PUBLIC EXPRESSES VIEWS ON WIDE VARIETY OF TOPICS

WORK FOR BONDS IS URGED will get better work Arguments Agalust Road Issue Are Un-

worthy, Says Writer.

THE DALLES, Or., May 25 .- (To the Editor.)—Unless a great deal of edu-cational work is carried on throughout the state between this time and the date of the special election there is date of the special election, there is has to pay their note. serious danger that the road bond issue will be decisively beaten. The defeat

blow to the best interests of the state at large, and would be peculiarly Henry E. Reed Says Marquam Gulch calamitous to The Dalles and Wasco Should Be Cleaned. County, and it is amazing that there should be indifference and apathy smong among local people concerning a proposition of so much vital and direct interest and benefit to this community. We realize that people are interested in the great war into which we have gone, but we should not per-

There is no argument worthy of consideration that can be advanced against the voting of the bonds, as a general proposition. The issue is different from posal and should be adopted. proposition. The issue is different from any local or county bond issue in that it does not mean any additional bur-dens in the way of taxation, and the cnemies of the present proposition con-cede the advantages to be derived from good roads, and their crying necessity in this state, so the people do not have when I attended the Harrison-Street. this state, so the people do not have to be educated along the lines of the advantages and benefits accruing from construction of better roads throughout the state, and if any edu-cation or demonstration were needed all that would be necessary would be to point to the state of Washington on the north and the state of California on the south, where great sums of money have been expended for road construction and betterment.

Never before has a proposition been submitted to the people the acceptance of which would mean the raising of large revenue for improvement with-out providing for an increase in tax-stion. The bond issue to be settled June 4 does not provide for the in-creasing of taxes in any way or man-mer, and it simply provides for the before has a proposition been creasing of taxes in any way or man-ber, and it simply provides for the taking of the one-fourth mill levy altaking of the one-fourth mill levy al-ready provided by law and adding it the automobile license fees, and thereby creating a fund which will unquestionably meet the interest on the bonds and provide money for their retirement, and the taxes of the citi-zens are not increased one cent, and the only burden that is added on any citizen is the increase in the license fees to be paid by owners of autoyears the southern section has third fees to be paid by owners of auto-mobiles, and this will be more than offset by the saving in tires and re-pairs. It may be that the case and simplicity with which this fund is to be raised under the provisions of the proposed bonding law causes some to look with suppleion upon the propowith suspicion upon the propo sition. it seems too easy and nothg of the kind has ever been presented

If Oregon is to keep pace with bordering states she must begin some comprehensive plan of road construction and get out of the mud and dust and the \$6,000,000 bonding proposition is the best method that has yet been presented, and the important feature in the scheme is that it does not increase

the scheme is that it does not increase taxation. While the people of this city and county should support the measure on account of the general benefits to be Eagned, yet there are negative and the should be evident to anyone. An illustration of the point of view is gained, yet there are peculiar and par-ticular reasons why citizens of The Dalles and Wasco County should rally to its support. We are on the line of shifts the payment to the producer, the Columbia Highway, and have al- If an auto is run for pleasure it bevoted bonds for road construction throughout the county and are prepared to receive direct and imtion throughout the county and are well as a menace to the other prepared to receive direct and im-mediate benefits from the money de-rived from the bonds, and we will be the owner shifts the tax to his patrons. rived from the bonds, and we will be among the first to be favored, as there is no way we can be prevented from receiving immediate benefits under the law, and local people should become thoroughly aroused to the situation and see that our people become aroused and vote for the bonds and thereby state generally and our own articularly. R. R. BUTLER. In order that will have to be raised from the counties of the state, in order that they may get their share, section particularly, R. R. BUTLER.

\$6,000,000 BOND ISSUE IS HIT all of which will be paid by those that

cheaper than the state can. Every one is scanning every move closely. A different phase is now on than when the project was started. Wages will be much higher and laborers fewer. What P. D. NEWELL.

bond issue would be a serious PLAYGROUND PLEA IS VOICED

mit that to cause us to overlook other things which are of great concern to us. playground measure, because the first product of a special tax which it au-thorizes must be spent to clean out the

