

The Oregonian

Entered at Portland (Oregon) Postoffice as second-class mail matter. Subscription rates in advance: (By Mail) Daily, Sunday included, one year, \$25.00...

with good service and with fair profit earned by good management and fair prices to attract additional capital for improvement and extension of the railroads. They do not want a Government guaranty of dividends and interest. That would remove the incentive of good management and would give owners of badly built, badly located and badly financed roads a reward which they had not earned.

How to Remit—Send postoffice money order, express or personal check on your local bank. Stamp on currency area of check or note. Give postoffice address in full, including county.

MEMBER OF THE ASSOCIATED PRESS. The Associated Press is exclusively entitled to the use for publication of all news and information furnished by this paper, and also the local news published in all parts of the state.

PORTLAND, THURSDAY, FEB. 6, 1919.

NO SYMPATHY FOR SUCH A STRIKE.

The ostensible design of the Seattle strike is to paralyze all industry so as to demonstrate the power of organized labor. The real design is to show to the world the contempt of organized labor for the rights of one great city, by the radicals. It is, or is intended to be, an announcement that the revolution is here.

The sympathetic strike will fall, because it lacks public sympathy. The world has not all gone mad, even if a few men are mad, and even if Russia has been seized and strangled by Bolshevism. America will not be and cannot be divided for America is not so divided because free men have made it so, and will keep it so. It is not merely rhetoric to repeat that the republic was founded on the rights of man, and men have had their rights, and are not going to lose them under the reckless onslaught of desperate redflagism.

No matter what happens in Seattle, the general strike is a tremendous blunder for labor. It is a blunder that the strike is against the Government of the United States. It is, the Seattle strike leaders, by seeking to penalize the entire public, including even the helpless patients in the hospitals, are doing the very thing that the strike is intended to prove. They are showing to the whole Nation the reality of the menace of radicalism and revolution—and it will be met.

It is no time for mere declamation or denunciation. Words of appeal, or remonstrance, or reproach, are useless. These men who have provoked a crisis were determined that an issue be made. They wanted the world to know their power. It is well that the people as a whole be made to know its full dimensions. Perhaps the strike will be worth all it may cost, for the foolish men who are responsible for it must be taught their lesson. It will be that the power of America is first of all, a moral power, and it will be exercised in potent ways, as it has been, to do justice; to secure rights; to redress wrongs; to adjust grievances, and to achieve peace. It works by orderly processes, and it resents and will defeat all efforts to subvert them. It will not tolerate wrongs being allowed to stand, even a righted one. It has a conscience, and it keeps guard over it, and public sentiment is the guardian.

The Seattle strike is miscalled a sympathetic strike; but it merits no general sympathy and will not get it. Public sentiment, which sees and hears and judges, will settle the strike, so far as the public outside is concerned. It may have a troublesome time making itself understood, but in time, there, too, the situation will adjust itself, if Seattle is to take its proper place as an American city, and not a Russified city.

THE THEORY OF DEFICIT.

Attempts are made to overcome the unfavorable impression which has been created in the first year of its operation of the railroads by advancing the argument that social benefit should be considered a public operation of a public utility. That is a plausible way to induce the people to tolerate the notorious extravagance and inefficiency of public management of business. It is a device by which the cost of railroad service is excessive, yet fail to make them pay for operation. It is unjust, for justice requires that each person pay for railroad service in proportion to his use of it. The theory which would compel the people at large to pay part of that cost without regard to the service they receive.

In view of the low rates and the good service which prevailed in the United States under private operation, as compared with the high rate and poor service which prevail in other countries under public operation, the latter policy might result in much higher rates and worse service in this country and in deficit to the nation out of taxes. Already the Government is encouraged in its tendency to waste by being consciously free from the necessity of earning a profit. This tendency would be aggravated if it felt free to incur a loss and charge it to social benefit. Yet the deficit theory is frankly adopted by Postmaster-General Burleson in the following words:

Under Government ownership the question of profit would not be taken under consideration. The Government, as illustrated by the postal service, does not make profit out of the service of communication, but extends the service to the entire country, and the service is maintained by the sale of stamps, and the sale of stamps is maintained by the sale of stamps. The service is maintained by the sale of stamps, and the sale of stamps is maintained by the sale of stamps.

