

THE JOURNAL

AN INDEPENDENT NEWSPAPER. PUBLISHED EVERY EVENING (EXCEPT SUNDAY) AND EVERY MORNING AT THE JOURNAL BUILDING, 515 1/2 COMMERCIAL STREET, PORTLAND, OREGON.

THE ELKS IN 1912

PORTLAND WON the national convention of the Elks for 1912 without a struggle. The militant campaign of the Portland delegation at Atlantic City had far surpassed that of any other city.

The Elks' convention will be forerunner of many others to come. This is an era of great assemblages. The United States is a big country, and fraternal societies, religious denominations and other organizations must have great meetings as an organizing and directing body.

There is no better place than a city of roses. There is no stronger appeal than a land of flowers. The conventions nearly always happen in summer, and delegates are glad to journey to a spot where the thermometer does not have to be kept in the refrigerator.

The decision of the Elks attests the wisdom of Portland, respecting its auditorium in which to house other great conventions. The roses, the climate and the new auditorium will do their part in turning great councils Portlandward.

We shall welcome the Elks in 1912. In the words of the song of the Portland delegates at Atlantic City:

"B stands for beautiful roses, you know, P stands for Portland, the place where they grow, O stands for Oregon, the land of the fair, E stands for everybody; you'll be welcome there."

STILL THE MELTING POT

THE AUSTRIAN census shows that 2,000,000 people have emigrated from that country during the past ten years. About 700,000, nearly one third, of them came to America and the balance went to other open countries.

At one time the tide of travel was mainly to North America. The emigrants cleared our land, increased the product of the soil, furnished labor for the mill, mine and factory. In fact, to the honest, able emigrant—the man who came over in the steerage and got his first look at America in Castle Garden—we owe much of our power and plenty.

Ellis Island, the new immigrant landing point, has largely changed this, and the stricter regulations relative to admission, has exercised large influence in turning the tide of the European wanderers into other directions. Many from the continent are beginning to fight shy of our immigration officials, and are going to Argentina, Canada, Australia and other countries.

The opening of raw lands in these widely separated climes has also exercised effect in changing the stream of immigration. It is wisdom to sift the worthy from the unworthy in the incoming tide, and to deny admission to all the unfit. But we shall always need labor that will do the rough manual work, labor that will clear logged-off lands, that will garner our harvests and carry our hods. The native American sidesteps many of the grueling tasks and we shall probably have to continue to be the great melting pot of the nations, accepting the better class of foreigners and assimilating and blending them into steady American citizens.

THE WICKED CRADLE

DO CHILDREN naturally lie and steal, is cruelty inborn in boys and in them is the joy of killing something well marked? Does the sparing of the rod spoil the child?

President Van Dyke of the Oregon Medical Society is quoted as holding these opinions. He believes that money greed in fathers, and frivolity, fashions and women's clubs for mothers, have demoralized the American family and are threatening the nation with ruin.

The doctor has at least given us a ripping indictment. With the colonel attacking us because there are not more children, and Dr. Van Dyke assuring us that children are so bad, we are stumped.

tion, the fathers have sought solace in money greed and the mothers undertake to drown their sorrows in frivolities and fashions.

Possibly, both the colonel and the doctor may be mistaken. Thus, it is easier to believe that each family, conversant as it is with its capacities and environments, knows better than the colonel what length its roll call should be. It is easier to believe that instead of all children being liars and thieves, they are prone to lie or steal very much to the extent that their fathers or mothers may lie or steal. Training has influence, and much influence, but so has birth.

In either case, there is no general rule. There are even cases, and doubtless many, which the ripping arraignment of Dr. Van Dyke fits. There are many families in which children are being ruined by the money greed of fathers and the frivolities of mothers. But the general public is not ready to believe with the colonel that baby carriages are signs of national prosperity, or with the doctor that the cradle is a den of iniquity.

THE TRUTH

THE LEADING authority in the United States on tubercular bacillus told the people of Portland yesterday that he would as soon place the germs of typhoid fever in milk as the germs of tubercular cows. He is Dr. Ravenel of the University of Wisconsin, and he said: "You not only have the right to demand that the milk from tubercular cows be not sold, but you have the right to be assured that milk you do buy is absolutely pure and free from the germs of tuberculosis. Your children have a right to drink milk that will nourish them instead of kill them."

