GROWERS' COUNCIL IS CALLED FAILURE

Hood River Apple Men Opposed to Levy for General Northwest Advertising.

PRESTIGE TO BE UPHELD

Exploitation of Valley Product Is Assured of Strong Backing. Organization May Be Dissolved in January.

HOOD RIVER, Or., Dec. 11.—(Special.)—That the Growers' Council, formed by apple men of the Northwest at meetings held in January and February of this year at Seattle and Tacoma, has accomplished all that can be hoped for under its present form is virtually the unanimous opinion of orchadists and market men alike in the Hood River Valley.

According to plans of organization a tentative campaign was to have been outlined for the Growers' Council at the recent National Apple Show at Spokane. However, with the exception of the proposal that a levy of 1 cent a box be made on apples next year to provide a fund with which to advertise and open up new markets for apples, no steps were taken.

Expenditure Committee Proposed.

The expenditure of this sum, which will reach upward of $75,000, according to conservative estimates of next year's apple crop, will not be in the hands of the council. It is proposed that the money be spent by the Shippers' League, an organization composed of representatives of shipping agencies, who will have as an advisory board three men, appointed by the clearing-house associations and commercial organizations of the cities of Portland, Seattle and Spokane.

This being the state of affairs with the Growers' Council, it is openly argued by local representatives of the organization that there will in the future be no need of an active participation of the council, and it is fairly well indicated that the council will pass out of existence at the next annual meeting in January, unless it is given some stimulus that at present is not foreseen.

Council Called Failure.

"Considered from the standpoint of its aims at the time of its organization last Winter," says A. D. Moe, the local member of the board of control of 19, "the Growers' Council has been a failure. We have heard much of the plans that have been outlined, but in Hood River, and from what I can gather it has been similar in other districts, the organization has been one in name only. The board of control has been a dummy one, and for this reason I feel sure that the 19 men composing it will refuse to continue such relations because of the possibility of some future action on the part of some element of the council that may bring an unmerited criticism to them."

The view of Mr. Moe may be said to be typical of local fruit-growers who participated in the meetings of last Winter. Because of lack of something tangible in its makeup, there has been a recent rapid falling away from the federation of growers.

The Hood River men opposed to the general appropriation, are willing to go the limit in exploiting Hood River apples. They declare that a general campaign of publicity for Northwestern box apples will be of no value locally.

Because of past publicity the Hood River apple-grower and marketman feels that the district has gained a prestige in the market for its principal commercial varieties of apples, Spitzenbergs and Newtowns, and that the proposed general campaign will tend to dim the brilliancy of this prestige.

O. A. C. JUDGES RETURN

Stock-Rating Team Carries Home Two Second-Place Victories.

OREGON AGRICULTURAL COLLEGE, Corvallis, Dec. 11. — (Special.) — The stock judging team chosen from the students in the department of animal husbandry at the Oregon Agricultural College has returned from the livestock shows at Portland and Lewiston, Idaho. At both shows the team entered competition with teams from other Northwest colleges in a stock-judging contest, winning second place at both places.

At Lewiston three of the team were numbered among the five high men.

The members of the team were: Dale Richards, Kalispell, Mont.; Chauncey Hubbard, Corvallis; L. R. Phillipi, Early; V. C. Morgan, Winona, Minn., and C. A. Barnes, Goldendale, Wash.

CO-EDS HEAR ADDRESSES

Mrs. George W. McMath and Miss Ruth Catlin Speak at Eugene.

UNIVERSITY OF OREGON, Eugene, Dec. 11.—(Special.) — Portland women addressed members of the Woman's League at the university Friday upon subjects pertaining to public service.

Mrs. George W. McMath, president of the Oregon Congress of Mothers, chose for her topic "Women in Public Service."

Miss Ruth Catlin, principal of a private school for girls in Portland, addressed the assembly on "The Spirit of Joy in Work."

A large delegation of university girls attended.

DANCE ORDINANCE OPPOSED

Roseburg Lodges Want Right to Hold Private Dances.

