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THE TRUTH ABOUT MILK
What milk consumers want to know, and about all they care to know in connection with the milk controversy in Portland, is the truth about the cost of producing milk.

Now there is talk about another "inquiry" into the cost of milk. Obviously this will be as much of a farce as others have been before it, and as official inquiries usually are, unless it is impartial and expert and thorough.

A CHAIN OF CAUSES AND EFFECTS.
Closing of fifty-one out of fifty-four mills of the American Woolen Mills company, discharge of 12,000 men by the Pennsylvania railroad company and stagnation of the wool market cause many people to ask: Why is it that the wool business is in such a state of collapse?

TRY AS WE WILL, that law always "gets up in the end."
The wool trade, during the war, was government bought up the supply and forced the woolen mills to make cloth for it at \$4 a yard and to raise wages. The British government followed the same course and also bought up the wool supply.

At the same time the consumer has struck against high prices for clothing, which result from war prices for wool and cloth, from excessive demand for wool, from increased freight rates and from high wages made necessary by high prices. This consumers' strike has been a double-edged sword.

How great a part slow movement plays in shortage of cars appears from a statement of the Railway Administration that the number of cars declined from 26.9 miles a day in 1916 to 23.1 miles in 1919, and that every increase of one mile a day is equivalent to an increase of 100,000 tons of freight.

must be cut down chiefly by shippers, in whose hands cars spend a third of their lives, and by delay in blockaded terminals. But when the railroads cannot move the cars they are left to the shippers to mend matters by buying more cars?

ON GETTING A LEAGUE OF NATIONS.
The Oregonian has from a bothered reader an inquiry on the league of nations that it will answer as it has heretofore answered others of the same tenor. It is:

As the Oregonian does not agree with Hiram Johnson's views on the league of nations, it naturally has perfect harmony with Mr. Harding. It is perfect harmony with Hiram on the league plan. I don't think Mr. Harding is worse than Johnson on this matter, and he does not seem to want any league, unless it is Harding's league.

OUR DAILY GAS DRIBBLE.
Prospect that the gasoline shortage will be prolonged throughout August and perhaps until fall gives rise, we think, to a general public desire that a more equitable and consistent system of rationing than the one now in vogue be adopted.

The several gasoline distributors must know almost with exactness the requirements for commercial and industrial uses and the amount of surplus available for use in private pleasure cars. They can without much difficulty ascertain the number of pleasure cars and how much gasoline can safely be allotted to each of the several classes of cars.

It will surprise many who never gave the matter a thought to learn that the Southern Pacific electric line is not equipped with a block signal system, and the public service commission has found it necessary to order that equipment.

THE LATEST OF LOS ANGELES' DAILY earthquakes has opened up a couple of oil wells right in town. Well, it is a quiet game going on among pleasure car owners to see who can get the most. The oil companies, so long as they are not asked to operate a definite rationing system—such as gasoline to a particular car within a certain period and no more.

NO WONDER Lloyd George has been elected premier. He is a shipman or a tanner, but the little prime minister has been holding down a job that would have put many into the hospital or wheel-chair long ago.

THE PORTS OF THE WORLD.
New York is becoming seriously congested with shipping. The shipping business, which is admitted to the Evening Post to have reached the point where "our combined exports and imports have usually exceeded those of any eight other ports by a wide margin," is being hampered by Benson of the shipping board as saying that the "monopoly of shipping heretofore held by a few ports" has incurred the hostility of the government.

BY-PRODUCTS OF THE TIMES
Cats Have Their Day as in the Time of Whittington.
In the old nursery story of "Puss-in-Boots" a clever cat made his mark as a hunter and turned him from a poor miller into a rich man who married the king's daughter, says London Answers.

THE BURELSON GAG.
Indignation is expressed in the democratic platform at attacks on the alleged efficiency of the post office. The department and at the suggestion that the administration has interfered with freedom of speech and of the press.

That the remote ancestors of the American Indians may have lived in Spain is a possibility indicated by some very remarkable discoveries of rock paintings that archaeologists have made at El Bosque, in the hilly country north of Alpera, a Spanish town about half way between Albacete in Portugal and the plains of La Mancha, and Alicante, on the Mediterranean.

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Those Who Come and Go.
The Columbia highway, between Astoria and Clatskanie is closed all day, but can be used after 5 o'clock P. M. and up to 7 o'clock A. M., says State Highway Engineer Nunn.

After his steamer was subbed because the American flag was not lowered, the German U-boat shelled the small boats in which the American crew were escaping. That is one of the experiences which Captain Fred J. McGuire had during the war.

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More Truth Than Poetry.
By James J. Montague.
We view with alarm the man-eating shark; We point with pride to the settling lark; We highly commend the song of the lark; The poisonous snake we severely shun; In fact, we have very decided views On almost every thing—barring booze.

LA GRANDE, Or., July 29.—(To the Editor.)—In the Sunday Oregonian you have an editorial on the "Folly of Premature Paroles" which is timely and to the point. Judge Stinson's statement that the parole of criminals is getting to be a farce states a fact that is well known to every law-abiding citizen, which might be amplified to every thoughtful and observant citizen therein.

While it is a reputed fact that a criminal was followed a great way, it is not true that he was followed together responsible for the great increase in crime that is sweeping over the country. It is a fact that the law that was naturally lessened the appreciation for human life on the theory that those who participate in the war of its kind are hardened to some extent, yet this cannot account for the many cases of petty crimes against girls on the part of young men and boys who took no part in the war.

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WELSER CITIZENS HAVE INALIENABLE RIGHT TO CALL IT "WELSER."
PORTLAND, July 29.—(To the Editor.)—I would like to touch upon your good nature to ask the privilege of adding a few lines to the discussion now on the name of the city.

On a voyage of discovery, E. S. Martin, assistant manager of the Hotel Portland, is in Portland from San Francisco. He is looking over the local hotels and will go to Spokane, Seattle and across the line to British Columbia to look over the hotel game in San Francisco.

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