

PEOPLE KNOW BUT LITTLE OF TARIFF

Many Items Vital; Ramie Hat Braids for Instance.

GYPSUM ALSO HAS LEVY

Robert C. Benchley Is Glad He Will Not See So Many Camps All Along Roadsides.

BY ROBERT C. BENCHLEY.

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NEW YORK, July 9.—(Special.)—When you come right down to it, there are really very few people who know what all this tariff talk is about. Mr. Fordney and the pro-tariffers in the government printing office know because they had to read the bill through from beginning to end, but almost everyone else knows through it to see what they have done to oatmeal or iron filings, and let it go at that.

This is a big mistake, for there are items in the tariff bill which may change the whole course of your life, or, if not quite that, at least make very edifying readings.

Take ramie hat braids for instance. A third per cent duty has been put on them. Only the other day someone was saying:

"Don't hear much about ramie hat braids these days. I wonder where they stand."

Item Buried in Sundries.

And then along comes the tariff bill with a whole slate line devoted to them. But, hidden as it is in the paragraph devoted to "sundries," no one of the millions in this country who look hopefully through the paper each day for some news of ramie hat braids will ever be able to find it.

So many homes have the question been asked by anxious little tots who greet their fathers at the door with "Anything in the paper tonight about ramie hat braids?" and the discouraged parent, hardly daring to trust himself to answer, shakes his head and says very quietly: "Nothing tonight, babykins."

All this anguish could be avoided if the headline writers would play up the really big side of the tariff story and give us something across two columns reading:

"Sundries fix tax on ramie."

Needed Reform Promised.

There is one item in the bill which promises a much-needed reform. The tax on gypsum has been raised 50 per cent from that imposed in the Underwood tariff. Now we are as fair-minded about foreigners as the next man, but it certainly will be a relief to be able to go out into the country for a pleasure ride without running into a small little camp by the roadside full of evil looking fortune tellers and tambourine shakers.

It took a brave man to suggest this reform, prohibiting tax on gypsum, for it is a well-known fact in rhyme and story that a gypsum never forfals, and would just as soon stick a knife in your back as not.

But the bill also has its ominous side. Class legislation stalks undetected through, marring the bill, and the danger is that, once the bill is passed, it will be too late to avoid the inevitable attacks of protest that will arise from those sections of the country which find themselves discriminated against.

Tax Up on Mittens.

Take the increased tax on mittens, for example. The mitten market is notoriously a localized one. The sales of adult size mittens on Fifth avenue, even in the coldest winter, is practically negligible, whereas in the rural districts it is the farmers' sole source of manual warmth, besides serving as pocketbook, vanity case and tobacco pouch. Take away the farmers' mitten or make it more expensive for him to get and you start a source of class hatred which may and almost anywhere.

But where the pinch will be felt most universally will be in the increased cost of grindstones. The tax on them has gone up from \$1.50 a ton to \$2. That is, for every two-ton French grindstone that you buy (and the French alone know how to make a grindstone that a man of any pride at all would want to have in the house), for every two-ton French grindstone, you will be paying \$4 extra in duty alone.

Stock Laid In by Family.

Fortunately for us, our family has laid in a stock of Limoges grindstones, bought when the market was down, and we ought not have to buy any for at least a year. But there are many families to whom this new expense will simply mean a cutting down on grindstones to a point bordering on famine. This is not right. Neither is the 5 per cent reduction on jewelry novelties. Now that the bare have been let down and the tax made 55 per cent, we venture to predict that in New York city alone during the year 1921-22 some of the streets will be knee deep in scarf pins made in the form of question marks and rhinestone heart pendants. When, in addition to this, you realize that the duty on fancy fans has been reduced 10 per cent you may well consider leaving the country for good and all and giving Denmark a chance.

ROAD GRADE CRUMBLES

Motor Traffic Over Lost Lake Highway Exceeds Expectations.

HOOD RIVER, Or., July 9.—(Special.)—Officers of the bureau of roads of the forest service this week have investigated the Lost Lake highway, now under construction. Funds available, it is said, are not sufficient to cut the new grade and surface it with rock. Recent rains and heavy traffic have caused parts of the grade already constructed to go to pieces.

The motor traffic over the highway has been far in excess of expectations of the forest service. The completion of the grade, anticipated this summer, may be postponed until further funds are available.

ROBERTS' DIVORCE DENIED

Sergeant-at-Arms of House Willing to Reconciliate; Wife Refuses.

EUGENE, Or., July 9.—(Special.)—Judge G. F. Skipworth, of circuit court yesterday denied a divorce decree to W. S. Roberts and his wife, Kate Roberts, after a hearing of the case, which occupied a greater part of the day.

