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Liberty and Union, now and forever, one and inseparable.—Daniel Webster.

CALL OF THE FARM. Time is at hand to elevate Oregon's need for farm help to the plane of other patriotic drives to which Oregon has always responded with zeal and over-subscriptions.

The Willamette Valley is sending an S. O. S. call for 2000 loganberry pickers, and a crop worth to the state \$1,500,000 is in danger. Hood River needs hundreds to complete the picking of the strawberries.

Harvesting the earlier fruits be solved than the later fruits, the grains and the field vegetables will be coming on. Oregon is primarily an agricultural state. Her food contribution ranks in importance with her cash contribution to the winning of the war.

Why both Liberty bonds and War Stamps? A considerable number of people ask that question. There is a tremendous reason for having both.

Why both Liberty bonds and War Stamps? First of all, the government needs all the money it can get. It must, in order to get enough, pull every financial string.

A BATTLE OF MILLIONS, AND— CRIME has been committed in Oregon against the people in a great belt of territory between the summit of the Cascade mountains and the eastern border of this state. This belt extends from the California border northward 400 to 450 miles, including the important towns of Klamath Falls, Lakeview and other places capable of great production.

These people are in Oregon, are loyal to Oregon; and want to do business with Oregon. They are at the farther end of a vast plateau, which has a gradual slope northward to Bend, and northward and westward down the Deschutes canyon and the Columbia gorge to Portland.

A carload of livestock, to come to Portland from Lakeview, would have to go hundreds of miles south, and then westward, before it could even start in the direction of Oregon and Portland.

Worse still, the rates for anything destined for Portland or coming from Portland are all the way from 5 to 20 per cent higher, though the distance is about the same. Moreover, there is a through and direct routing of both passenger and freight traffic to San Francisco, while Portland-bound freight, if there were any, would be subject to transfers and delays as is the case with all passenger traffic.

It is known on the highest authority that Wall street was disgusted with this extravagant battle of millions. A prominent banker there told a western man that the waste of money in the Deschutes canyon had a great influence in weakening the confidence of Eastern investors in Western railroad enterprises.

That and similar waste of money is largely responsible for the failure of the railroads to get sufficient money for their uses, and that in turn is responsible for the breakdown of transportation and the taking over of the lines by the government, along with the great loan made by the government to put the lines in condition to handle war traffic.

German socialists. He has frowned on all proposals to meet them, on the discussion of peace terms. Mr. Gompers feels that German socialists are nothing better than the Kaiser's emissaries and that their peace discussions are a thin cover for treachery.

LET THE PEOPLE DECIDE. CERTAIN papers in this state are becoming more or less agitated because The Journal is advocating that the law requiring the publication of delinquent tax lists be repealed, and that, instead of the constructive notice by publication, direct notice of delinquency be sent by letter to the property owners who have not paid their taxes.

publishing the list shall write a letter to each delinquent property owner notifying him, directly, that his taxes are over due and that unless he pays within a certain time the property will be sold.

The bill is not going to become a law by any fiat of The Journal. The present law will not be repealed, and the new system will not be inaugurated unless the people of Oregon decree it.

Safety in Shipyards. Owego, Or., June 18.—To the Editor of The Journal:—I have been reading your article on the safety of the shipyards, and I am glad to see that the truth remains that all circles are now telling me that it is dangerous, and they will tell outsiders of men being killed, or hurt, and that the daily newspapers are instructed by the higher-ups to advise other not to enter the shipyards, as "a man is counted as nothing now."

MIGRANT BIRDS TO BE SAVED. Washington, June 18.—The migratory bird law which congress is putting into final shape after a long debate, will work radical changes in the laws governing the killing of game birds and insectivorous birds in many of the states.

A Stranger to Mr. Frank. Portland, June 18.—To the Editor of The Journal:—I wish to say that if O. E. Frank, who is so much interested in the Portland Railway, Light & Power company, had to ride every morning to work on the street cars, and that he had to pass through the capacity of 36 passengers, but with 125 to 130 passengers jammed in and hanging on the steps and behind, every night and morning, he would have some pity on the men that have to ride in this fashion.

Wood Ashes For Aphis Pest. Portland, June 18.—To the Editor of The Journal:—In reply to E. T. Hoefs of Butte Falls, Or., inquiring for a remedy for green aphis, I would suggest he try wood ashes over all plants infested. The Swiss chard in my garden was black with some form of pest. After a generous application of wood ashes the plants were free from them.

PERSONAL MENTION. Duke Kahanamoku is Here. Duke P. Kahanamoku, champion swimmer of the world, accompanied by his four managers, Owen Merrick, and four other managers, arrived in Portland on Monday, June 18, for the Imperial from Honolulu. The team is here to compete and exhibit in swimming matches.

Journal Man Abroad. [How \$30 a month looked better than \$3000 a year to a French soldier who had been in France for a month, The Journal's correspondent, Mr. Lockley, also reports on many meetings with Oregon men who are in service over there.]

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COMMENT AND NEWS IN BRIEF

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Letters From the People. [Communications sent to The Journal for publication in this department should be written on only one side of the paper, should not exceed 500 words in length and must be signed by the writer, whose mail address in full must accompany the contribution.]

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Ragtag and Bobtail

A Guide Worth His Price. Once upon a time, so runs a story told by himself, Andrew Carnegie, says the Forest News, wished to cross a mountain in the Indian Territory, and a guide—a chaper's errand boy, a hefty, solid-looking crook, was recommended to him as a pilot, and the future ironmaster, from a ready and willing undertaker the job for a dollar. Carnegie offered 50 cents, but the boy was obdurate, and at length his terms were accepted "not," as the Scot cannily argued, because the job is worth more than 50 cents, but because I must get to the other side of that mountain and you seem to be the only one to take me there. "I'll get you there, all right," rejoined theurchin; and if it worth anything at all to you, it ought to be worth a dollar to me."

Then the Kicking Ceased. The motor car dealer met an undertaker one afternoon to whom he had recently sold a second hand car, says Harper's Magazine.

The Men Who Write Success Ads. H. C. Witwer, the humorist, says in a funny story in the American Magazine.

Try It Yourself. "We'd have more prayers answered," said Bishop Hoss of Muskogee, quoted by the Cincinnati Enquirer, "if we had more faith."

Robinson Crusoe. When Robinson Crusoe looked all alone in an island far out in the sea. He didn't sit down on the sands with a groan and mutter, "Poor fellow, he had said. He started to work right away with a will and in a few days he had made himself a comfortable home.

Journal Journeys. Bandon's Vicinage Appeals Supremely to Lovers of Wildcat Nature. Bandon is located at the mouth of the Coquille river in Coos county. It has no connection with the outside world by rail. Much of the travel to Bandon is by auto.

Olden Oregon. Barlow Road Was the First Wagon Route Over the Cascades. The first wagon road over the Cascade mountains was opened in 1845 under the leadership of S. K. Barlow on the south side of the mountain. He now known as the Barlow road. Mr. Barlow, remarking that "God never made a mountain without some place for man to go over it or under it," started with 12 men and a party of women on his route from the Dalles, with 13 wagons, 16 yoke of oxen and seven horses.

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