BAKER, OREGON
Under Sanction of
American Automobile Association
Races Start at
3:00 o'clock Sharp
Free to All Car Entries

When Lightning Strikes

Dark clouds gather threateningly overhead. An electrical storm is predicted. Business men and housewives secure in their offices and homes, just switch on the electric lights and continue their work.

Along the system of the Eastern Oregon Light & Power Co., anxious operators keep constant watch on the complicated light and power indicators, alert and ready for instant action—when lightning strikes.

High tension lines and electric power generating plants form peculiarly strong conductors for lightning, and when lightning strikes—the system is likely to be damaged. If it happens, it must be rectified immediately. The service must continue uninterrupted if humanly possible.

Following is the special report of the superintendent of the Eastern Oregon Light & Power Co., on the last heavy thunder storm which occurred early in July:

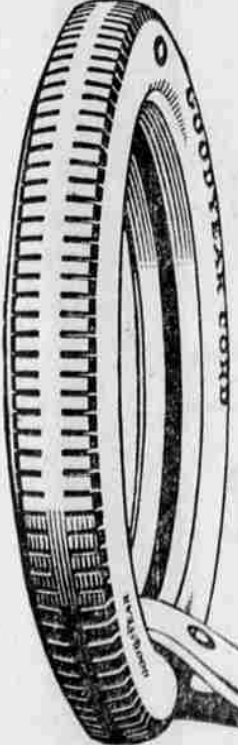
To General Manager:—
7:25 P. M. First noticed storm while out of Baker 12 miles.
7:55 Arrived central office. Phone Fremont, Rock Creek, Cove and Morgan lake plants. Found storm general. No danger.
8:10 Phoned local managers at all stations telling them to stay at stations. Storm worse.
8:20 Phoned operators of auxiliary steam plant at Baker, ordering them to stand by for auxiliary power in case lightning put a hydro-electric plant out of service.
8:35 Phoned steam plant to see if it was ready for instant use. Rock Creek plant reported heavy lightning.
8:38 Lights flickered. A circuit breaker somewhere on the system "kicked out," but the plants charged through the system. Lightning struck, but no damage because of automatic breaker, and service continued to all customers.
8:39 Phoned all plants, all O. K.
8:24 Lights flickered. Lightning struck again. Rock Creek plant reported branch line struck, forced a cut off big power user for repairs. Service continued to remainder of entire system.
8:45 Ordered repair crew out.
8:50 All plants reported storm breaking over.
8:52 Lights flickered again, but automatic circuit breaker saved system and service continued.
9:05 Branch line repaired. Power ordered back on.
9:08 Storm well over. Auxiliary plant crew released.
9:10 All plants reported O. K.
Signed—Superintendent.

Lightning struck three times, but by constant guard of vigilant employees, aided by up-to-the-minute equipment, the service was maintained over the system.

Eastern Oregon Light & Power Co.

"ALWAYS AT YOUR SERVICE"

Goodyear Cord Tires



-at-
Special Prices

For thirty days only, beginning Monday, July 30, and continuing to August 28th, the following prices will prevail:

ON WINGFOOT CORD			
Size		Size	
30x3 1/2	Clin.	34x4	S. S.
30x3 7/8	S. S.	32x4 1/2	S. S.
32x3 1/2	S. S.	33x4 1/2	S. S.
31x4	S. S.	34x4 1/2	S. S.
32x4	S. S.	33x5	S. S.
33x4	S. S.	34x5	S. S.
		35x5	S. S.
			\$36.15

Standard Goodyear quality. Full oversize. Flat tread effective Non-skid design. Made of highest quality materials throughout.

W. H. Bohnenkamp Co.

For
Quality, Service and Satisfaction