These things have been told the people of Portland before. The Journal thundered them to this public for more than two years, and they are true.

Cheap functionaries rose up here and disputed the statement. Persons in official position sought to break down the testimony. A propaganda of selfish interests resisted the struggle for milk that would save, not slay.

A public official declared that, "of ten gallons of tubercular milk, five fed to hogs would kill them, and five fed to babies would fatten them." It was an utterance that in the light of the testimony, was an insult to the intelligence of the community.

About the same time, a Portland dairyman declared, "the dirtiest dregs in the milk can be the best food for boys." He uttered the sentiment at a meeting of dairymen, and was applauded to the echo.

But there is no way to avoid or suppress the truth. Strict regulation of the milk supply is mere common sense, and officials who fail to enforce regulations strictly, are unfit, and should be dismissed.

A BROKEN BUBBLE

THE DISPATCHES relate that an American woman, one titled daughter, and another not yet titled, are coming back to the United States in sombre mood. Women are usually in mourning when they quit Europe's coroneted shores.

The husband and father, who is the vein of gold in this perturbed family, has asserted himself. There had been newspaper talk about a suit for separation filed by the wife. It had been rumored that she would make her future home in London and gay Paris.

But a polite little note from the head of the house revealed things in the diamond-clear of common sense. It read: "You have had your way long enough. As I am supporting both you and the duchess, I am going to have something to say about what you do and where you live." So, with farewells to the dukes, barons and marquises, the mother and her daughters are coming home.

People call these "climbers" accidents, but they are not. They are a direct result of the "system." The woman is not always to blame, nor the woman's mother—they are but the human marionettes ground out by the decrees of fashion and society. They are the giddy imitators of their leaders—forgetting the meaning of marriage and self-respect as they drive in quest of glittering coronas.

As we view this social tragedy or comedy whichever it may be, we are reminded of the story of the guileless child who asked as she stroked her mother's silk frock:

"Where did this pretty dress come from, mother?" "From the worm, dear," replied the mother. "You mean papa?" suggested the child instantly. "And, it is with hope that we record that the worm has turned."

DICK TO DICK

NEWS DISPATCHES from Washington hint that the investigating committee is not to call Miss Abbott, who discovered the alleged "Dick to Dick" letter. The newspapers of the country are filled with accounts of the incident, and the affair has reached the proportions of a national sensation.

It would be curious if the testimony of Miss Abbott should not be taken. It is quite as important as any other testimony, if, in the probe, it is desired to get the truth and the whole truth. If all the truth is not sought, there is no use to investigate.

covered the "Dick to Dick" postscript was Ashton Brown, former private secretary of Mr. Ballinger, one of the "Dicks." According to Miss Abbott, he sought at the time she was examining the files, to steer her away from the document in which the now famous letter was contained. If Mr. Brown is to testify, it would be passing strange not to have Miss Abbott testify.

The whole truth and all the truth in this Guggenheim of Controller Bay is wanted by the American people. It remains an undisputed fact that the Controller bay lands were thrown open to filing, and that before anybody else had a chance, the Guggenheims grabbed them. They simply had advance information. From whom?

It remains an undisputed fact that the original order for opening required that 60 days' notice be given, but that when the order was finally signed it contained no provision for 60 days' notice. All this was admitted on the witness stand by Mr. Dennett. He could not tell how or why the 60 days' provision was eliminated. Who can tell? Why was it cut out?

WHY WE FOUGHT

IN COMMENTING on the Bixby interview, many newspapers leave the impression that we went to war with Spain on account of the blowing up of the Maine.

It is a false view. The Maine affair was a mere episode. A halting administration, it is true, got behind the thrill of the explosion to lift its voice for war.

But the hearts of the American people had then been fighting Spain for months. The sober judgment of the country would have applauded a declaration of war for rescue of Cuba if the Maine had never gone down.

We went to war with Spain because we ought to have gone to war with Spain. The inhumanities in the Gem of the Antilles were a blot on civilization. The reconcentro camps on the island, almost under the shadow of the Washington monument, were a just cause for a nation's wrath. Mutilated men and starving women and children, herded inside barbed wire corrals by orders of the inhuman Weyer, thundered in the ears of those whose traditions and nationalism were founded on the Declaration of Independence, and were a bugle call to war.