ROSEBURG, Or., Dec. 11.—(Special.)—Representatives of the local lodges have made arrangements to offer a formal protest to the City Council against the so-called dance ordinance now in effect in Roseburg. Under the present ordinance fraternal organizations are required to procure a permit to hold a dance, even though no persons except lodge members are allowed to attend.

Agitation against the ordinance was revived a few days ago when Harry Pargeter, secretary of the Moose lodge, was fined because that order held a private dance without a permit.

PARTY TO BE HELD MONDAY

New Officers of Ladies of Grand Army Are Announced.

The executive committee of Winslow-Meade Circle, Ladies of the Grand Army of the Republic, has arranged for a card party tomorrow from 2 to 5 at room 525 Courthouse. Mrs. Emma Welden is chairman and will be assisted by Mesdames Thompson, Mizen, Brown and Beck. All members and friends are cordially invited.

The newly-elected officers are: President, Mrs. Nellie Pollock; second vice-president, Mrs. Alice Thompson; junior vice-president, Mrs. Charlotte Hare; chaplain, Mrs. Emma Welden; treasurer, Mrs. Ella G. Himes; conductor, Mrs. Elnora Brown; guard, Mrs. Mary Koontz; delegates, Mesdames Koontz, Newberg and Mizen; alternates, Mesdames Rekdahl, Beck and Hare.

CITY TO HAVE GIFT TREE

Ontario to Put Up Christmas Tree on Principal Corner.

ONTARIO, Or., Dec. 11.—(Special.)—Ontario is to have a municipal Christmas tree, on the main business street, at a prominent corner, at 6 o'clock on Christmas eve, at which 1000 packages containing gifts and treats of candy will be distributed to the children of the city. The Sunday schools, public schools and commercial clubs are uniting in the enterprise, which is the first of the kind ever attempted here.

E. C. Van Petten, president of the Commercial Club, is chairman of the general committee, and E. G. Bailey, Superintendent of Schools, is chairman of the programme committee. A chorus of 500 pupils will sing Christmas carols and Santa Claus and his wife will distribute the gifts from the big tree, which will be hauled down from the mountains especially for the occasion.

VETERAN OF MEXICAN AND CIVIL WARS, LONG RESIDENT OF OREGON, IS DEAD.

Captain Marcus P. Chandler.

CORNELIUS, Or., Dec. 11.—(Special.)—Captain Marcus P. Chandler, who died December 8, was born in Missouri in 1825. He served in the Mexican and Civil Wars. In 1881 he came to Oregon, living first at Brownsville, and later with his daughter, Mrs. John R. Eanes, in Washington County at whose home he died.

He was a lifelong Republican. For 50 years he was a member of the Baptist denomination. He had been married three times and was the father of 17 children. One son, R. R. Chandler, a member of the Second Oregon Volunteers, was killed at the battle of Malabon in the Philippines.

THREE FIRES REPORTED

Tenino, Doty and Galvin Suffer About Same Hour.

CENTRALIA, Wash., Dec. 11.—(Special.)—Three bad fires occurred Thursday night about the same hour, one at Tenino, one at Doty and one at Galvin, four miles west of this city. At Tenino the Gem Restaurant and a shoe shop adjoining were destroyed by a fire that started in the kitchen of the restaurant. At Doty the store of the Doty Lumber & Shingle Company was damaged by a blaze that originated from crossed wires.

At Galvin the livery barn of James Patterson was destroyed by a fire of unknown origin. Wagons, harness, feed and one horse were also burned. The flames had spread to such an extent when they were discovered that the other horses were saved only with great difficulty.

179 HURT, 1 KILLED IN WEEK

Industrial Insurance Commission Reports on Accidents.

