

PRUNES' SALVATION

Oregon Fruit to Discard California Label.

PROSPERITY IS FORECAST

George E. Hall Says Co-operative Association Properly Gives Price Control to Producer.

Denial that the newly organized Oregon Growers' Co-operative association, composed of fruit growers of the state, is in any way connected with California interests, and that to the contrary its purpose is to advance specifically the fruit-growing industry of Oregon, is voiced by George E. Hall of Portland, member of the Salem Fruit union, in response to a recent communication to the press from C. L. Dick, of the Ehrman & Co. Mr. Hall discusses the new organization and its purpose as follows: "In the columns of your Sunday issue of July 6 appears a lengthy article under the heading 'California Back Prune Propaganda,' by C. L. Dick. In this article it is evident that Mr. Dick, and those whom he represents, are personally and strongly opposed to the fruit-growers of this state organizing the Oregon Growers' Co-operative association, now well under way. He states that in the minds of the people connected with the fruit industry of the northwest that California interests are behind this co-operative idea to secure control particularly of the prune industry. He further goes on to state that the action of the growers should be based on facts, not fiction. "Growers' Troubles Shown. "As a resident of Oregon for many years, and interested in a prune orchard in Marion county, and a member of the Salem Fruit union, I have had an opportunity to observe conditions which the prune growers, previous to the organization of various co-operative associations, were subjected to. I submit to you that the control of marketing was never in the hands of the growers. Speculators, jobbers and packers, particularly those locally situated, controlled the marketing for the reason that no such thing as fruit-growers' co-operative associations existed. The growers were at the mercy of these speculators, jobbers and packers. The matter of price was not one upon which the growers decided. The power was in the hands of the speculator, packer and jobber, and Mr. Fruitgrower was compelled to accept the price dictated. "Only through the formation of the various co-operative associations did relief come to the fruitgrower. His years of hard work and long waiting, his investment, at last began to be rewarded. He began to enjoy a fair profit. The control of his product and its marketing passed into his hands, for he was now a member of a co-operative association whose purpose was to protect the grower and assure him of a reasonable return for his product season in and season out. "Organization Held Salvation. "It has proved a very successful plan, much to the chagrin of certain jobbers, speculators and packers. It is possible to base organization of a co-operative association upon any sound basis. If so, perhaps Mr. Dick can enlighten rather than attempt to frighten the fruitgrower, who has learned, after years of failure and bitter experience, that their very business salvation came only through the formation of co-operative associations. It is to organize and the nerve to stick to it. "Of course we can expect the packers and other interests to resent our taking steps to bring our product to the ordinary profits out of the fruit we produce, and it is easy to present flimsy excuses as to why we should not. Mr. Dick's article smacks of them. Every fruitgrower who has learned that nearly all of our canned fruit goes out packed under the label of California concerns. Mr. Fawcett, in a recent edition of the West, pointed out that thousands of tons of our fruit go out in this manner. Only last week over a thousand tons of cherries have gone out of the state under the label of California. It is state billed to California concerns to be packed under their labels. "Oregon Association Separate. "The new Oregon Growers' Co-operative association has nothing whatever to do with California. It is a separate body, and it is to be a resident fruitgrower in this state can be a member or director. The directors to whom the writer has spoken are intending to place Oregon labels on everything that is produced and sold which passes through the association. This is the method of California, which has been so successful in California, and which has proved such a boon to the growers of that state. "Mr. Dick states there will be an overproduction of prunes. He evidently is not acquainted with conditions. There are four hundred million-pound overproduction in four or five years, and the writer, in common with many other growers, thinks that a 40-cent-a-pound price for the prunes which were sold last year for 10 cents a pound is a case of profiteering. Instead of, as Mr. Dick suggests, placing the prices as high as possible, which would mean that we were growing a luxury, the writer knows that growers favor making the price as reasonable as possible, so that a uniform profit could be secured by them every year, and sell all the fruit produced. "Fair Annual Profit Wanted. "The writer looks upon his fruit farm as an investment, not something to be jockeyed with by speculators. It is his desire to see a stable market so that he and all other growers can be assured of a fair return every year, not a loss two years out of three, and then a big profit to strike an average and overcome that loss. "This association is something which had to come. It is an amalgamation of various associations, from every angle, and so evident that it is useless to attempt to combat or offer arguments against it. It is a good, sound business, beneficial to the growers and the fruit industry of the state. One thing to consider is the success of California as a fruit-producing state and what made this wonderful success possible. It was the organization of co-operative associations, which have brought prosperity and contentment to thousands and thousands of growers in that state. "Prosperous Condition Forecast. "Talk today with the grower in Oregon who, after years of unprofitable experience, has found himself and family elevated to a prosperous condition through having become a member of a growers' co-operative association, and enjoyed its benefits. It will put a song in anybody's heart. Watch Oregon a few years hence. She will have taken her position as one of the leading fruit-producing sections of the country, her products known and demanded under Oregon brands and labels in markets far and wide."