It is not now, nor ever was of consequence, whether the Maine was destroyed from without or from within. Every tradition and every principle in American history and life reduces that affair to the level of an episode. Cuba saved, sanitary and sublime as it is today, is our justification for the expulsion of Spain, and it is the only apology the American people have to offer.

WASTE

IT IS ANNOUNCED that English designers have planned a new type of war vessel that will supplant the famous dreadnaughts. The plans are, of course, a state secret, but they are said to avoid all the known defects of the dreadnaught, and will render that type of warship obsolete.

It will be merely history repeating itself. If the Englishmen have not planned a craft to beat the dreadnaught some other designers will. The terror of the seas today is scrap iron tomorrow. Even before completed, it is thus foreshadowed that our new \$3,000,000 Wyoming, with 46 great guns and 26,000 tons displacement, is of obsolete type.

The first cost of the vast fleet that passed under royal review off Spithead coronation week, was more than \$500,000,000. It is a sum equal to all the gold mined in this country from 1789 to 1907, inclusive, a period of 118 years.

Yet, by the news from the British designers, the whole of this stupendous armada will in a few years be obsolete and in the boneyard, in the scrap pile, or, with the Texas, at the bottom of the sea.

THE PRESIDENT TO RECOMMEND

IT IS ANNOUNCED from Washington that, in his next message, the president will recommend establishment of the parcels post.

Why not? All other civilized countries have it. Their packages are carried at a mere fraction of what we pay. In our failure to adopt the system, we are behind even benighted China, which has an extensive parcels post.

The only reason we have not had the system before is because the express companies objected. Should we always defer to the express companies in a matter so important? Is this a government of, for and by the express companies?

Why shouldn't the president recommend a parcels post? Why shouldn't congress pass a law establishing it?

A Massachusetts judge has laid it down as law that the husband is boss of the household, that food such as he likes must be cooked, and the hired girl that doesn't suit him be discharged. That may be the law, but there are a lot of husbands that, for wise and prudent reasons, never attempt to enforce it.

When knocked 100 feet by a passing train, a man at Aylmer, Quebec, who had long been stone deaf, had his hearing suddenly restored, and later in the hospital talked with his little daughter, whose voice he had never heard. Now, will the damage

suit be against the railroad, or will the railroad bring suit against the man?

Married men may well wonder if an important precedent has been established by the Georgia woman who became engaged, the other day, to one of the pall bearers while her late husband was being buried.

A newspaper head line says, "Seven Great Gas Bags Arose and Floated Away in a Race Through the Air." Still, all the great gas bags have not gone from among us.

Letters From the People

(Communications sent to The Journal for publication in this department should not exceed 300 words in length and must be accompanied by the name and address of the sender.)

Philosophy Under Difficulties.—To the Editor of The Journal—"Make gold out of iron." Is a possibility, according to Mr. Edison. Make a man out of a monkey is the theory of Darwin. I would like to know in which way would it be possible for gold to take the place of iron, and what would be the object? What was wrong with iron in its proper place; how did iron, or gold, or copper, or silver get in existence, anyway? What was the object of gold, nitrogen, making anything but gold. Contrary to all proved assertions of 100 years ago, the X-rays penetrate solid, opaque substances, the telephone transmits speech in distinct accents from city to city.

When Job was asked whether he could mention the name of a noble philosopher, he answered, "I have not heard of him; at present it is done every moment. In spite of the theory that out of nothing nothing comes, radium gives out light and heat without diminishing itself. Radium restores sight to the blind, and destroys the germs of malignant disease. They take nitrogen, breathing microbes increase the fruits of the earth. I can't very well wait upon customers and write this kind of stuff at the same time, so I'll cut out stating the various achievements of the monkey made man, and ask the simple question, why have all these things appeared after the 23rd day of May, 1847? Please notice that the next day, the first message over the wire read, "What God has wrought," and remember the words of a certain tentmaker: "I will destroy the wisdom of the wise," etc. As I have no time left, let me state that all this is done by the same power that made the earth today is given by God, to teach and enable people eventually to see God in it, and praise him. D. VERLOOP.