SALEM, Or., Dec. 11.—(Special.)—Of the 179 accidents reported to the State Industrial Accident Commission for the week ending December 9 only one was fatal. Mrs. Cora Klar, of Aurora, was killed when run down by a train near Canby. Of the total number of accidents reported 127 were subject to the workmen's compensation act, 31 were from public utility corporations, 20 were from other firms and corporations which had rejected the provisions of the act and one was from a firm not employing labor in a hazardous occupation.

PAPER MAN BECOMES MAYOR OF WEST LINN.

John H. Lewthwaite.

WEST LINN, Or., Dec. 11.—(Special.)—John H. Lewthwaite, the newly-elected Mayor of this place is one of the most progressive of citizens. He is young and has been in every civic betterment movement which has been put forward, with the result that his popularity brought him the Mayoralty, with no contest. Mr. Lewthwaite is connected with the Crown-Willamette Paper Company, at Oregon City.

AMERICA LACKING NAVAL ESSENTIALS

Outdated Warships in European War Superior to Those of United States.

FAST CRUISER FEATURE

Speed, Gun Power and Range Secrets of British Domination, Says Frederick Palmer, and We Fall Short in All.

(Continued From First Page.)

command the sea today. The European war would be over—Germany the victor. England has built according to the plans of her experts, whose plans in peace worked out in war practically as they had foreseen.

What better lessons in naval preparedness than the three important actions which she has fought at sea in the present war? The first she lost for want of the three great essentials; the other two she won because she had them. The greatest of the three has been in the speed of the battle cruiser, which has almost the gun power and the same range as the dreadnought.

Battle Cruiser Big Factor Thus Far.

The battle cruiser, not the submarine, not the sea plane, has been the big naval factor in this war so far. Off the coast of Chile Admiral Cradock, with the Good Hope, 12 years old, 14,000 tons, speed of 23 knots, and two 9.2-inch and 16 6-inch guns; the Monmouth, with 14 6-inch guns and the same speed, the little cruiser Glasgow, and the armed liner Otranto, faced Admiral von Spee, who had the modern armored cruisers the Gneisenau and the Scharnhorst, and the light cruisers the Dresden, the Leipsic and the Nurnberg. The Scharnhorst and the Gneisenau had, together, 16 modern 8.2-inch guns. Only two antiquated 9.2-inch guns of the Good Hope could reach the Germans; her sixes could not. The German's eights had the range and the power. It did not matter that Admiral Cradock was brave; the other fellow had the reach.

Crawling along after the Cradock squadron was the Canopus. This venerable battleship, built in 1899, could wheeze 19 knots when she did not have to stop for repairs to her engines. She had four 12-inch guns, which, if she could have brought them to bear, would have meant the range of the Germans. But they had the speed of her. They forced battle with her in the rear. After the other British ships were destroyed, the fast little Glasgow managed to escape. Her additional two knots an hour saved her. Such is lesson number 1.

Von Spee Could Defy America.

All the dreadnoughts in the United States Navy and all our old line battleships now moulting at our Navy-yards could not have caught Von Spee's squadron except by forming a cordon around it and starving it out of coal. For, once Von Spee saw the American Navy approaching him, his speed, superior to anything we have of equal gun power, would make his flight secure. He could run away and continue his raiding.

But the British had what the United States lacks—battle cruisers with more gun power and more speed than the Gneisenau and the Scharnhorst.

But behind the guns of Heligoland, in the lair of the German navy, were the battle cruisers Seydlitz, Moltke, von der Tann and Derfflinger; they had at least 25 knots speed to Sturdee's 24 knots, and they could have forced battle against Sturdee on the high seas in the same way that Sturdee forced it upon von Spee. These were the latest types of German battle cruisers, and set against them were the latest types of British battle cruisers, like the Lion, Tiger and Queen Mary. Sir John Jellicoe was not going to spare these to go after von Spee. He needed them in the North Sea to watch the Moltke herd. And if he had not had the Invincible and Inflexible class he would either have had to let von Spee go on raiding British commerce or left the coast of England open to raids by the Moltkes.

