

OREGON SENATORS SCORE FOR STATE IN TWO MEASURES

Chamberlain's War Indemnity Amendment Well Timed and Bourne's Postoffice Coup a Triumph of Generalship.

By John E. Lathrop.

Washington, June 22.—Senator Chamberlain yesterday added a brilliant coup to Bourne's building site achievement. The general deficiency bill had passed the house and come to the senate. It had passed through the committee's hands and had been reported to the senate and debated and was about to go to a vote, when Chamberlain arose and offered an amendment to appropriate \$150,000 to compensate Oregon for expenditures during the Civil War.

This was a matter which Chamberlain, when he was governor, caused a Washington firm of lawyers to take up for the state. It went through the court of claims, and was allowed this year. When the deficiency bill was being framed the lawyers came again to Chamberlain, who suggested that they confer with Representative Hawley, who might be able to get it into the bill as reported to the house. But Hawley got into the bill only a clause referring the whole matter to the treasury department to be audited, which was tantamount to starting all over again at the point at which Chamberlain began when he was governor.

When Chamberlain offered his amendment yesterday to appropriate the whole amount allowed by the court of claims, Hale, chairman of the committee in charge of the bill, hesitated, glanced at the huge pile of law books and records on Chamberlain's desk, wiped his brow, which dripped perspiration, withdrew his objection and the amendment was adopted. It can be held in the house and in conference Oregon's claims will be paid at once.

Bourne Scores New Triumph.
The senators yesterday, therefore, got added \$498,000 actual money for Oregon, for Bourne induced the senate committee to insert an amendment in the public buildings bill to appropriate \$500,000 for a site for a new postoffice at Portland. His amendment was adopted by the senate committee in the face of tremendous pressure against any increase over the \$500,000 aggregate which the house passed, the president's influence being against any increase.

Today's addition of \$500,000 for a postoffice site makes the total increased appropriations procured by Senators Bourne and Chamberlain at this session about \$1,000,000.

It is believed this amendment will go through the senate with no objection, but it may meet with a fight from the house conferees.

Other Increases.
Other eleventh hour appropriations for coast and northwestern cities follow: Bellingham, Wash., \$200,000; North Yakima, Wash., \$80,000; Great Falls, Mont., \$15,000; Missoula, Mont., \$50,000; Los Angeles, \$250,000; San Diego, Cal., \$45,000; Salt Lake, Utah, \$50,000.

ST. LAWRENCE ACADEMY STUDENTS WIN PRIZES

The seventh annual commencement of St. Lawrence's academy was held last night in the assembly room before an audience that completely filled the building. The children looked as if they were the stars of the show, and their various exercises were applauded from beginning to end by an appreciative audience.

His Grace Most Rev. Archbishop Christie presided at the exercises and addressed the students at the conclusion of the program, complimenting them on their work and bestowing merited praise on their teachers, the Sisters of the Immaculate Heart. Frank Collier delivered the address to the graduating class and Rev. J. C. Hughes distributed the medals and prizes.

Diplomas were awarded to the following pupils who have completed the grammar school course and passed satisfactory examinations: Lillian Beatrice Bullen, Mary Lawrence Campbell, Mary Beatrice Cowan, Ralph Lawrence Hoffman, Ella Elizabeth Maloney, Mary Catherine McLean, Agnes Teresa Rodmond, Agnes Mary Senn, Mary Camillus Stanton, Anna Marie Weber, Daniel Joseph Wilson.

A diploma was awarded to Mary Cecilia Barrett, who has completed the academic course and passed satisfactory examinations.

A Palmer method diploma was awarded to Mary Cecilia Barrett for proficiency in the Palmer method of business writing.

The Knights of Columbus medal for proficiency in United States history, which was closely contested for by the Misses Agnes Mary Senn and Ella Elizabeth Maloney, was awarded to Agnes Mary Senn.

The Hughes medal for general excellence in academic course was awarded to Mary Cecilia Barrett.

Prizes awarded for Irish history: First prize, Mary C. Stanton, \$15; second prize, Ella E. Maloney, \$10; third prize, Agnes Senn and Daniel Wilson, \$5 each.

SENIORS WIN ANNUAL TUG OF WAR AT U. OF O.

(Special Dispatch to The Journal.)
University of Oregon, Eugene, June 22.—Spectators of the annual tug-of-war between the alumni and seniors were today treated to the sight of one of the most exciting and well-contested races in the history of the sport. The alumni team, composed of one minister, two college professors and one high school principal, floundering and spluttering around in the mill race when the husky men of 1910 revenged themselves for last year's defeat and pulled the alumni through the swift mill race.

The alumni were stubborn and the contest lasted 10 minutes before the last alumni was through the water. Canoes and boats were kept busy pulling out the old grads who were unable to swim. The seniors defeated the alumni on the baseball diamond by the score of 5 to 2. It was the big league victory of the year.

The tonnage doubles resulted in a victory for the alumni team, composed of Paul Bond, 68, and Bert Prescott, 70. They defeated Ralph Newland and James Jamison three straight sets, 7-5, 8-6, 9-7.