 PLATGROUND PLEX 18 volume
PLATER DATA Stratume Guide
Henry E. Reed Says Marguam Guide
Should Be Cleaned.
PORTLAND, May 26.—(To the Zd-tore normally Roown as the Marguam Guide and equip equations of the solution solution of the solution fact that the proposed new prison is exactly in line with the efforts we en-tered upon in 1911. Until we cemented the interest of the Oregon manufac-turers, prominent merchants, and the membership of organized labor toward the protection of "Oregon industry" in 1911, and appeared before the Legisblocks, crockery, manure, street sweep-ings, and even the night soil of the days when Portland did not have sewlature with a roll of petitions showing our unity in this cause, the system of "pehology," as practiced in the form of a state institution in Oregon, was eration ago was a charming resi-dential section, has received very lit-tle consideration in the matter of mu-

backing of such men as Senators Sell-ing, Sinnott, Olliver, Locke and others in the Senate. We felt deeply thank-ful to the many representatives in the House for starting our ball rolling toward the goal, and we doubly appreci-ated the act of the Governor, who was personally impreased with the rawness of the old order of things, and who aboliahed the unfair trafficking in hu-man labor, even more so unfair be-cause rendered helpless were they who labored, because the laws of Oregon condoned and forced them to submit to slavery in the interest of private individuals

We who took up this effort in behalf

In the years since 1911 the people of Oregon have been brought closer in touch with the conditions that must ing that the newspapers have done their part nobly in bringing matters to light. If the great army of readers of The Oregonian could have investi-gated actual everyday conditions con-nected with the Oregon prison, in per-son, as did the writer, while com-missioned for this purpose, there would be ne need of publicity in installing a more medarn institution

Use Its Waterways.

All the property in any way served by the heginnings or the contemplated completion of the road is benefited to some extent and should be taxed. But the tax should be in proportion to the service. It would put a high rate of prowess. The answer to such struc-tax on small localities but ther are the tures is not "near a price" nor by the taxes and the structures is not "near a price" nor by the beginnings or the contemplated the tax should be in proportion to the service. It would put a high rate of tax on small localities but ther are the tures is not "neared at some price" nor by the beginnings or the contemplated the tax should be in proportion to the service. It would put a high rate of prowess. The answer to such struc-

service. It would put a high rate of tax on small localities, but they are the ones who get full value for their supplied with hard-surface roads we will then all have paid our propor-tionate share of the costs. When we drive over them we will forget about the price. But it galls a man to pay for something that requires a long ar sument to convince him of its bene.

We want ships-publicly owned ships. Mr Houser is right, we want "good roads." Publicly owned river craft to feed the ships. Good roads to feed the iver craft. Good roads from the wheat fiver craft, Good roads from the wheat fields of Eastern Oregon and Washing-ton to the rivers. "A Portlander" is wight, we want facilities, but before facilities we want good roads and ships. We want railroad intelligence and not railroad fights. We want a traffic manager competent to procure and first our traffic matters. We want

and direct our traffic matters. We want a manager of transportation who can build up traffic worthy of the great

not "bunk."

REAL MOTHERHOOD NEEDED.

Writer Says Women Must Keep Na-

DUNDEE, Or., May 24 .- (To the Edltor.)-To the woman who is discourquainted with white a spectrum of the general public's consideration. It would repeat these words of Billy Sun-the general public's consideration. It would repeat these words of Billy Sun-became apparent that the principles of day: "If the womanhood of America \$5000 p had been no better than its manhood, had be publicity began to bring to light the low standard that our state was at-tached to in the real meaning and pur-tached to in the real meaning and purtached to in the real meaning and p aged with housework and babies, I

home? And what is a home without a mother? Home is where mother is, therefore I would say that unless the home has a real mother in it (what I be improved, and it goes without say-ing that the newspapers have done their part nobly in bringing matters a real interest in their welfare), this

home and the freedom that we enjoy at most any time. As it is no great today." today." We hope for your co-operation in this work. VALERIA G. BENVIE. One c

Writer Says. PORTLAND, May 26—(To the Ed-Itor.)—A great deal has been written of late about the merits and demerits of the Commission form of govern-ment, and there seems to be consider-able feeling and exchange of person-alities amongst the defenders of the system, as against those who favor the Councilmanic administration, formerly in vogue here, and as a heavy taxpayer

could visit the Penitentlary he would come away a confirmed believer that come away a confirmed believer that a new building is imperative. About the best way to make the "pen" a good from fellow citizens, the experiment with the Commission form of govern-ment has proven a decided failure, and will me its final finate the computer Will me its final finate the computer We and I pay taxes too.

will met its final fiasco at the coming June election. There is no doubt in my mind that the opinion generally prevails amongst JOHN RIGBY SOLVES PROBLEM the property holders that we are a tax-

and not railroad intelligence in the property holders that we are a tax-ridden community, and leaving out of ridden community, and leaving out of onsideration the heavy burden which a manager of transportation who can build up traffic worthy of the great free way, that alds us none at all flow-ing silently past us, but will carry every pound of burden that we put upon her. We want railroad intelligence and railroad results for the future, Results, not "bunk."