For, on the morning of November 4, 1914, some ships of the German fast battle cruiser squadron appeared in the thick fog off the east coast of England, between East and West Hartlepool, Scarborough and Whitby. Without any warning they sent out broadside after broadside into these towns. They had come far from their base over night, relying on their gun power, speed and the fog to escape any scouts or light cruisers that might see them, knowing that no dreadnoughts could overtake them and that the only force that could trip them was the British battle cruisers of their own class.

Our Navy Powerless to Prevent.

If the United States Navy, which has no battle cruisers, had been defending English seaports, the Germans might have played this trick up and down the coast at will, as they could today up and down the Atlantic coast if we were at War with Germany.

On the morning of the 24th of January the German battle cruiser squadron, under Hipper, came out again. Hipper had with him, of course, some light cruisers, which we lack, and a flotilla of destroyers, in which we are woefully deficient. They guarded his flanks, they protected the superior gun fire and the range of his battle cruisers from surprise.

But the British battle cruiser squadron, under Vice-Admiral David Beatty, also put to sea about the same time. It had news of the German's coming, perhaps secret service news from Kiel. Not the least important part of preparedness is intelligence of your enemy's movements. If the news did not come from Kiel, Beatty got it from the light cruisers and destroyers scouting in the North Sea, which flashed their wireless messages back to Sir John Jellicoe.

When Beatty went out it was with force enough to beat Hipper if he met him. Not only must you have battle cruisers, but better ones than the enemy. The British had taken care of this.

Blucher Faster Than Any American.

The Germans had more guns, but less powerful ones. The British 13.5 carried a shell weighing 1400 pounds with longer range, against the German's 11-inch, weighing 661 pounds. But the Germans also had the Blucher, 15,550 tons, 24 knots, and 12 8.2 guns. Poor old, out-of-date Blucher, only 24 knots, yet she was faster than any armored fighting ships we have in the whole United States Navy. She could run away from or close in with any armored cruisers or battleship we have. Our last is the old North Carolina type, finished in 1908. In the naval lists the North Carolina appears after the heading "Battle cruisers, none built or building," which is preceded by the dreadnoughts.

In that battle of the North Sea, known as the battle of Dogger Bank, the Blucher had about as much chance as the old Oregon, which fought at Santiago, would have against the dreadnought New York. She was not powerful enough to hold her own in battle or speedy enough to escape. She was marked for slaughter.

Superior speed was bringing the British minute by minute closer to the Germans, who were trying to escape from superior gun power. The German hope was to draw the British onto a secret mine field; but this the British had located with their swift scouts, which we lack. The shots that hit are the shots that count and the shots that count most are those that are delivered first. Ten minutes' fire may put any modern ship out of action. One lucky broadside may.

Germans Have Another Card.

The Germans were outgunned; they had far to go. They could not escape the superior speed of the British. Hipper knew that if the thing kept up the German battle cruisers would be finished. But he had another card to play—his flotilla of fast destroyers, which we lack. He sent them in a sea charge against the British, hoping to send a torpedo home. But the heavy torpedo defense batteries of four-inch guns of the Lion, the Tiger and the Princess Royal sent them back. The Blucher was finished, the Seydlitz and the Derfflinger were on fire; the 13.5 British shells were doing their work against the 11s and the battle seemed won, when a chance shot struck the Lion in the feed tank. This disabled her. Her gun power no longer counted, because the Germans were still steaming at full speed in their race for refuge.

The Lion had to give up the fight. Her gun power was no use without speed. Waiting, like hungry wolves, to harry a crippled stag, were the German submarines—powerful, seagoing submarines, which we lack. The Lion had to be taken in tow at five knots, while the submarines, which could only watch her run by at 20 knots, now had the speed of her. These highwaymen, guerrillas, knight errants, had their chance, which we would not have—for we lack seagoing submarines.

