

## PINCHOT WARNS BILL WILL ROB PEOPLE OF LANDS

Former Chief Forester Says Measure in Senate Strikes at Coal, Oil and Phosphate in West.

### CONSERVATION IS IN DANGER

Important Work Done by President Roosevelt for Public Benefit Is in Danger of Failure.

Philadelphia, Feb. 12.—Gifford Pinchot, who was chief forester under President Roosevelt, says that the conference report to the United States senate and house on the proposal to "lease" 50,000,000 acres of coal, oil and phosphate lands in Western states and Alaska amounts to a proposal to sell these lands outright to private corporations and to the public. The report, he says, will deprive the public of the marvelous resources of these lands.

Within the next few days, Mr. Pinchot says, congress will take action on the bill submitted by the senate and house committees. This action "will decide either to use these lands for the public benefit under public control or to lay them open to private exploitation," Mr. Pinchot adds.

"This measure is of more lasting importance to the people of this country than any other now before congress. The American people are in danger of losing ownership and control of most of the natural resources that still remain in their hands."

### Bill Is Camouflage

"This bill is called a conservation bill. It is not. It is called a conservation bill in fact, it is a camouflaged attempt not to lease but to sell these resources out of public use and control.

"Ten years ago President Roosevelt, roused by the looting of our public lands, began the long fight to secure the benefits of their resources for the American people. In a message to the second session of the Fifty-ninth congress, he said: 'It is not wise that the nation should alienate its remaining coal lands.' And he held them for the people. This bill opens them to alienation. It also repeats the hard work which now permits the coal lands of Alaska to be developed under lease, but protects them from being sold into private hands.

"President Roosevelt remade the navy of the United States and held its welfare as the apple of his eye. This bill is so vaguely drawn as apparently to deprive the navy of its reserves of Alaskan coal, which may be so vital to its power in the Pacific. He also denounced the effort of the enemies of conservation to turn the naval oil reserves over to prompt exhaustion through private ownership. What he denounced this bill puts through.

### Navy Will Need Coal

"The house has just passed the largest naval bill in the world's history. Why should congress jeopardize the coal and oil for which the navy asks and on which its strength may finally depend?"

"For the sake of farmer and consumer alike, it was President Roosevelt who saved the great sources of fertility in our phosphate lands for the common good. This bill undoes his work.

"Again, it was President Roosevelt who set aside the grand canyon of the Colorado, the greatest scenic wonder of the world, for the free enjoyment of the people. This bill opens the lands to private application and overthrows his purpose.

"This bill endangers the national forests, of which President Roosevelt set aside for public use more acres than all other presidents combined.

"Are the government departments affected asking for this measure? Is the secretary of the navy for it? Is the attorney general? or the secretary of the interior? or the secretary of agriculture?"

"Neither the people of the West nor any others will find the cost of coal or gasoline or fertilizer reduced by allowing the title to these public resources to pass to private interests.

**Measure Needs Revision**

"We have waited long for this bill. If necessary, let us wait the few additional days required to get it right. There is no need to jam it through."

"This is not the bill whose leasing provisions, as introduced in the house, had so much to recommend them. It is the house bill denatured by many of the worst provisions from the senate bill.

"This bill is a direct attack on the Roosevelt conservation policies—policies which were, of all, the most peculiarly his own, and it comes at a time when congress, the nation and the world have paid him such a tribute of recognition and respect as was never known before.

"In Colonel Roosevelt's last message to our people he said: 'We have room for but one loyalty and that is loyalty to the American people.' If he was loyal to the interests of the American people then this bill is not. If Roosevelt was right this bill is wrong.

"Vigorous efforts will be made to jam this bill through before its character is generally ascertained. There is no question on which side public opinion will stand once the people know the facts."

## STOP BACKACHE! RUB LUMBAGO RIGHT OUT

Here's instant relief! No pain, soreness, stiffness after rubbing with "St. Jacobs Liniment."

Ah! Pain is gone! Quickly? Yes! Almost instant relief from soreness, stiffness, lameness and pain follows a gentle rubbing with "St. Jacobs Liniment."

## Barrage Is Most Wonderful, Most Terrifying Sight

"I'll never forget the first barrage I saw or heard," said Kent Freeman, son of Mr. and Mrs. W. D. Freeman of 1142 Woodward avenue, who saw 72 days on service at the front. "The concussion of the air as those great guns—I believe thousands of them—belched out their fire is unexplainable. The whole earth and the very air seemed to tremble. We were ordered to the front one day and allowed to retire at night. We didn't know what was coming off. At 1 o'clock sharp the whole St. Mihiel salient started to fire at once. I think I was out of bed two seconds after one, and with the rest of my comrades I rushed outside and watched the most wonderful and yet the most terrifying sight I ever beheld in my life. I never will be able to explain the profound effect that first barrage had on me."