Commissioners, while considering the advisability of the enormous expendi-tures, which in spite of the many pro-tests and clamor for economy have "Por Sol-meme, on peut juger d'Au-trul," is an old French proverb, and the proverbase counties others." "Armer, put in more land and we will help you to take care of it." Who are "we?" "We?" in the main, are those who know not a plow from an apple tree, a harrow from a separator, a bay-rack from a flying machine, and whose been through articles in the Saturday been through articles in the Saturday

rests and claimor and intervent been appreciably reduced. "Por Sol-meme, on peut juger d'Au-trul," is an old French proverb, and there are doubtless countiess others who feel like I do regarding our local who feel like I do regarding our local who feel like I do regarding our local and the fork. At 10 cents per hour for the labor put the various proposed industrial the various proposed industrial

who feel like I do regarding our local system of taxation. With all my property improved my taxes in 1911 were about \$700, with an income from the same approximating \$5000 per annum. In 1915 my taxes had been raised to nearly double the former amount, while my income from identically the same property had been identically the same property had been farmer with ten lines in any of their reduced until it barely covered the proposed bills by putting one man in charge and let him place a minimum

Oregon seems to have taken the lead in any and all kinds of freak legis-lation, and in the introduction of the Commission form of government we for potatoes delivered railroad switches, and have been induced to experiment virtransportation. Our dear farmer will take care of the remainder of the deal. He will swamp the world with grain and potatoes. He will find labor, for formerly had one, and what with these five gentlemen working at cross pur-poses there is no telling what this sys-tem will bring forth in the future if not find it, where will the census take the same is to be perpetuated. I am creditably informed that only a find it?

sated actual everyday condutions con-nected with the Oregon prison, in per-son, as did the writer, while com-missioned for this purpose, there would be ne need of publicity in installing a more medern institution. When it is realized that the present finstitution is exactly upon the prin-tils are do do it cheerfully and with the same is to be perpetuated. The same i

competition now; don't place a stum-bling block in the way of starting upon homes as we should, our household du-truly. A. TILZER. Sorbing their uncarned increment, if try in her time of need. Government would guarantee our

were the speculator aboilshed.

"Ah! but that is socialism," says the

We are not dodging the issue, here

Can Come Through Organization.

nuch unwarranted misery and desti-

All right, call it socialism;

Yes, and I pay taxes, too

W. S. KENNEDY, D. D. S.

as the bonds matured and were paid roads" movement has caused her ad-of the taxes for various sections would vantages of the past to magnify and be reduced to that required for main-tenance. All the property in any way served greatest menace of the age. It is no-body's business but the consumer's to fight the food trust.' Organize a con-

itor.)-The proposed trade conspiracy ordinance is being opposed by defenders of picketing, boycotting and like activities on the ground that it is a measure directed against organized labor and almed to curtail the legitimate rights of expression by labor sympathizers. Before accepting these assertions one

might read the text of the ordinance with illuminating results. It will be found that the measure does not re-strict the legitimate exercise of the constitutional right of free speech, and furthermore, that it is not directed against organized labor to the exclusion of all other-elements of society.

One of the complaints of its onponents is that it is class legislation. In its strict wording, the ordinance deals with only one class, but that is not a class drawn along the Mnes of industrial organization. It is aimed at conspirators of any kind who preindustrial organization. It is aimed at conspirators of any kind who pre-pare or execute plots to destroy or injure trade and business.

The strong objections advanced by labor agitators against this conspiracy legislation is, after all, a rather damag-ing confession of the weakness of their position. Since the ordinance provides protective measures only against con-spiracles to wreck or injure legitimate trade, if the labor agitators are not, in the practice of pickets, boycotts, etc.,

parties to such conspiracies, why are they so afraid of a measure which is framed only to deal with conspiracies against business?