Through their periscopes the eyes of German commanders lighted at the sight of the rich prize of that crippled leviathan seemingly, as exposed to thrusts as a liner being warped into her dock in the harbor of New York. Seemingly—only seemingly, for the British were prepared for just that kind of an attack. They had the flotilla of 30-knot destroyers, which we lack; and these, turning almost in their lengths, speeding this way and that, warded off the submarines, saving the British navy that precious battle cruiser, which, once in dock, was soon repaired and as ready for action as ever.

Our Fleet Could Not Keep to Sea.

So woeful is our lack of destroyers, light cruisers and battle cruisers, so weak are we in speed required for scouts and the guardians of the battleships, compared with both England and Germany, that our fleet could not keep to the sea in the Atlantic in case of war. Nor can we keep to the Pacific.

Great Britain has 16 light cruisers, 29 knot speed; we have none. She has 28 of from 25 to 29 knots; we have three, built in 1908, nominally, 25 knots, though they cannot be driven to it now. Russia has eight light cruisers, 32 knots, building. Germany has nine light cruisers, 26 knots or over. Japan has four battle cruisers, built or building; Germany seven, not counting the Goeben; England ten, according to the naval lists, which says nothing of those which may have been started since the war; Russia four, 32,200 tons, 29 knots, and 12 14.7 guns. Let us repeat once more: we have none.

The one nation that most needs battle cruisers, destroyers and light cruisers and sea-going submarines is the United States. Why? England had only the little North Sea to protect. We have our Eastern and Western Coast lines; the Caribbean, Hawaii and the Philippines, the Atlantic and Pacific Oceans and the Monroe Doctrine, whose aegis extends from Canada to the Straits of Magellan.

Navy Beaten in Advance.

If our Navy put to sea, the enemy's swift and more powerful light cruisers, destroyers and submarines would soon destroy our light cruisers and destroyers, leaving that fleet exposed. His swift battle cruisers would run around our flanks, playing in and out at will with their superior speed, striking when they could get a ship isolated and ducking away against any superior force. Our fleet would find itself against the guns of the enemy's dreadnoughts and unprotected from torpedoes of his destroyers and submarines. His battle cruisers, with their superior speed, would run past us and harass and cut off our retreat.

So certain is it that we would be beaten that we ought, as a matter of wisdom, to remain in harbor, while the enemy's battle cruisers did to our coast towns what the Germans did to Scarborough and they landed troops at any chosen point on the American Continent.

FRUIT COURSE PLANNED

O. A. C. ANNOUNCES SPECIAL WINTER HORTICULTURAL WORK.

Orchard Problems and Maintenance to Be Treated in Series of Lectures and Demonstrations.

OREGON AGRICULTURAL COLLEGE, Corvallis, Dec. 11.—(Special.)—Believing that the problems of the Northwest horticulturist lie along the liner of orchard maintenance rather than along the lines of orchard increase, the department of horticulture at the Oregon Agricultural College has arranged special courses along these lines to be offered at the annual Winter short course, to be held from January 10 to February 4.

A course in orchard problems has been arranged under the direction of Professor C. I. Lewis, chief in horticulture, and will be given under his personal supervision. The course will include the cost of production, the maintenance of orchard fertility, and questions of shade and cover crops. Diversity in orcharding, a live question in agricultural industry, will be taken up, as will special marketing problems facing the Northwest orchardist.

Pruning will be the subject of a special course under the direction of Professor E. J. Krause. The field work will be conducted under a new plan this year. Small groups of fruit-growers will be given opportunity for actual practice under the supervision of the college specialists. The local orchards will provide opportunity for experience in pruning all of the standard orchard fruits and also berries and other small fruits. Excursions will be made to many of the orchards surrounding Corvallis.

The course in spraying will offer actual work in the manufacture and application of the various sprays needed in Northwest orchards. Attention will be paid to the sprays required at the various seasons of the year. Practice and theory will be combined. Professor V. R. Gardner, who has a National reputation as a pomologist, will supervise this work.

Island to Become Peppermint Farm.