THE NEW GERMANY.

Germany is described by a correspondent of the London Times who traveled through the country since the armistice was signed as "utterly broken," "down and out," "utterly relaxed," incapable of "any sort of military recovery," having "lost not only her faith in her leaders, but the cause for which they have induced her to fight." The awakening was "absolutely sudden," and came not when defeat in the west was realized, but when the revolution was accomplished, but when the Kaiser fled to Holland, for then the nation's gods were shattered and the "whole accumulated prestige of the Hohenzollern dynasty was broken." This act made it "absolutely certain that the Hohenzollern can never return," for the people "have no use for so weak and dangerous a monarch."

The state of mind described may be preliminary to a radical change of national ideals, which may be hastened by full realization of the abhorrence with which the rest of the world regards the deeds of Germany. For the German people have been cut off from free intercourse with other nations, and has received only such expressions of opinion as were contained in newspapers and state papers and which would leak through a rigid censorship. When peace is signed, the blockade lifted and German ships begin to travel abroad in an effort to recover their lost commerce, they will find in the attitude of citizens of other countries the stimulation in which they are held. In the years which have been inspired by the crimes of which they have been guilty they will often find an insuperable obstacle to acceptance of the most tempting offers, they must live down. They will have a past to defend their country's acts, and, if they profess a change of heart, there will be doubt of their sincerity, which they must remove.

Germany has renounced militarism, but there is no proof that it has renounced ambition for commercial conquest by means of the machinery which the empire built or of the underhand tricks and methods of business coercion which its merchants practiced. There is no sign that August Thyssen condones the aims and methods of the war which the Kaiser induced him and his like to finance; he seems only to condemn the failure to win and deliver the goods. German capitalists have laid out their stores of raw materials in neutral countries, ready to renew competition between a Germany whose factories were untouched by war and rivals whose industries are in ruins. Contracts still stand binding Dutch merchants to buy only from Germany for a term of years—contracts extorted by an implied threat of war.

Necessity will drive Germany to meet desperate shifts in order to retain foreign commerce which has been lost. Policy will cause Germans to make vehement professions of aversion for militarism and imperialism, of devotion to democracy and the League of Nations. The significance of this conversion will raise doubts of its sincerity, especially as it will coincide with material interest. Time alone can tell whether the base passions which formerly urged them to militarism have been cast out or have turned to commerce for gratification.

NO OBJECTION.

"Anyone having objection to this letter," says Mr. Westrom, in his appeal for primary consideration of market roads, printed elsewhere, "please answer." There is no objection to market roads; but it may be well to set Mr. Westrom right on a few points.

THE PACIFIC HIGHWAY.

The Pacific Highway, the Columbia Highway, and every other highway under construction in Oregon, are market roads, and very important ones. The fact that they are built on public lands does not mean that their construction interferes with local road improvement. Distinctly, it is helpful to it. What is to prevent the counties going ahead with their proper road building? It is, and it will do it more and more as opportunity for connection with a well-built trunk line is offered, and as impetus to the concrete road movement given by the promotion of intelligent government policy.

The farmer who has been responding to the call to feed our gallant allies by increasing his output of foodstuffs is doing quite well. He has produced much wheat, and the Government guarantees of a high price, that the United States faces a deficit of \$1,000,000,000 if it is to pay the farmer, as it agreed to pay, \$2.50 per bushel, or nearly twice the market price. The appeal to build market roads so as to rush food to Europe is not well-timed. Europe is not starving through any failure of America to raise the stuff to feed it. Nor will the American farmer starve if he gets, as he will, the guaranteed price for wheat. Who is to pay it?

Once there were two road policies—the trunk road and the market road. The trunk road was to be built, and it is being done. It is to build both. It is being done.