Their opposition really seems to be an admission that they are conscious of engaging in piratical raids upon business in the community, and that they resent a measure which is designed to protect the co from such raids. E. B. HAZEN.

WRITER OPPOSES PICKETING.

War Declared Hindered by Annoyance at Ship Plants.

PORTLAND, May 26 .- (To the Editor.)—It is high time that we people of Portland and the State of Oregon stop quarreling over a bone and devote our undivided effort and fighting en-

ergy to the European situation. We would resent any statement that we might in any way be working for the cause of Germany, yet we are allowing the employer and the employer to irritate each other to the end that efficiency in the shipbuilding line is much impaired. This is in a measure due to the fact that picketing of the price on grain and potatoes of \$1.50 per bushel for wheat and \$1.25 per sack for potatoes delivered alongside our plants is allowed and the only thing alongside out then provide that comes of it is more irritation be tween the different factions.

ordinance. The trada conspiracy coming up for settlement June 4, is no longer a local, but a National problem and our loyalty to the flag of our country only allows us to vote one way, to support the measure. No one questions our lovalty, so of course we

Let us prove our patriotism by

A TRAFFIC MANAGER. tion's Standard High.

of Oregon industry, became soon ac-quainted with conditions that had for so long been matters not intended for

resi-

about the most feeble expression of righteousness within the human mind that could be imagined. We felt grateful for the substantial

HENRY E. REED,

County Assessor. ROAD BONDS ARE CRITITCISED

Nehalem Writer Declares Labor Bears All Burden.

NEHALEM, Or., May 24 .- (To the Editor.)-There is but one source of wealth, productive labor, and from that the oft-repeated assertion that the man who owns an automobile pays the li cense fee. He is merely the agent that shifts the payment to the producer.

comes a waster of time and money as well'as a menace to the community and a destroyer of roads. If, on the other

resolves itself into a proposition to add that amount to the laborer's burden

Jennings Lodge Writer Tells Why He Will Not Vote for Road Money.

JENNINGS LODGE, Or., May 19. To the Editor.)-We take it for granta very large number of the citizens Oregon are in favor of good roads. The only question is how to go about making them. Of all the speakers we heard and of all the articles we have read the proponents do not admit there is any other feasible way than to issue bonds, \$6,000,000 of them, interest and principal, according to their figures, amounting to \$12,000,000 or \$13 -000,000, and that no tax will ever be levied to take them up. They guarante to prove by conjectural figures that the automobile tax will pay it all. Yes, and have money left, that is, with the % mill now levied.

Now, in the first place, the act provides the counties shall be taxed for The tax will not be a the grading. small amount. If the proponents are so dead sure the auto licenses will meet the bonds, why in the name of reason do they not put up their guarantee to 4 per cent money loaner, it ought to be as good to him as to us, instead of wanting everyone of us to sign a promissory note, which everyone who otes for it does if the issue carries Yes, and those who vote no also

Maybe the bonds will not sell at nar May be in a short time after we have signed this promise to^spay the bonds, the autoists will get tired of paying so high a license and go before the Legislature and get the auto tax reduced. It is common in politics. Maybe there will not be the con-

ectural increase in auto licenses which they are figuring on. Some who own autos now find they cannot afford to keep them. It is happening every day. Only a certain per cent of the people ever will own one.

They did not tell us it cost \$25,000 to collect the license last year and have not figured off the future amounts. The engineer's apportionment and cost of collections alone will take up over

of collections alone will take up over \$1,000,000 of it. It will not cost less to distribute it even if generous Mr. Ben-son and a very few others donate us their time and ability. their time and ability.

No doubt the money will be spent as Judiciously as possible under his supervision, but it is and has been for years and years the history and experience of all state-conducted improvements of all state-conducted improvements knows that after we have built the of all state-conducted that only from 40 per cent to 65 per roads "mud, mud, mud" for most of us for That is, we will not get our \$3,600,000 In actual construction, and taking their we have spent many more bond issues cent ever goes into actual construction. figures at \$10,000 per mile it will only on roads. give a little more than one road clear