GOOD ROADS AND MOTOR CARS REMEDIES FOR HIGH PRICES

James J. Hill has ascribed the present high cost of living to "An enlarged city life and a neglected country life, a crowded artisan population clamoring for food, and a foreign demand for the product of their wages limited to fields where the competition of all the world must be met and overcome." While the newspapers and magazines have lately been full of promises for existing conditions, they have mainly been put forward in the interests of the cities. The side of the question which seems to have been neglected is how the whole matter affects the man who is being asked on all sides to come to the rescue, the man who lives on the soil and raises the nation's food supply, the farmer himself, according to a writer in The National Grange.

The first fact which should be brought out is that it is not the farmer who is responsible for the present high cost of living, and that it is not he who is principally benefiting by the present high price of wheat, beef, mutton, pork, corn, or milk. It is true that he is receiving more for his produce than he did 20 years ago, but the increased reward of farming is only in line with the general increase in values all over the world. It must be remembered that the wages of farm labor, and the price of practically everything that the farmer buys, have increased in the same proportion.

Take the typical case of wheat. The retail price of flour in 1893 was \$4.50 per barrel. The retail price of flour today is at the rate of \$7.00 per barrel. Of the difference between former and present values the farmer gets about \$1.00. The remaining \$1.50, represents a change in the conditions of distribution. It means city prices as compared with country prices, and includes the speculative profits of the middleman. The divorce between the food producer and the food consumer, due to the overcrowding of the cities and the relative depopulation of the country districts, has placed the control of the country's food supply in the hands of a class who are speculators first and distributors afterwards. It is in the fact that the population is becoming more remote from the sources of food supply rather than in the fact that food production is more costly than formerly that the real reason of the present high cost of living must be sought.

The only remedy from the viewpoint of both the consumer and farmer is such cooperation among the farmers as will enable them to deal on equal terms with the distributors.

Meaning of Good Roads.
Translated into practice, access means roads. As we proceed we shall see that it means roads plus something more, but good roads at least are necessary.

For the present let us see how far a system of highways similar to that existing in France would tend to reduce the cost of living.

Every commodity pays a "wheel tax," since nothing is nowadays produced where it is consumed, and a direct result of the crowding of the population into the industrial districts is an increase in the retail price of food due to increased haulage. The important fact is that the necessary increase of cost from this cause is many times greater than it need be, owing to our backward system of rural communication.

It has been calculated that the average length of road haul of agricultural produce under present conditions of rural transport is 10 miles. At a cost of 25 cents per ton mile, the aggregate amount handled is at least 200,000,000 tons annually. In fact, this figure is far below the actual total, for it only takes account of produce actually delivered for shipment to the railroads, and makes no allowance for produce shipped by water, or for coal, lumber, supplies, machinery, etc., hauled from the depots to the farms. This gives us as the direct "wheel tax" paid by the ultimate consumer, the gigantic annual sum of half a billion dollars. Many years of experience in France, Germany and England have shown that on improved roads in fair condition the ton mile cost should never exceed 10 cents.

This would give the cost of hauling 200,000,000 tons an average distance of 10 miles as \$200,000,000. In other words, there is a direct addition to the cost of living of the nation as a whole of \$80,000,000 per annum, which is quite unnecessary and due simply to our inferior road systems. If we take the total road mileage of the United States as 2,000,000 it follows that every mile of unimproved road means a net loss to the country of at least \$150 per annum. And this change is actually met in the shape of increased food prices, principally by the class who can least afford to bear it—the wage earners.

Motor Car on the Farm.
So much for the roads themselves. Let us now consider the best method of utilizing them so as to promote that access of producer to consumer on which the solution of the problem of the high cost of living depends. It may be taken as a general proposition that there is not one of the beneficial effects mentioned above as resulting from the construction of good roads, which is not increased many times by the invention of the motor car. If good roads increase the value of farm lands, good roads plus the motor car tend to increase their value still more. If good roads reduce the cost of living and bring back population to the country districts, curtail the power of the middleman and increase the power of the farmer, each of these ends can be achieved more quickly, more certainly and to a greater degree with the aid of the motor vehicle.

Last year one New York firm alone sold 1600 second hand cars, 85 per cent of its total output, in the farming districts. J. George Frederick, editor of Printer's Ink, says: "Out of 10,000 autos in Iowa, 5000 are owned by farmers. Kansas farmers spent \$2,200,000 for automobiles during 1909 and \$2,760,000 in 1908. In one Nebraska town of 300 population, 40 autos were sold last year to farmers and retired farmers in the town. A careful estimate of the number of automobiles owned by farmers in the United States is 75,000. We have noted that the average cost of horse haulage in the rural districts is 25 cents per ton mile for transporting the products of the farm to the shipping points. With ideal roads and the best horses this cost can only be reduced to 10 cents. Now the average cost of hauling a ton one mile by motor or wagon over good roads has been figured at three cents. On a total tonnage of 200,000,000—a most conservative estimate as has been pointed out—there is a saving of \$440,000,000 annually. If every wage earner, man, woman or child, in the United States, contributed a week's wages each year they would be unable to meet this charge, and yet it indirectly comes principally out of their pocket, for it is included in the annual food bill of the nation.