New Site for Auditorium

Portland, July 10.—To the Editor of The Journal—In regard to a site for the new auditorium, I respectfully suggest that attention be directed to a favorably located East Side block that appears to be 300 by 200 feet in size and is unoccupied by buildings of any kind, being covered with grass and having four or five old cherry trees on the westerly end. It is the block bounded by Hawthorne avenue, East Madison, Twenty-ninth and Thirtieth streets.

I do not know who owns the property or whether it is for sale, but it is certainly an ideal site for the auditorium, being a large tract of one acre grasping the most intricate details of finance and revealing in the beauties and understanding of the fine arts.

Morgan cannot be classed with Vanderbilt, Gould and other great magnates as being entirely a "self made man" for his father was a millionaire. It was the father who arose from the small beginnings—from the mental position to the man of vast wealth.

J. Pierpont Morgan was a robust man of 24 when the Civil war broke out. His first important business transaction was in an army contract with the government, through a second party, supplying rifles.

Mr. Morgan made himself universally respected as an able financier in 1859, when he organized the Erie Railroad, a memorable struggle for the control of the Albany and Susquehanna railroad which had fallen into the clutches of Messrs. Fisk and Gould. This seems to have been his first entry into the railroad business, in which later he was to become so powerful a factor. Thenceforth for nearly 30 years, until the period of organizing industrial trusts began, his chief undertakings were his banking business and what was called "the reorganization of railroads."

Morgan's first partnership in the banking business was as a member of the firm of Dabney, Morgan & Co., which firm it will be recalled, was one of the largest banks participating in the noted Kansas City railway loan of 1869.

His next partnership was as a member of the firm of Drexel, Morgan & Co., when he began to be conspicuous in very large transactions. One of these was the floating of the \$250,000,000

Lonely Wildernesses.

From the Boston Herald. Kind folks in Boston who contrive summer outings for the children of the tenements are sometimes disappointed to find that the young urbanites are seized with a sickening loneliness as night comes on in the country. Boys have been known to run away from the entertainment thus provided for them and at the first opportunity they seek their congenial slums. They have an exaggerated fear of harmless wild creatures, and if left alone at night they are prey to terrors that sometimes threaten serious hysterical disturbances. The man who camps for the first time in the Adirondack wilderness can sympathize with this panic of the town bred child.

The loneliness of the wilderness night is at first oppressive. Pines three or four feet in diameter and perhaps 175 feet high send their huge, rigid shafts upward into the gloom. Between these great trunks smaller trees languish, and whenever the firelight gives a glimpse into the depths the trunks thicken and thicken until one has the oppressive sense of being in the midst of an advancing Brodignian army. Far away a huge Adirondack owl gives its harrowing cry as of a soul in torture, and nothing else breaks the dense silence. Relief is afforded for an instant, perhaps, by a piece of woodland pyrotechnics hardly to be seen elsewhere. The red and white bark of a white birch is fired near the ground and the flames rush instantly to the top with a roar and an illumination as of a skyrocket. The display is over in three or four minutes and the darkness and silence again settle down like a pall.

One wakes in the morning glad that the squirrel is scolding in the tree overhead that the birds are on the wing here and there, that the wilderness has lost with daylight a little of its mysterious loneliness. Some sensitive persons hardly accustom themselves to the night aspect of the woods, but most men come to feel the potent charm of its silence, loneliness and aloofness.

What He Paid For.

Conductor—Move forward there, please. Casey (who has moved along twice)—Did a bit furred. O paid me nickel ride, 'k k' kape on walkin'—Boston Transcript.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

All aboard for Tillamook—soon, now. It was Seattle, and Joe Day was not arrested for profanity. Every summer, as well as every winter, be thankful for life in Oregon.

If the big business magnates and capitalists don't want business "unrest" let them quit causing it. Many educators have an erroneous or at least a narrowly limited conception of what education really is, or should be.

Among the "Best People on Earth" assembled at Atlantic City there are none better than the herd from Portland. The small parties and confederates of Morgan and the Guggenheims in the contemplated rape of Alaska are all "more."

A religious mountebank and acrobat like See can always secure a bunch of devoted followers and disciples, principally women. Apparently Brother Charles is asking too much in consideration of those big pre-nomination and campaign contributions that he made.