This proposed bond issue and the selection of the roads to be improved by it probably presents the best soluthrough the state, north and south. Is it not paying too dear for our not paying too dear for our \$6,000,000 for \$3,600,000? Were ar better for the proponents to ir time, energy and money in g each road district to follow use their time, energy and nducing each road district to follow the pian begun five years age and fol-owed up to present dist of road in improved by the bond is-nor should be the burden of ædditional bond trict 47 of Clackamas County We have the whole distance but on all the main roas roads in the district. The present out her same end--rate control with has been merely a railroad buffer troes roads will have for a district tries out him the days functional improved to the distance but on all the main reas over the fiver sout find of stances and at very much less ex-be and district over the state will huld its 350 of the state will huld its 350 of the roads a studie do rates and at very much less ex-ters. When a district pays its cosh out it When a district pays its cash out it When a dist inducing each road district to follow the plan begun five years ago and folthe plan begun five years ago and fol-lowed up to present date of road dis-trict 47 of Clackamas County. We have shoulder the burden of ædditional bond a main road, the river road, from Sell-wood to Oregon City, about eight miles building into the rural regions has been ong, and have put down a good base accomplished some definition has been accomplished some definition and something of such actual competition and use as might otherwise have appeared. wood to Oregon City, about eight miles long, and have put down a good base and hard off macadam surface not only the whole distance but on all the main cross roads in the district. The present ice y will finish all except some cross streets. Already from 20 to 75 autos pass over the river road each hour of

the day, Summer and Winter. We will and so distributed over the territory altogether likely have it hard surfaced benefited by the building of the road before the state will build its 350 or that those who were immediately and

Nevertheless, this vast exependiture might be justified if we had any assurance that the money would be used t oulid useful roads that would open to use sections that would be made productive.

roduce, not by the promoter or waste

On the contrary, the road to be im-proved in the southern part of Claisop County and the northern part of Tillamook County, from Seaside to Gari-baldi, a distance of 40 miles, runs through a section void of productive possibilities excepting scenery, seaside resorts and possibilities of the pro-moter. This section will cost at least \$400,000 to grade and get ready for surfacing, a part of which will h by the state, about 20 miles in Clatson County. The rest must be done b Tillamook and if finished one well-di rected shot from a warship would pu it out of commission. An alternative route could have been selected betwee Seaside and Garibaldi over the present

oad up the Necanicum, down the North Schalem through Foley Valley and to Garibaldi, which would go through a land of agricultural possibilities capa-ble of producing potatoes enough to feed the state. E. K. SCOVELL.

ROAD BONDS ARE FAVORED

Cherryville Man Writes of Need Well-Organized Work.

Interstate Commerce Commission for the purpose of forcing more favorable rail rate adjustments have run their CHERRYVILLE, Or., May 21.-(To the Editor.)-I would like to give per-sonal opinion as to the attitude one course and a real awakening and de-termination to "Put the Port in Portshould take toward the proposed road support of the measure and desire to see it carried. I have confidence in the statements that the greater part of the expense will be met by the automobile interests; that the automobile owners are willing to assume this expense and that the work will be satisfactorily executed. It will be an advertisement for the state, showing our willingness to pull with out neighbors as well as to help ourselves.

pers and receivers of freight and man-ufacturers concerned with transportation costs.

Portland's transportation predicapers as saying that we have expended no one can tell how many millions or ment is not of a day's making, nor yet of transportation, the Columbia and tributary rivers, is developed in con-

nection with her offshore commerce. Such development is the real key to the forward movement of Portland; her Alaskan and manufacturing troubles, as well as her more immediately apparent rate difficulties. The present and past utility of our waterways railroad, directed and controlled, without proper offshore connections, have but

a common sense programme that both a Democratic and Republican administies will not seem as drudgery, for love lightens labor and makes it a pleasure. The work of a wife and mother is the greatest work in the world in its a Democratic and Republican adminis-tration have declared absolutely neces-sary. Industry and labor will be qual-ified to pass upon the problem of "prison labor" when the time comes

far-reaching importance. Far above all others is the task of moulding hearts and lives and shaping for action. The administration, in ap-pointing a commission to investigate fully and report, has followed the very characters. Some wise man has said "If you want to find greatness, don't go to the throne, but to the cradle." When Jesus wanted to give his discilidea that the writer has strongly urged, and the report that comes from these three men of prominence in Ore-gon is an able showing of the interest they have taken in the work. EDWARD G. BARGER. ples an impressive lesson he took a little child and said: "Except ye be-come as one of these little children, little

ye shall in no wise enter into the king-SHIPS THOUGHT FIRST NEED

The work of rearing children is so mportant that God would not trust it o the fathers, but gave it into our ceeping. Consequently we must do what "Discouraged" calls "other dis-Traffic Manager Says Portland Must