Coming now to the indirect benefits which would follow in the main of the rural motor car—that is, benefits other than the saving which can be effected in the cost of haulage—perhaps the most important would be the resulting change in the social character of country life. Man is a social being. His nature demands change of scene and companionship, new experiences and recreation. The ban of farm life has hitherto been its isolation and hence its narrowness, and while good roads undoubtedly can do much to remove this curse, the automobile can do more.

Increased Values Inevitable.
The effect of such a movement on farm values is hardly necessary to point out. Indeed, in no less than three ways will the general introduction of the motor car in the rural districts tend directly to make farm lands more valuable. In the first place, it makes land physically accessible for the production of fruits, vegetables and other produce of a perishable character, which was previously restricted to raising such staples as wheat or corn.

In the second place the price of land depends on access more than on any other factor, and by making the farms accessible and therefore more attractive, the motor car will increase their value.

In the third place, and this refers to the automobile in general, and not to the farm automobile in particular, motoring by making wealthy people familiar with the beauties of the coun-

try, induces them to become residents in the rural districts, at any rate during the summer months. It converts the city tourist into a permanent asset of country life. This, of course, means a better local market for farm produce and a growing demand for rural property.

Source of Good Road Funds.
Assuming the acceptance of the principle that the money for road improvement must be provided out of the funds raised by general taxation, there remains the question: From what source shall these funds be secured? Certain states, particularly those of the north-east, have already made large appropriations for this purpose, but there are still a majority of the states which make no provision for aiding the work of road improvement, or which appropriate only trifling amounts annually. The citizens of these backward states must be brought to realize great benefits that will result from the adoption of more liberal policies of highway improvement, so that they will, if necessary, insure bonds to provide for a general system of improved roads. But the resources of many of the states are not equal to providing the funds required to construct and maintain proper road systems, and it is for this reason that the farmers are urging the adoption of the policy of federal aid for road improvement.

With congress invading the taxing sphere of the states, by imposing taxes on corporations, and preparing to tax incomes and inheritances, practically the only source from which the states can secure additional revenues, it would seem clear that there is an obligation on the part of the national government to devote a part of the amounts raised by these taxes to aiding in the improvement of our public highways.

For many years the farmers of this country have been paying taxes for harbor improvements, fortifications, the deepening of waterways and the like expenditures, from which they have derived no direct benefits. To quote the master of the National Grange: "Statistics of the exports from the United States for the 10 years ending with 1906, show that nearly 60 per cent of the exports during that period were products of our farms. Yet for the benefit of the industry producing these enormous values there was expended during the same period less than 1 per cent of the total federal expenditures." Even if improved internal communications were of benefit to the farmer only he would still have a valid claim for federal assistance in the work. Surely, he is much more entitled to this assistance when it is remembered that better roads are more essential to the interests of the country as a whole than they are to the farmer.

It is estimated that \$40,000,000 of the \$80,000,000 at present annually spent in America on roads might as well be thrown into the sea. With a system of scientific federal supervision like that of the department of bridges and roads in France, this vast sum could not only be saved, but be applied with treble efficiency.

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M'LACHLAN'S ANTI-JAP SCARE BEARS FRUIT

(United Press Special Wire.)
Washington, June 22.—After almost a year of persistent M'Lachlan's resolution demanding that the war department be called upon to show its preparedness for war, the house committee on military affairs today decided to report in favor of the resolution.

M'Lachlan's resolution and his speech made at the time of its introduction, declaring that the Japanese could capture and hold the Pacific states, has resulted in thousands of letters being sent to the military authorities demanding that the

war department make a statement on the matter.

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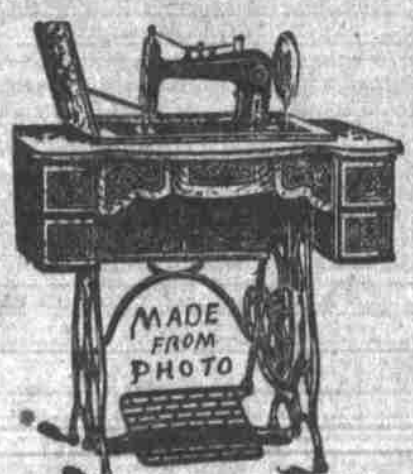
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Spring Fever

The Symptoms: A very decided and positive tendency to decay to nervous irritation and forgetfulness. ☐ Intense restlessness and disinclination to follow the ordinary routine of life. ☐ As the summer season advances the symptoms appear at shorter intervals and the condition becomes acute, resulting in embarrassing tempers and needless disputes.

The Diagnosis: Unquestionably this is a case of nervous dyspepsia, brought on by overwork, irregular hours and lack of attention to diet. ☐ It calls for vigorous and immediate treatment, and the directions of the attending practitioner should be strictly followed.

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