The deadly toy pistol got in its fatal work again on the glorious Fourth. When the country becomes civilized, the toy pistol will disappear. The city could not rid itself of some undesirable detectives—or at least of the burden of their salaries—but perhaps the city can unload Paddy Maher.

Judge Tawell said that the druggist who made a practice of selling cocaine to boys was "worse than a murderer," and it might be difficult to controvert the strong statement. At least, the law's severest penalty does not fit the crime.

Big Business already is in a tremble on account of "politics," and promises to have continuous and increasingly violent spasms until after the next Presidential election. Big Business would better take an occasional sedative and attend to its large neglected duties.

A contract has been awarded by the United States engineers to G. W. Sanborn & Co., of Astoria to deliver a large quantity of coal to the city for the use of the department at that point. The contract price is \$3.10 a ton.

Eugene Register: The Booth-Kelly drive of 4,000,000 feet of logs consigned from Joe Hill's camp to the Springfield mill, near Coquille, was on Friday at noon. The other drive, consigned to the Coburg mill, has reached a point opposite Thurston.

Salem Statesman: Dr. D. N. McInturff has purchased the Independence from Henry E. Browne, Dr. McInturff being a member of the Methodist ministry for years in Oregon and Washington. In Spokane he established a large church.

SEVEN AMERICAN FORTUNES

J. Pierpont Morgan.

J. Pierpont Morgan is one of the most prominent of the great money kings of the twentieth century. His enormous wealth has been heralded to the four corners of the earth. To him has been ascribed the most extravagant titles: "the noble philanthropist," "marvelous captain of industry," "friend of kings and king among men." One writer has gone even further and has styled him "Morgan the Magnificent." But not alone in his private life has he been a philanthropist and industrial magnate, but fully as much so has he been held up to the world's admiration as a philanthropist, an encourager and patron of art, a lover of literature, a Croesus with a mind capable of once grasping the most intricate details of finance and revealing in the beauties and understanding of the fine arts.

Morgan cannot be classed with Vanderbilt, Gould and other great magnates as being entirely a "self made man" for his father was a millionaire. It was the father who arose from the small beginnings—from the mental position to the man of vast wealth.

J. Pierpont Morgan was a robust man of 24 when the Civil war broke out. His first important business transaction was in an army contract with the government, through a second party, supplying rifles.

Mr. Morgan made himself universally respected as an able financier in 1859, when he organized the Erie Railroad, a memorable struggle for the control of the Albany and Susquehanna railroad which had fallen into the clutches of Messrs. Fisk and Gould. This seems to have been his first entry into the railroad business, in which later he was to become so powerful a factor. Thenceforth for nearly 30 years, until the period of organizing industrial trusts began, his chief undertakings were his banking business and what was called "the reorganization of railroads."

Morgan's first partnership in the banking business was as a member of the firm of Dabney, Morgan & Co., which firm it will be recalled, was one of the largest banks participating in the noted Kansas City railway loan of 1869.

His next partnership was as a member of the firm of Drexel, Morgan & Co., when he began to be conspicuous in very large transactions. One of these was the floating of the \$250,000,000

Lonely Wildernesses.

From the Boston Herald. Kind folks in Boston who contrive summer outings for the children of the tenements are sometimes disappointed to find that the young urbanites are seized with a sickening loneliness as night comes on in the country. Boys have been known to run away from the entertainment thus provided for them and at the first opportunity they seek their congenial slums. They have an exaggerated fear of harmless wild creatures, and if left alone at night they are prey to terrors that sometimes threaten serious hysterical disturbances. The man who camps for the first time in the Adirondack wilderness can sympathize with this panic of the town bred child.

The loneliness of the wilderness night is at first oppressive. Pines three or four feet in diameter and perhaps 175 feet high send their huge, rigid shafts upward into the gloom. Between these great trunks smaller trees languish, and whenever the firelight gives a glimpse into the depths the trunks thicken and thicken until one has the oppressive sense of being in the midst of an advancing Brodignian army. Far away a huge Adirondack owl gives its harrowing cry as of a soul in torture, and nothing else breaks the dense silence. Relief is afforded for an instant, perhaps, by a piece of woodland pyrotechnics hardly to be seen elsewhere. The red and white bark of a white birch is fired near the ground and the flames rush instantly to the top with a roar and an illumination as of a skyrocket. The display is over in three or four minutes and the darkness and silence again settle down like a pall.