THE COBBLER'S OPPORTUNITY.

The prediction made by the National Boot and Shoe Manufacturers' Association that the shoe market is not going to decline for long time promises to give new dignity to the trade of cobbler. With shoes at \$10 to \$15 a pair, it becomes a matter of moment whether the proverbial cobbler is in time to take his nap. It is inevitable that men will pay more attention to the ordering of repairs. We are not so certain as to feminine footwear, the styles of which are so constantly changing, that the cobbler is not going to be in demand. It is inevitable that men will pay more attention to the ordering of repairs. We are not so certain as to feminine footwear, the styles of which are so constantly changing, that the cobbler is not going to be in demand.

"Surgeons to old shoes," as one of the poets called them, cobblers once had an important place among craftsmen. Was there not a kind who raised them above the rank of mere shoemakers and gave them a pledge that until the end of the world their trade should be known as "the trade of the gentle craft?" There is a cobbler living who can hark back to the day when menders of soles were imbued with pride of craftsmanship and saturated with the spirit of a high calling. Now will the American cobbler, when thrift was even more fashionable than it is now. Every village had its cobbler, who might go barefoot himself, as the proverb has said, but whose whole world revolved for customers who trusted him.

More recently, it will have been observed by those who want to prolong the lives of their old shoes, the supply of cobbler has fallen below the demand for them. The all-around shoemaker, and with him the cobbler, owes his decline to the amazing development of shoe machinery and the invention of rubber soles and imitations. But now, unless a change happens to the price of new shoes there is going to be a field for those who can make the old ones last longer. Either that or bare feet will become the vogue. In nothing pertaining to the cost of living, the average citizen been hit harder in proportion to his income than in the price of his shoes.

TWO KINDS OF A PEACE LEAGUE.

So many bright hopes have been held up by the speeches made at Paris and other cities of Europe by President Wilson on the league of nations that it is well to have a clear knowledge of what the Paris conference proposes to give the world. This is best understood from Mr. Wilson's speeches, for he is the chief protagonist of the league, and none of the other nations are likely to propose anything that would go beyond his scheme. The subject is dispassionately canvassed in an article contributed to the Philadelphia Ledger by ex-President Taft, who, as president of the League of Enforcers, expresses the American view of the question as it was entertained before this country became a party to the war.

Mr. Taft says that "those who are looking for something in a league of nations to preserve peace have counted on securing a covenant between the members of the league to unite, whenever necessity may require, the powers which belong to the league to enforce compliance with its judgments of the league and to suppress recalcitrant members faithless to their obligations."

The popular—in one sense only—income tax will be 6 per cent, and that is easily figured.

Trade in your troubles for a new year. Spring is coming.

Seattle women will cut out of the shopping lists the home-made goods while there is anything in the larder.

the world. Now, let us suppose that we have formed a family of nations and that family of nations says: "The world is not going to have any more wars of this sort without at least first going through certain processes to show whether there is anything in the idea of making the world safe for the rest of the world, if America takes part in this thing, will have the right to expect from her, that she can contribute more to the peace of the world." Premier Lloyd George endorsed this opinion by saying that nations should "band themselves together to punish the peacebreaker," and ex-Premier Asquith thus constructed and approved the President's words:

The President held out to his hearers the prospect of an era when the civilization of mankind, banded together for the purpose, will make it their joint and several duty to repress by their united authority and, if need be, by their combined naval and military forces, any waste or aggressive and senseless war which is a violation of the ideal, which must assure all our sympathies.

Taft calls it "a descending climax" to hear that "no member of the league is to unite its forces with any other in enforcing the judgments of the league court" or in punishing the peacebreaker." He continues: "We are not to expect more force, or the exercise of an economic boycott, or any other general public opinion measure, in a judgment in its behalf desired, or in giving the right to go to war to enforce it."