## Public May Witness Rotary Club Stunts

Jesse A. Currey, director of publicity for the northwest conference of Rotary clubs, which will be held at The Auditorium Thursday and Friday, with a "play day" continuance on Saturday, announced Tuesday morning that the public will be admitted beginning Thursday noon to the balconies and galleries of The Auditorium to witness the stunts to be staged by the representatives of the Rotary clubs in Vancouver and Victoria, B. C., Everett, Bellingham, Seattle and Tacoma and Spokane. The public will also be admitted on Friday evening to witness spectacular features.

## Drops Revolver in Car; Shot Hits Foot

Captain Walter B. Gleason of 583 East Twenty-second street north, accidentally dropped his revolver in a streetcar while riding across the Hawthorne bridge and as the gun hit the floor of the car it discharged, the bullet striking the captain in the foot. He was removed to St. Vincent's hospital for medical aid.

Seasoned slabwood and inside wood green stains for cash. Holman Fuel Co., Main 353, A-3553.—Adv.

## JOHN DOUGALL WILL HEAD BIG CAMPAIGN FOR NEAR EAST RELIEF

Drive Will Be National in Scope, and City Is Expected to Give \$73,200 as Its Quota.

John Dougall, well known Portland business man and active as a captain in the last Liberty loan campaign, will act as general of the big drive for \$73,200 to be conducted the week of March 3-10 by the local American committee for relief in the Near East.

This announcement was made Tuesday by Ben Selling, state treasurer for the relief committee, following a conference of local committee members and workers with Henry Morgenthau, member of the national executive committee, just before his departure the evening before.

Mr. Selling expressed his gratification in securing Mr. Dougall as chief of the city organization for the big drive, which has been twice postponed because of the recent influenza epidemic and other unfavorable conditions.

"This drive is of national scope," said Mr. Selling, "the objective being a \$20,000,000 fund. Many of the other states have already completed their campaigns and raised their quotas, and even in our own state several of the counties have their drives well under way or have already raised their quotas. We expect to work at top-speed, and to put over a whirlwind campaign here in Portland, and to raise our quota of \$73,200 or better, without great difficulty. Mr. Dougall is now at work getting his captains and workers together, and by the first of next week we hope to have a fine organization. Through Mr. Morgenthau's personal account of the terrible conditions in Armenia and other countries overrun by the unspeakable Turks, and through the abundant literature now current on this subject, the public should be familiar already with the great need for this relief fund, and as soon as the proper appeal is made we are sure every man, woman and child in the city will be glad to give generously in order that food and clothing may be sent to the hungry and naked people. Their sufferings are indescribable; and, despite our best efforts, millions of them must starve to death. At least, as Mr. Morgenthau so earnestly entreats, let us save enough of these people so that their races may not perish for ever from the face of the earth."

## Night Foreman Sets Blaze in Car Barns, Threatening School

Fire threatened the East Ankeny car barns and the Kern school about 4:15 o'clock Tuesday morning when the night foreman of a wrecking gang failed to understand the orders of the day foreman and set a streetcar on fire instead of setting a pile of brush on fire. Engine 12, under command of Captain Roberts, responded and extinguished the blaze.

According to Captain Fred Day of the fire marshal's office, V. N. Hay, day foreman, was wrecking an old car at the barn. He left orders with the night crew to burn up the old siding as soon as the car had been wrecked. A Larson, night foreman, is said to have misunderstood the orders and instead of finishing the wrecking, ordered his crew to pile the day crew's wreckage against the car and set it on fire. A real fire soon followed that threatened the destruction of hundreds of streetcars and the Kern school, across the street.

## SPRUCE EQUIPMENT BIDS WILL BE GIVEN MILITARY SURVEY

Total of 1550 Bids Were Received by Government at Recent Auction at Vancouver.

Acceptance or rejection of bids submitted on \$10,000,000 worth of property and equipment of the spruce production division, United States signal corps, will begin today, according to official announcement today.

By the end of the week the task of disposing of the vast amount of property and equipment is expected to be complete.

Despite the intention of the sales department of the division speedily to dispose of the paraphernalia, which was advertised for sale to highest bidders some weeks ago after suspension of spruce production following the armistice, a flood of bids from all over the United States and even sections of Canada has occasioned unavoidable delay.