One wakes in the morning glad that the squirrel is scolding in the tree overhead that the birds are on the wing here and there, that the wilderness has lost with daylight a little of its mysterious loneliness. Some sensitive persons hardly accustom themselves to the night aspect of the woods, but most men come to feel the potent charm of its silence, loneliness and aloofness.

What He Paid For.

Conductor—Move forward there, please. Casey (who has moved along twice)—Did a bit furred. O paid me nickel ride, 'k k' kape on walkin'—Boston Transcript.

OREGON SIDELIGHTS

Freelance business men have now the convenience of an updown express office. The admission to the grounds during the Astoria Centennial celebration has been fixed at 25 cents.

The Elks of Astoria will present a play, "Topsy Turvy," at the Astoria Theatre, July 24 and 25. Minnesota people at Eugene will hold their annual reunion and picnic in Walker's grove, in West Springfield, Friday, July 21.

Construction of the extension of the sewer system in position in progress. It will serve the branch asylum for the insane. An event at Tibber on the 4th was the raising of a flag 235 feet in the air using as a part of the staff a gigantic fir tree.

Newport Signal: The agate grinders have been busy lately and have polished many a beautiful specimen which will serve as a token of remembrance of Newport. The county commissioners of Josephine county have turned over to school district No. 1 the county high school for administrative purposes, together with a fund of \$4000. Grants Pass is in district No. 7.

The county court of Marion county has granted a petition from the residents of Astoria for the incorporation of their village of Astoria city. The population of 350. They will hold an election July 31. A contract has been awarded by the United States engineers to G. W. Sanborn & Co., of Astoria to deliver a large quantity of coal to the city for the use of the department at that point. The contract price is \$3.10 a ton.

Eugene Register: The Booth-Kelly drive of 4,000,000 feet of logs consigned from Joe Hill's camp to the Springfield mill, near Coquille, was on Friday at noon. The other drive, consigned to the Coburg mill, has reached a point opposite Thurston.

Salem Statesman: Dr. D. N. McInturff has purchased the Independence from Henry E. Browne, Dr. McInturff being a member of the Methodist ministry for years in Oregon and Washington. In Spokane he established a large church.

Revival of Road Use.

From the Lewiston Teller. One cause of the neglect of public highways has been the development of the motor car. It has seemed to take the place of all other means of transportation. Both wagon roads and waterways have been largely ignored as matters of minor importance. It is now beginning to be realized that all of these avenues of transportation need to be developed in unison, that the wagon roads and the waterways are needed as feeders and as adequate outlets for the products of the field, forest and mine.

The coming of the auto has greatly helped in winning new appreciation of the possibilities of highway development and usefulness. The highways are not only being improved but are being mapped and studied and used for the purpose of the country. The new use of the roads will bring new life to the country. It will help to turn the tide of travel that has been going from the country to the city and to flow more from the city to the country, and restore a much needed equilibrium.

Revival of Road Use. From the Lewiston Teller. One cause of the neglect of public highways has been the development of the motor car. It has seemed to take the place of all other means of transportation. Both wagon roads and waterways have been largely ignored as matters of minor importance. It is now beginning to be realized that all of these avenues of transportation need to be developed in unison, that the wagon roads and the waterways are needed as feeders and as adequate outlets for the products of the field, forest and mine.

The coming of the auto has greatly helped in winning new appreciation of the possibilities of highway development and usefulness. The highways are not only being improved but are being mapped and studied and used for the purpose of the country. The new use of the roads will bring new life to the country. It will help to turn the tide of travel that has been going from the country to the city and to flow more from the city to the country, and restore a much needed equilibrium.

Revival of Road Use. From the Lewiston Teller. One cause of the neglect of public highways has been the development of the motor car. It has seemed to take the place of all other means of transportation. Both wagon roads and waterways have been largely ignored as matters of minor importance. It is now beginning to be realized that all of these avenues of transportation need to be developed in unison, that the wagon roads and the waterways are needed as feeders and as adequate outlets for the products of the field, forest and mine.