The strength and bite of the league are "fading into merely moral aspirations and moral sanctions. This is ascribed to difficulties which the allies experience in maintaining their armies, which also explain their very weak policy in dealing with the Bolsheviks. But the ex-President sees a certain hope in the fact that the states are to be home in Germany, German-Austria and Hungary, and "all the issues thus threatening must be decided by a tribunal with authority supported by real power."

The suggestion that every nation may decide for itself whether a question threatening war is justiciable, and shall go before an arbitral tribunal, is not justiciable and shall go to a council of conciliation, deprecated by Mr. Taft as weakening the peace movement. He hopes for more bite when the Paris conference comes to formulate the machinery of the league.

The article makes it clear that two alternative plans for a league of nations are before the world. The Taft plan is that of the League to Enforce Peace, its distinguishing point being that it is a league of nations which would compel arbitration of justiciable disputes and would compel submission to the decisions. It would maintain at the service of the league's judicial tribunal an international armed force to which each member would contribute its quota, sufficient to coerce any small nation which broke the peace, and might call on the armies and navies of the members to maintain a large nation which offended.

The Wilson plan, as described by Mr. Taft, would have no such positive force or sanction behind it. It appears to be an attempt to avoid all the objections which have been raised, in order that, by some means, some kind of league might result from the peace conference. The main strength of the league is derived from the five great powers which are members of the alliance. Since these five have been able to combine against Germany, it may be contended that they could at least be able to combine their forces to keep the peace among the small nations, but no such point is implied in Mr. Wilson's latest scheme.

Mr. Wilson, after endorsing the program of the League to Enforce Peace more than two years ago, has fallen back on a league without force. Mr. Taft insists that the only effective league will be one backed by force. The difference is clear and sharp.

In inelegant but expressive language, the English brewery stockholders put out of business by National prohibition might "chase themselves" to get the beer they had been drinking. Government established a precedent when it refused to pay the former slaveholders.

Baptism, which has been captured so often, is in danger of being a heap of ruins, needs a rich American city as godmother, and the lists are open. Here is an opportunity for some Pacific Coast city to win lasting fame in France.

One way to help build up Oregon is to set a hen this Spring; and a better way is to set two. Then, when both come off, give all the chicks to one and reset the other. She will never know—in fact, she will enjoy it.

Unlimited feed now goes to waste that can be converted into hares and rabbits. The main point should be to get the best stock for a start. A thoroughbred here is just as essential as any other blood animal.

Lower California need not become excited about nothing remains but to get the right seed-determining material, and is free to remain a refuge for whisky-sellers and gamblers if it prefers to do so.

For unlimited gull, the burglar who reopened a Nord End restaurant, the other night, and entertained customers, including the policeman on the beat, earned the blue ribbon.

It would not be a bad plan to run all these contestants for boxing laws into a lecture room at the library, and deal them a fill of something esoteric and recondite.

Stars and Starmakers.

W HAT answer can the anti-suffragist have to the latest argument for the superiority of woman advanced by Mary O'Neil, the Western champion, who says: "A hen has just as much right to crow as a rooster, which can neither lay nor hatch an egg?"

All the time I've had this Anita Stewart, who is going to be queen of Portland, maybe, all mixed up with Anita Stewart, queen of the movies. Knew I'd heard the name somewhere. Personally, if you ask me, I'd rather be queen of a fillum than of a throne. It's safer, and it's more popular in these days.

Hen Ford denies that his son, Edsel, draws \$10,000 a year salary. Hen says it's only a paltry \$75,000.

See where a "descendant of royalty" is a burglar in Chicago, or you can put it another way round, that Chicago burglar turns out to be a descendant of royalty. Well, there isn't much else for royalty to do except to go to work.

Fanny Ward and Jack Dean are awaiting word from the passport office which will permit them to go over to England to fulfill an engagement made for that country.

Francis Wilson, with Mrs. Wilson and their baby son, are vacationing in Florida for six weeks or more.

By cable Gilbert Miller has engaged Maggie Teyte to be starred in the musical version of "Monieur Beaucaire," music by Messager, which he is to present in London.