PORTLAND, May 19 .- (To the Ed. agreeable things" on the side, and if PORTLAND, May 13.—(10) the Expe-rienced in transportation matters for 25 years, it is a pleasure as a citizen justly proud of her to see that Port-land is about to leave the cradle and regarding the company their children keep, the books they read and the places they visit, as they should, I don't imagine there would be much time left to worry about the "drudg-ery" of home-making. "The bravest battle that ever was take steps, real, even though baby steps, toward the attainment of a su-

premacy that has always been her award from nature. Press articles concerning the need of fought, Shall I tell you where and when? maps of the world you'll find not; On the additional payrolls, crying complaints against the railroads and the institution of many useless suits before the

'Twas fought by the mothers of men.' MRS. E. O. DILLINGER.

MEMORIAL DAY SACRED EVENT

Ladies of G. A. R. Ask More Thought for Soldler Dead.

land" appears to be on. About six weeks ago H. L. Corbett, president of the chamber of Commerce, was quoted as expressing views favor-MILWAUKIE, Or., May 25.-Editor.)-Memorial day with all its sa-credness is near at hand. Do we real-ize what it means? Do we consider ing a constructive policy for the future at variance with the spirit and manner how it came to be and why? Once each year are the soldier dead remembered with flowers and flags placed on their last resting place. But have we not gotten away from the idea that Me-morial day (May 30) was that day set aside for the purpose above mentioned? Have we not got into the health of which Portland transportation prob-

Have we not got into the habit of making it more a day for placing flow-ers upon graves of all friends gone? good act. of course, but let us

forget the men who fought and died for our country, our flag, that you and I might enjoy the freedom we do to-

day. It is time the patriotic organiza-tions do not forget this. And then, too, have we not gotten to look upon the day as more of a festival time than one for sad reflection? This is due in large measure to the fact that Memorial day is improperly

called Decoration day because of plac ing of flowers and flags upon the graves, and then, too, of the bestrew-ing of flowers upon all graves, as well as those of war veterans. Let us think of this and hold more sacred the Memorial day—and not a day for festivities.

The Ladies of the Grand Army of the Republic at their last convention passed the following resolution:

Correspondent Discusses Advice Starving to Ent Grass.

dren to ponder over and endeavor to extract sense. Say to the farmer PORTLAND, May 26.--(To the Edi-tor.)-A student of history may well take more than a languid interest in 'Produce and we will pay." and we will distribute." and get out from under the crops; ship them to the which appeared in your issue of yesterallies and to the neutrals and to Belday: gium. We pass monopoly controlling laws

Hungry Germans Are Advised to Eat Grass Copenhagen, via London, May 22.—In view of the food shortage in Germany Pro-fessor Weldner, an agricultural expert at Passau, Bavaria, advises the people to fol-low the example of Nebuchadnezzar and est grass. He informs them that both red clover and alfalfa may be used for the making of tasty dishes for human consumption.

And after reading this, turn for a few moments to Carlyle's "History of the French Revolution," that marvelous ists would disappear from Washington and hotels would wonder what hit them work, which depicts in language so

graphic that its sentences fairly burn into the imagination, the bursting of a people from the bonds of a despotic politician. call it centralization of power; call it anything you like, but it will produce results; it will produce wheat, corn and rule. Here, too, we find that a starv-ing people are "advised to eat grass": We are at the 22d of the month, hardly above a week since the bastle fell, when it suddenly appears that old Foulon is alive; need. nay, that he is here, in early morning, in the streets of Paris; the extortioner, the plotter, who would make the people eat grass, and was a liar from the beginning! It is even so. . His old head, which 74 years have bleached, is bare; they have the an emblematic bundle of grass on his back; a garland of nettles and thistles is round his neck; in this manner, led with ropes, goaded on with curses and menaces, must he, with his old limbs, sprawl for-ward, the plitiblest, mest unplitied of all old men. With wild yells, Same-culottism clutches him, in its hundred hands; he is whirled across the Palace de Greve to the "Lanterne," lamp-fron which there is at the corner of the Rue de la Vannerie: pleading bitterly for life-to the still pleaded-can he be so much as got hanged! His body is dragged through the streets; his head goes aloff on a plke, the mouth filled with grass; amid sounds as of Tophet, from a grass-caling people. y, that he is here, in early morning, in streets of Paris; the extortioner, the UP TO CONSUMER TO GET BUSY

Only Relief From Food Exploitation Editor.)—The high cost of living seems to be nobody's business. Uncle Sam inserts the probe and there stops.