Revival of Road Use. From the Lewiston Teller. One cause of the neglect of public highways has been the development of the motor car. It has seemed to take the place of all other means of transportation. Both wagon roads and waterways have been largely ignored as matters of minor importance. It is now beginning to be realized that all of these avenues of transportation need to be developed in unison, that the wagon roads and the waterways are needed as feeders and as adequate outlets for the products of the field, forest and mine.

Revival of Road Use. From the Lewiston Teller. One cause of the neglect of public highways has been the development of the motor car. It has seemed to take the place of all other means of transportation. Both wagon roads and waterways have been largely ignored as matters of minor importance. It is now beginning to be realized that all of these avenues of transportation need to be developed in unison, that the wagon roads and the waterways are needed as feeders and as adequate outlets for the products of the field, forest and mine.

Revival of Road Use. From the Lewiston Teller. One cause of the neglect of public highways has been the development of the motor car. It has seemed to take the place of all other means of transportation. Both wagon roads and waterways have been largely ignored as matters of minor importance. It is now beginning to be realized that all of these avenues of transportation need to be developed in unison, that the wagon roads and the waterways are needed as feeders and as adequate outlets for the products of the field, forest and mine.

Revival of Road Use. From the Lewiston Teller. One cause of the neglect of public highways has been the development of the motor car. It has seemed to take the place of all other means of transportation. Both wagon roads and waterways have been largely ignored as matters of minor importance. It is now beginning to be realized that all of these avenues of transportation need to be developed in unison, that the wagon roads and the waterways are needed as feeders and as adequate outlets for the products of the field, forest and mine.

Revival of Road Use. From the Lewiston Teller. One cause of the neglect of public highways has been the development of the motor car. It has seemed to take the place of all other means of transportation. Both wagon roads and waterways have been largely ignored as matters of minor importance. It is now beginning to be realized that all of these avenues of transportation need to be developed in unison, that the wagon roads and the waterways are needed as feeders and as adequate outlets for the products of the field, forest and mine.

Revival of Road Use. From the Lewiston Teller. One cause of the neglect of public highways has been the development of the motor car. It has seemed to take the place of all other means of transportation. Both wagon roads and waterways have been largely ignored as matters of minor importance. It is now beginning to be realized that all of these avenues of transportation need to be developed in unison, that the wagon roads and the waterways are needed as feeders and as adequate outlets for the products of the field, forest and mine.

Revival of Road Use. From the Lewiston Teller. One cause of the neglect of public highways has been the development of the motor car. It has seemed to take the place of all other means of transportation. Both wagon roads and waterways have been largely ignored as matters of minor importance. It is now beginning to be realized that all of these avenues of transportation need to be developed in unison, that the wagon roads and the waterways are needed as feeders and as adequate outlets for the products of the field, forest and mine.

Revival of Road Use. From the Lewiston Teller. One cause of the neglect of public highways has been the development of the motor car. It has seemed to take the place of all other means of transportation. Both wagon roads and waterways have been largely ignored as matters of minor importance. It is now beginning to be realized that all of these avenues of transportation need to be developed in unison, that the wagon roads and the waterways are needed as feeders and as adequate outlets for the products of the field, forest and mine.

Revival of Road Use. From the Lewiston Teller. One cause of the neglect of public highways has been the development of the motor car. It has seemed to take the place of all other means of transportation. Both wagon roads and waterways have been largely ignored as matters of minor importance. It is now beginning to be realized that all of these avenues of transportation need to be developed in unison, that the wagon roads and the waterways are needed as feeders and as adequate outlets for the products of the field, forest and mine.

Revival of Road Use. From the Lewiston Teller. One cause of the neglect of public highways has been the development of the motor car. It has seemed to take the place of all other means of transportation. Both wagon roads and waterways have been largely ignored as matters of minor importance. It is now beginning to be realized that all of these avenues of transportation need to be developed in unison, that the wagon roads and the waterways are needed as feeders and as adequate outlets for the products of the field, forest and mine.

Revival of Road Use. From the Lewiston Teller. One cause of the neglect of public highways has been the development of the motor car. It has seemed to take the place of all other means of transportation. Both wagon roads and waterways have been largely ignored as matters of