Marie Courtney, Marie Lloyd's daughter, has gone back to England after a visit in New York.

On reading that Louis Mann planned to give several performances of Shylock during the season, Arthur Hammerstein wrote him as follows: "The report that you are to play Shylock recalls to me the engagement of the Cherry Sisters, whom my father brought to New York 29 years ago. The Cherry Sisters, too, attempted Shakespeare roles, and they mistook the cat-calls and noisy demonstrations for approval. My father finally was obliged to stretch a net across the stage, and the deluged the sisters with fruit and fish. I don't know what became of the net, but probably my father still has it. Nevertheless, believe me to be sincere in expressing my confidence in your success as Shylock in 'Shakespeare Without a Net.'"

See where a returning soldier has turned down a nice berth as janitor in a local apartment-house. It would appear that he has fully adopted the theory of humane warfare.

It remained for a Chicago picture manager to flash this underline on his screen: TOMORROW—IBSEN'S "A DOLL'S HOUSE." (Bring the Kiddies.)

The world's foremost chewing gum manufacturer (name deleted by advertising department) has made Will Rogers an offer to pay him a considerable royalty if the larriat philosopher will mention the name of his gum from the stage in "The Follies."

Rogers is the most prominent gum chewer in the world, and as an exponent of any brand, could be of inestimable value to its sales, says the manufacturer.

Rogers is chewing over the proposition with him.

In Los Angeles last Wednesday ground was broken for the Alexander Pantages theater building at Seventh and Hill streets. Carmen Pantages, the manager's daughter, turned the first shovel of earth.

Those Who Come and Go.

Tradition, as exemplified by motion picture plays and short stories, has made the average newspaperman a thing of beauty, handsome with great dark eyes that snap fire and unlimited energy. He must be physically perfect. In real life, however, he is none of these things. He is just an ordinary piece of masculine humanity. But W. G. Allgrun of Chicago, who was at the Benson yesterday, had not met many newspapermen in real life until he encountered "The Dollar-a-Year Man," a comedy correspondent with the international reputation. So, as Mr. Allgrun had drawn his ideas from the pictures and the principal part was played by Mr. Cobb's reporterly abilities. Incidentally, Mr. Cobb told Mr. Allgrun, whom he met on the train in Montana, that "the dollar-a-year man was grossly overpaid." Mr. Cobb was quite a humorist, said Mr. Allgrun.

J. L. Cox, Seattleite and world rover, does not bother about the high cost of living. He really likes a home on the Klondike as in Oregon. If you asked the large cattle men of Canada, South America and Australia if they knew where the world is, they would say "yes," Mr. Cox buys and sells cattle. He is just as much interested in a "rainbow" of gold as in a "rainbow" of silver. Wherever the world he hears that beef cattle are to be obtained at a bargain, Mr. Cox wanders there, deposits his money, takes a vacation, and comes some other point on the globe where the market is high, or where he expects will be high. In between the two periods he makes a profit. The profit is Mr. Cox's, who, therefore, does not worry about the rising cost of commodities. He was at the Imperial yesterday.

It will be welcome news to Pendletonites that Roy Alexander, the "well known and popular" young man of the Umatilla County metropolis will shortly once more hold in their midst. Sergeant Alexander is still in the popular Depot Brigade at Camp Lewis, but Carl Cooley, another of Pendleton's principal players in the Seattle show, is Mr. Cox's, who, therefore, does not worry about the rising cost of commodities. He was at the Imperial yesterday.

From and after Thursday Seattle people will see a new and more brilliant light in their room keys, according to J. W. Pyncheon, veteran O.-V. conductor, who is at the Multnomah Hotel. The problem he has solved is to give the hotel owners face is what to do about their laundry, said Conductor Pyncheon. They usually have three sets, one on the shelves, one in the wash and one in the dryer. As were as indications that the set in the wash may stay in the dryer, the hotel owners and their prospective guests do not view the prospect with equanimity.