Roberts for the past several sessions of the state legislature at Salem has been a familiar figure at the capitol, having held the position

of assistant sergeant-at-arms of the house. Mrs. Roberts first sued her husband, alleging cruel and inhuman treatment, asserting that he treated her with physical violence. The husband later filed a counter claim for divorce, alleging physical violence and charging that his wife received the attentions of other men. Judge Skipworth, in denying the decree, advised the couple to try to live together again for the sake of the children, if nothing else. Roberts expressed his willingness to a reconciliation, but his wife said she would have nothing to do with him.

ROSEBURG RECEIVES ELKS

Fire Siren, Whistles and Bells Give Seattle Men Rousing Departure.

ROSEBURG, Or., July 9.—(Special.)—The Seattle Elks, passing through Roseburg today on their special train

MANAGER OF CO-OPERATIVE STORE IS SELECTED



Fred Mason, formerly a Portland grocer, has been elected manager of Sherwood's co-operative exchange store. He took charge July 1.

on the way south to Los Angeles, received an enthusiastic reception in this city. Word that the train would stop here was spread only a few minutes before it arrived, but a considerable number of local Elks assembled.

Led by the officers and the crack Seattle band the visitors and the local lodges formed an impromptu parade which proceeded down the main business district to the lodge hall where an informal reception was held and refreshments served. The shrieking city fire siren, engine whistles and bells gave the Elks a rousing departure.

A more elaborate reception was given the Tacoma train which arrived at 6 o'clock tonight.

McMinnville Girls at Camp.

McMINNVILLE, Or., July 9.—(Special.)—The Y. W. C. A. summer conference is being held on the shores of Lake Shitum, about 75 miles west of Eugene, this year. This conference will last from July 6 to 14 and it includes all the girls of high school age in the northwest. Those attending from McMinnville are: Ann Mylne, Margaret Anderson, La Velle Irvine and A. Marlette Barnes. Miss Marilla Dunning will chaperon the girls and will have charge of the cooking at the camp. Miss Dunning had charge of the domestic science and art at the high schools during the past year and so the girls are assured of splendid food.

Shingle Orders Are Slow.

There were still a number of orders to be filled for the Atlantic trade, to be shipped by the all-water route, but new shingle orders for this class of business were listed with the slow commodities. The last three days have registered an improvement in the shingle trade in Canada, which is an entirely different class of trade from that with the United States. The former market takes a cheap 3x shingle, while the latter buys nothing but 5x or Perfections.

Ontario took a few cars this week

TARIFF ON SHINGLES WILL HELP CANADA

Northwest Industry Ready to Get American Trade.

MONEY EXCHANGE FACTOR

Demand for British Columbia Lumber Products Decreases, but Decline Temporary.

VANCOUVER, B. C., July 9.—(Special.)—United States shingles will go higher in price if a duty is imposed for their protection, and Canadian shingles, in consequence, also will climb up 35 or 40 cents a thousand, was the opinion of the majority of shingle manufacturers of this province.

In this move only can the shingle man in this province see any salvation for his trade, with a duty of 25 or 30 cents on foreign shingles going into the United States market.

At the present time the price of extra clear cedar shingles on the American market is about \$2.40 a thousand, and with the imposition of a medium tariff it was expected that this price would rise to about \$2.80 or \$3.

The United States markets always paid from 50 to 75 cents more for Canadian high-grade shingles than for home product, and it was estimated that this would bring the price of 1900 shingles from British Columbia well over the \$4 mark. This was based on the hope that the United States buyer would continue to favor British Columbia shingles and be willing to pay more for his purchases.

Money Exchange Is Factor.

When the price of shingles on the United States market goes over \$4 it was estimated that the exchange, or premium on the American dollar would offset any reasonable duty and the Canadian manufacturer would, if anything, be benefited by the new United States duty on shingles.

According to the reckoning of the Shingle association members here no person will be hit by the new tariff but the man who is going to build a house on the American side of the line.

The Canadian 5x shingle, which is on a par with the United States extra clear shingle, was selling for \$3.25 a thousand now on the American market, and it was estimated that it would not take much to push this shingle over the \$4 mark. A little more than a year ago the American market paid as high as \$7.40 a thousand for Canadian 5x shingles from British Columbia mills.

Shingle orders have been slow for the last two weeks, but the majority of shingle men were of the opinion that the holiday had something to do with it, and the midsummer season, when there is always a certain indifference to business, also used its influence on trade in general.

Road Grading Difficult.

Five Crews Work on Six-Mile Stretch of Loop Highway.

HOOD RIVER, Or., July 9.—(Special.)—Five crews are engaged in the construction of six miles of the Mount Hood Loop highway at the edge of the Oregon national forest, according to Stanley C. Walters, chief forester ranger of the county. A portion of the new grade along the East fork of Hood river will be cut from almost solid rock, he said. Men are engaged in some difficult excavation. Much powder is being used in blasting out the grade.

The six miles of new road, it is said, will be completed this summer.

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