OLD PENITENTIARY FIRE TRAP.

lime for Oregon to Adopt Progressive Ideas, Says Doctor.

PORTLAND, May 26 .- (To the Ed-For the past five years the Oregon State Board of Dental Examiners has conducted its June examinations at Sa-

deliveries; they joyride instead of working in their garden or canning conducted its June examinations at Sa-lem and the operative tests of the appli-cants have been held at the Peniten-tiary, the inmates of the institution acting as patients. During that time as a member of the Board of Dental Examiners I have had the opportunity to observe the conditions in Oregon's state prison.

FRENCH REVOLUTION IS CITED prices for five years, or for three years, actions and thus remove one great or for two years. There would be no need for demanding unpaid labor to LEE DAVENPORT. furnish abracadagra for school chil-

"Produce

PUBLIC ROAD CRITICISED.

Road to Newberg Shows Need of Bond Issue, Says Writer.

PORTLAND, May 26 .- (To the Editor.)-I wish that the people who are against the \$6,000,000 bond issue would take a pleasure ride from here to Newwhich increase monopoly. We damn the berg and back. A public road through a beautiful valley connecting our most speculator and pass laws to help him while the monopolist and speculators may be made to hoe potatoes for a liv- important valley towns with a large ing if the Government would guarantee prices for three years. "Not good poli-tics?" Right you are. Half the lobbycity, to have a road such as one has to travel over, is a public disgrace and if a person after taking this ride will have a marble heart.

The writer had occasion to transact some business beyond Newberg and thought he could easily go in his own car and not be tied up to the railroad schedule. The trip was made, but it left him in an exhausted condition at potatoes, and that's what the allies the close of the day, trying to guide the wheels of the automobile in ruts that had been made by trucks and

in Vale, we will conform to the wishes other vehicles. There has been enough money spent upon this road in the past years to have hard surfaced it 40 feet wide from of the Governor. We will endeavor to do our part as we are advised. We have sent 21 into the Army out of less than 1000 population, and others are ready to go; but we reserve the right to ask that our strength and intelligence be valley to give a pleasure excursion to directed to produce results favorable to our enterprise of destroying Kings Newberg and back some nice day and let the people see what the traveling public is up against, and, believe ms, the man that is against the improve-ment after making the trip would be an undesirable citizen. and Princes from off the face of the earth and substituting peace among men for war for monarchs. JOHN RIGEY.

More Donations Timely.

PORTLAND, May 25.-(To the Ed-itor.)-In line with the recommenda-tion from Charles J. Schnabel, founded on the fact that the war census is to be taken without pay by the mem-ST. HELENS, Or., May 24 .- (To the bers of the registration board, it seems to me that the scope of his thought is entirely too limited. Kindly add

He has neither power, authority nor desire to go farther and relief is not in sight. It is nobody's business how these suggestions and oblige: Test the patriotism of all of us. Let the members of the election boards on June 4 pay for their meals as well as donate their services. Patriotic land-lords should give free use of premises tution the trusts, combinations and food gamblers create, just so the un-earned millions of blood money are for polling purposes. I believe that all employes of the city drawing \$75 or over per month, including the Mayor and the Commissioners, and that coming their way. War prices are bad enough without this unwarranted acceleration. The foolish consumers do nothing to help themselves. They call for expensive all professional men. like lawyers, ed-litors and doctors, practicing in this city, ought to contribute one-twentysixth of their monthly income, the 3-by benefiting the municipality many times the \$10,000 suggested by Mr. Schnabel. T.J. NEALOND, 735 East Ankeny street.

Washington Herd Laws.

the way for commerce to her door from the great producing sections they tap, unless use of her great natuural system

of a decade of years. Her rail rate troubles will not cease as long as the Columbia and Willamette rivers make

in which Portland transportation pron-lems have been handled in the past. This is the right idea, emanating from the proper source. That a responsive chord was struck is evident from the interest manifested editorially and otherwise in the press and among ship-