J. C. Cooper's walnuts are famous wherever walnuts are eaten. He knows the difference between a nut and a nut, and he has just how much water and fertilizer and pruning, and the rest of it, that walnuts should receive. Therefore it is not surprising that he is president of the Walnut Growers' Association. At the Portland meeting, Mr. Cooper was eternally besieged for some of the nuts he carried with him. The demand was so great he donated one at a time only. Mr. Cooper is from McMinnville.

"Say," said the bellhop, "Tipe that skolt. That's a princess, honest it is. I took a letter to her today addressed to Princess Mona Darkfeather, Rta 1, Astoria, Ore." Her Majesty, Highness is, however, registered at the Oregon as Mrs. P. E. Montgomery. H. M. Highness has appeared with several important companies.

Major C. R. Peck, once an attorney, of Marshfield, Or., went to "war." They attacked him to the Spruce Production Division—and sent him back to Marshfield. Mr. Peck, who is a member of the Imperial yesterday, is heartily in agreement with the way standard authorities are reported to define war.

W. L. Thompson, who doubles in the county as president of the Astoria National Bank, of Pendleton and State Highway Commissioner, with his finger in every patriotic drive and worthwhile cause in the county, was at the Benson yesterday.

While U. S. Page has the initials that would entitle him to be a Federal employe, he is a member of the State Treasurer's force at Salem. Mr. Page is president of the Commercial Bank of Astoria.

Editor J. S. Dellinger of the Astorian yesterday was at the Multnomah Hotel.

County Judge W. D. Earned, of Bend, was registered at the Imperial Hotel yesterday.

J. L. Calvert, banker of Grants Pass, was at the Multnomah Hotel yesterday.

Herbert Nunn, the State Highway Engineer, was at the Benson Hotel yesterday.

Shilling of 20th Engineers. MOUNT SOLO, Wash., Feb. 4.—(To the Editor.)—In the Oregonian (January 26) I notice you reply to "Anxious Wife" in regard to the 20th Engineers. I have a son in the 22d Company of the 20th Engineers and have watched notice of shillings closely. I am in the office of the 20th Engineers, 20 where the battleship New Jersey sailed from Brest January 15 with the 22d, 33d and 34th companies of the 20th Engineers aboard and will probably arrive at Newport News January 27. Could it be possible that this notice is in error? J. E. YOUNG.

The 11th Battalion, 20th Engineers, composed of the 22d, 33d and 34th companies, arrived at Newport News February 1 on the New Jersey. Not all announcements of sailings are sent out over the press wires and the official bulletin gives us the final check on these announcements. You overlook the fact that you found the notice in the Oregonian after January 26, and undoubtedly after January 26, when the reply appeared in the Oregonian. Incidentally, much of the 22d Company will be mustered out at Camp Lewis.

In Other Days.

Twenty-five Years Ago. From The Oregonian of February 6, 1894. The purchase of a heater for Engine Company No. 1, four hand tongues for the trucks of the different fire companies and two horses was authorized at the regular monthly meeting of the fire commissioners yesterday.

Over a ton of Chinook salmon weighing from 30 to 50 pounds each was received by one dealer yesterday from down the Columbia.

Officer Hudson, now on the East Side, is the oldest policeman on the force. Sunday was the 30th anniversary of his appointment. When he first came on Harry L. Hoyt was City Marshal.

The Oddfellows' building on Grand avenue is on wheels and will soon be turned to face the avenue. This structure originally stood at East Tenth and East Oak streets.

Washington.—The President has sent to the Senate a treaty negotiated with the purchase of a heater for Engine Company No. 1, four hand tongues for the trucks of the different fire companies and two horses was authorized at the regular monthly meeting of the fire commissioners yesterday.

From The Oregonian of February 6, 1899. The Senate has agreed to Mr. Corbett's resolution directing that an effort be selected to pick out points for the erection of lighthouses on the coast of Oregon, Washington Territory and Alaska.

A private letter from San Francisco says that a company has been formed to operate the cameras between that city and Portland.