BUENA VISTA, Or., Dec. 11.—(Special.)—The entire Santiam Island, opposite this place, is to be converted into a peppermint farm at the beginning of the Spring of 1916, according to plans now in progress. It is planned to employ a large force of men as soon as the weather clears and the water has subsided to place the ground in shape for cultivation in due time for planting. The island contains over a half-section of usable land, and the soil is declared ideal for the new project.

Read The Oregonian's classified ads.

Washing Won't Rid Head of Dandruff

The only sure way to get rid of dandruff is to dissolve it, then you destroy it entirely. To do this, get about four ounces of ordinary liquid arvon; apply it at night when retiring; use enough to moisten the scalp and rub it gently with the finger tips.

Do this tonight, and by morning most if not all of your dandruff will be gone, and three or four more applications will completely dissolve and entirely destroy every single sign and trace of it, no matter how much dandruff you may have.

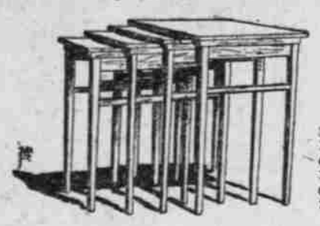
You will find, too, that all itching and digging of the scalp will stop at once, and your hair will be fluffy, lustrous, glossy, silky and soft, and look and feel a hundred times better.

You can get liquid arvon at any drug store. It is inexpensive and never fails to do the work.—Adv.

68-70 5th St. Bet. Oak & Pine **J. G. Mack & Co.** 68-70 5th St. Bet. Oak & Pine

Christmas Suggestions —OF— Gift Furniture

All Solid Cuban Mahogany, Hand-Rubbed, Dull Finish



Nest of four Separate Tables, size 18x28 inches priced at..... $22.50
Nest of three Tables priced at..... $16.50

Glass-Covered Trays, 17-inch, priced at..... $7.00
Glass-Covered Trays, 19-inch, priced at..... $7.50
Glass-Covered Trays, 20-inch, priced at..... $8.00

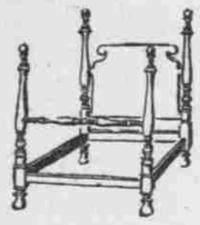
Gate-Leg Tables, size 31x22 inches, priced.. $14.50
Gate-Leg Tables, size 36x34 inches, priced.. $16.50
Gate-Leg Tables, size 34x45 inches, priced.. $25.00

Colonial Sewing Tables, with drop leaves, priced at..... $16.50

Jacobean and Adam Chair and Rocker, cane seat and back, priced, each.... $22.50

Tea Wagon, with extra glass tray, height & length 28 inches, priced at... $22.50

Lip-edge Muffin Stands, height 26 inches, priced $9.75



Cowan's Post Colonial Beds, full size or twin size, height of head 60 inches, height of foot 54 inches, priced at, each..... $37.50

Adjustable Smoking Stands, with glass ash trays, priced at..... $5.00

Nut Bowl or Fruit Dish, diameter 10 inches, priced at..... $7.75

Post Colonial Chair or Rocker, upholstered seat & back, priced, each $26.50

Library Table, 28x48 inches, has large drawer, priced at..... $37.50

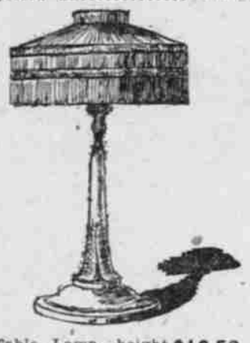


Table Lamp, height 28 inches, priced at.. $19.50
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Telephone Table and Chair, size 15x18 inches, price for set..... $19.50

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A List of Furniture in Our Store

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We have upholsterers, cabinet-makers and finishers of unexcelled ability, and we are equipped to execute the most complicated of house furnishings. We will make sketches and give specifications on any work of this character.

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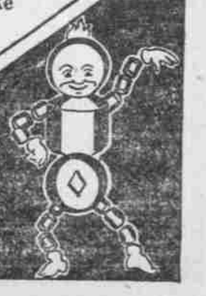
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