TRAVEL ABROAD IS REWORK, SAN FRANCISCO EDITOR FINDS

Government Restrictions Regarding Passports, Registration, Permits and Unnecessary Requirements Tax the Tourist's Strength and Patience.

In this article Alfred Holman, editor of the San Francisco Argonaut, describes his experiences in Europe as one of a party of editors who went on a tour of inspection at the invitation of the British government. He discovered when I bought my ticket from San Francisco to New York at approximately 50 per cent above pre-war rates that travel in these post-war days is a serious business, and confirmed that opinion when crossing the continent in a crowded train—a train so inadequately equipped that it was necessary to stand in queue adjacent to the dining car for full 40 minutes before the dinner hour. I discovered it still again in buying my steamer ticket at a price double the old rates. But these were minor troubles compared with the combinations involved in passports and visas. Before an American can go abroad these days he must furnish the state department at Washington with his life's history, the purpose of his journey, and a multitude of miscellaneous and not especially relevant facts. Given American citizenship, respectable character, and business or professional justification for going abroad, a passport is not difficult for a man. But a passport for a woman—unless one happens to be kin to Colonel House or his wife's family—is all but impossible. Even the widow of the late Colonel Roosevelt suffered, it was told, both delay and humiliation in her request to go to Europe to visit her son's grave. "Passport Only Beginning. "Let nobody imagine that the troubles of a traveler are at an end because he has succeeded in getting a passport from the State Department at Washington. He must also furnish his character, and the legitimacy of his errand. Before sailing, say from New York, he must go to an American consulate at the custom house and after waiting in queue anywhere from one hour to ten to get his passport stamped. He must go to the British consulate at the custom house and exhibit his passport and embarkation card, in the end reaching his cabin in a state of exhaustion. "In other days a duly passported traveler—over a traveler without a passport—might upon arrival at a British port gather himself together and walk down a gangplank. But after the war was alongside the Cunard dock at Liverpool it took four hours to work through the visa office established on board by which you were given a "yellow slip" which was stamped and returned to you with a warning that within 12 hours you must present yourself at a police office and register arrival. Arriving at London it usually happens in the middle of the night one is not permitted to go to bed until he has signed a blank provided by the hotel which he makes final exhibition of his passport and embarkation card, in the end reaching his cabin in a state of exhaustion. "Patience Is Required. "If one proposes to move on to the continent he would better take time well by the forelock and stock up with the quality of patience, plus the physical quality of endurance. First he must go to the American consular office in Bedford square, and usually after waiting in queue anywhere from one to four hours, he must exhibit his passport. The next business is to go to the French consular office in Cavendish square and get a visa authorizing him to enter France. At both these places he leaves photographs. Then if he wishes to go by the convenient Folkestone route—the only one that will land him at Paris in a day trip—he must go to the military authorities, sign away any claim for damage or loss on the journey, and get a permit to cross the Channel. At both the road for authorization to the police to move on. At Victoria station, whence he departs for Paris, he must exhibit his passport duly vised with his permit to go by that route, and get an "embarkation card," which entitles him to pass the gate to the train. Arrived at Folkestone, he must exchange his embarkation card for a "yellow slip," which will allow him to go on board the Channel transport. When half way across French officers set up a visa office in the smoking-room which they stand in queue waiting its chance to get by. A "white slip" given with the French visa enabled the disorientated and flustered passenger to board the train for Paris. "Paris Prices High. "I think it due to give some brief suggestion of what it means to get out of Paris these days. There is, of course, the usual registration with the police upon arrival—that is easily done at a local station around the corner most anywhere. But getting away is another matter. One must first have an American passport. "Prices of Clothes Soar. "In the good old days one could get an excellent suit, "stuffed" even in St. James street, or in Saville Row, at a modest "seven pun." In October of last year the price had advanced to ten pounds but now you must pay eleven pounds for a suit. The price of a good suit at the advanced price both deteriorated material and inferior workmanship. With a fine consistency the upward movement of prices has been the whole line of men's merchandise. But it is in Paris and in respect of women's wear that price aviation has achieved its most notable record. Everything from pearls to stockings—not to mention headgear—has about doubled in price. Inferior imitations may be had in side streets at prices which look small to Americans, but really worth-while merchandise is not cheap and on the whole not so good as similar goods of American production. "SEATTLE WOMAN ELECTED State Nurses' Association Holds Fifth Annual Convention. "SPOKANE, Wash., July 12.—Mrs. Elizabeth Soule of Seattle was elected president of the Washington State Association of Public Health Nurses at the fifth annual convention of the organization here today. "Other officers elected were: Miss Margaret Durkin, Seattle, first vice-president; Miss Florence Voss, Spokane, second vice-president; Miss May Mead, Bellingham, secretary; Miss Harrison Jones, Seattle, treasurer; Miss Beatrice Shoup, Spokane, Miss Laura Vogel, Walla Walla; Miss Zelma Peterson, Spokane; Miss Gertrude Rines, Walla Walla, trustees. "Snow Sweeps South America. "NEW YORK, July 12.—Cable advices received here today from Santiago, Chile, reported a heavy snow and sleet storm sweeping the southern part of South America. An unidentified ship off Valparaiso reported wrecked with probable loss of life. "Negro Will Enter Here. "WILLIAMS PICKENS. "William Pickens, regarded as one of the ablest and most distinguished of the country, will lecture at the Lincoln high school auditorium Friday evening, July 25. An address of welcome will be delivered by Mayor Baker. Mr. Pickens' lecture is expected to deal with questions of importance to the negro race. He is a graduate of Little Rock (Ark.) public schools, of Talladega college and from Yale university, in 1894, as Phi Beta Kappa man, and in the philosophical oration grade, the highest rank a Yale man can make. He is one of the few negro men listed in "Who's Who in America," and is the author of a number of books, including "The New Negro" and "The Hair of Slaves."