Construction of a water ditch in McMinnville for milling purposes and of another to convey water from the Grand Ronde River at Oro Dell is contemplated by the companies recently formed in those cities.

Washington.—It is reported that Suratt is preparing for the press a history of his efforts to escape arrest and to evade the military police during the assassination of President Lincoln.

Colonel J. F. Morse, special agent and Government architect for this Coast, has been in The Dalles several days examining specifications for The Dalles branch mill.

Artists. By Grace E. Hall. They come, do these fairy artists, when the dawn overpours the sky. With their brushes and models from the East and West they come. They catch up the glistening dew-drops and fashion them one by one into petals, and they give them a glow "neath the noon-day sun; they sprinkle a bit of incense on each blossom day by day.

That each one may see its fragrance to the souls that pass that way; they enclose in the heart of the roses rich incense, that when they are crushed, they search for the glow that none may know who pass by heedlessly.

They come, do these fairy artists, with their brushes of red and gold. And paint the landscape with radiant colors bold; they hang red beads on the bushes where the roses fade and die, and they scatter the verdant foliage with tones from the sunset sky; they paint brown cones for the pine trees for the hazelnut, brown burrs; they design for the shivering forest a mantle of dark-green firs; a lake of blue, and a field of gold from rosebud to goldenrod. They give of their art, unstinting, in the great outdoors of God.

HIGH VALUE OF MARKET ROADS. First Consideration is Baised For Their Construction. SALEM, Jan. 31.—(To the Editor.)—Last night at the State House, we listened to eloquent speeches on the road question. I paid particular attention to Mr. Thompson, of Bend, Ore., who is a member of the State Highway Commission. He said they would consider the veridical tollage on lumber and the Pacific Highway, and asked the members of the Legislature to brace up and vote a \$5,000,000 bond issue, so they could complete the road program.

We have no objection to the Columbia Highway, but we do object to the highway, nor the bond issue; but the road program of two years ago was made before America entered the war and at present the conditions of the road are set aside to meet conditions that are now confronting us. The facts are these: The highway program was made to produce foodstuffs for the human race; so to the farmers of Eastern Oregon, who produce wheat by the million acres, and the small dairy farmers of Western Oregon, who "speed up" and take care of their cows, "milk up" and milk their cows "milk up" hand your milk to the market seven days in the week in mud, rain or sun; and the fact that the highway is a burden in the United States and millions of our allies crying for milk and we will get our reward and go down in history as the makers of the human race. But let us insist that the market roads are entitled to receive careful consideration. Any one having any objection to this letter, please answer. E. WESTROM.

Road Drag Cheap and Effective. PORTLAND, Feb. 5.—(To the Editor.)—In Portland, the King road drag is properly appreciated and used. However, a road is properly graded there is no reason why it should not be kept passable at all seasons and under any conditions. The use of a drag should be so frequent and persistent as to allow no water to stand between the side ditches. The drainage is done when it should be—just after a shower—the surface becomes baked and, by keeping the sub-surface bone dry, the heaviest truck will not dent it. When the cost is considered, you have the best kind of road that it is possible to make. With me this is not simply a theory, I have seen it demonstrated and know where it is applied. My property and equipment is placed at my disposal, I will give a demonstration on a public street here. J. M. AMSTARY.

Southern Wood Shippers. ALBANY, Feb. 4.—(To the Editor.)—I would like the name and address of some of the largest wood shippers in the South. If you please publish same or advise me where I can get this information. A READER.

Try writing to Southern Lumberman, Nashville, Tenn. The Emergency Fleet Corporation would have the information. It is doubtful if it would answer miscellaneous inquiries.

Addition to Mr. Doseh's Name. PORTLAND, Feb. 3.—(To the Editor.)—Kindly tell me why Arno Doseh added the Fleuret to his name? He is a Portland man and we know him as a newspaper correspondent. L. E. D. Z.

Mr. Doseh found it advantageous, while working in France, to append the name of his mother. This was Fleuret, as she was a native of Alsace-Lorraine.