GERMANY IN AIR SUPREMACY IN EARLY STAGES

Germany Gives Up Aerial Ghost on August 17, 1918.

APPROACHING CRISIS SEEN

Documents Captured by French Show Situation Grows Worse as Allied Pressure Increases.

In the last issue of the United States Air Service, the official publication of the army and navy air service, appears an article written by Captain Rescoe Fawcett, formerly sporting editor of The Oregonian, who has returned to Portland from France. He has been in the city on sick leave awaiting recovery from injuries received overseas, before being discharged from the army. "This article has written sets forth the varying conditions of air supremacy as based on official documents and charts and states that it is definitely known that Germany has not only officially gave up the aerial ghost August 17, 1918, for the Hun swan song appeared in several official reports captured by our army and navy forces. The Germans concentrated their efforts on the big offensive that commenced in March, 1918, and their flying strength reached its peak at about that time. "From the article it appears that 'activity curves' were maintained by the British throughout the war showing comparative strength and activity of friendly and enemy planes. The German curves displayed symptoms of a decided downward tendency April 1918, but by the following month these curves began to take on the appearance of a succession of saw-edges—each successive tooth representing a spell of good or bad luck. "The article follows in part: "Apparently the Germans found themselves unable to make good during active conditions, the replacement of personnel and machines destroyed and bad weather periods came as well welcomed respite and were utilized to bring the air units back to fighting trim. Thus each tooth on the curves charts had a peak of its own, representing the tail-end of a replacement period. "Documents captured by the French in July and August, 1918, gave first evidence of the approaching crisis in German aviation affairs. The Hun attributed this crisis to the heavy losses of the big offensive and also to the unsatisfactory performances of the Pfalz D-111 machines and the Fokker triplanes and one or two other types that were sent to the front. At the same time the D-111 and the D-5, which represented the development of newer types. "The situation rapidly grew worse as the allied pressure increased, and despite the frenzied announcements of the German air officials that the Friedrichshafen and other factories were to be enlarged immediately and the new materials were to be acquired from Russia and Rumania, late in August, 1918, the German command apparently saw no reason to keep secret the fact that the inevitable had happened. "The writer says that nobody who has seen the 'Hun in his lair' has come away with any love for him, but he is a fact that the entire output of the German air force in the early stages of the war. "Germany's chief advantage lay in the long experience of her engineers and builders. 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