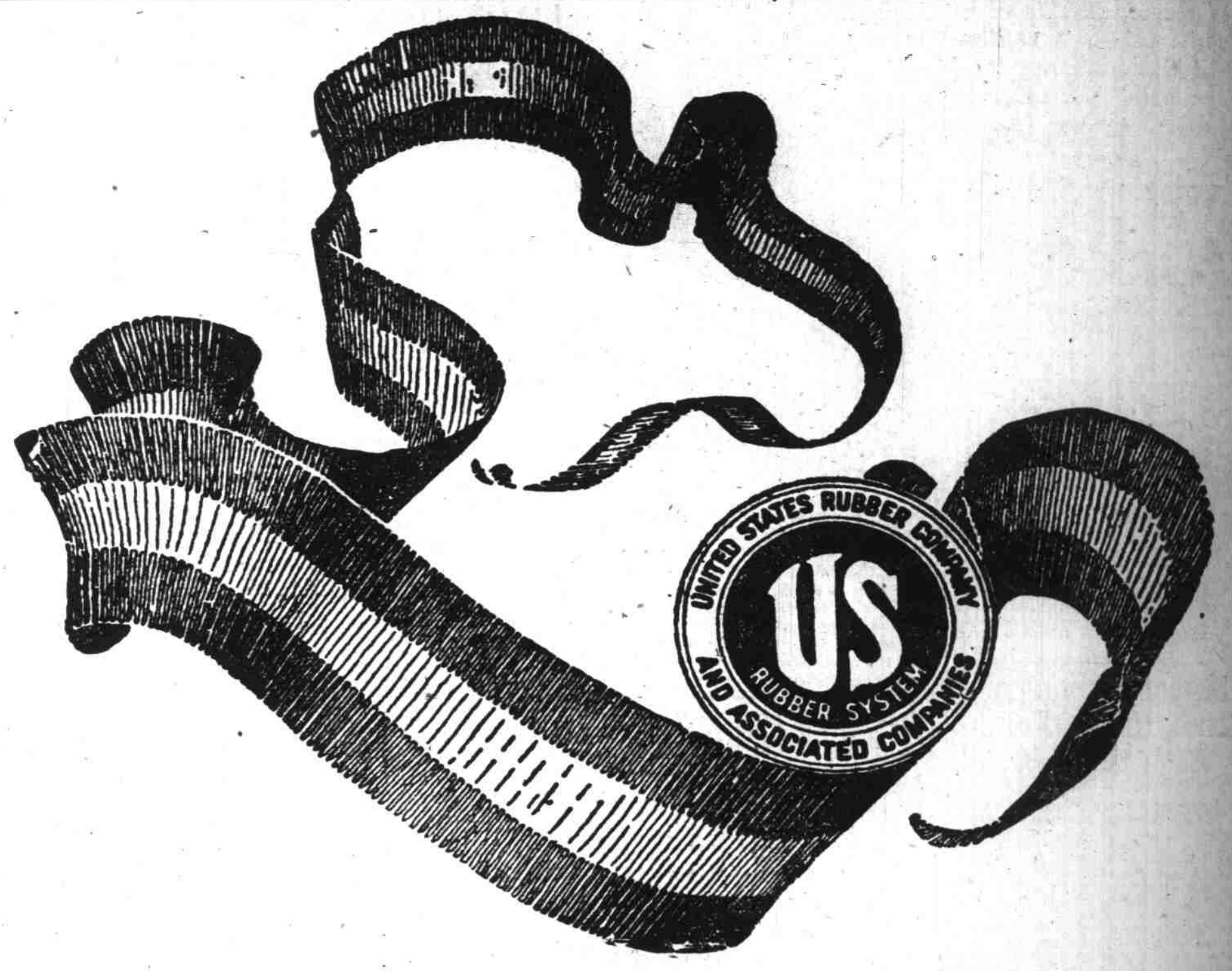
averaging from five to 10 items to a single bid, the sales department records show. This, departmental heads declare, means 15,000 items to be classified. It is this classification and tabulation which is now under way with all speed possible from a greatly augmented working force.

spruce division ranges from picks and shovels to steam railway lines, from lumber logging tools to limousines.

## Seek More Sales By Lower Prices

Washington, Feb. 12.—(U. P.)—George M. Peck of Moline, Ill., formerly with

the war industries board, has been appointed chairman of the new price conference board, Secretary Redfield announced Tuesday. Other members of the committee will be chosen by Peck. Through the committee the government hopes to aid industry to get back on a peace time basis with increased business through lower prices.



# A Good Tire Year

Look at the tires on the cars you see on streets and roads.

Notice the growing preponderance of good tires—United States Tires.

And bear in mind that this is despite the fact that many thousands who sought United States Tires have been unable to buy them.

Now Government restrictions have been removed, production of United States Tires shortly will be on a far greater scale than ever before. The nation-wide demand for good tires has forced a tremendous increase in our output.

Everyone is asking for tires of known value and proved dependability. And that is precisely what United States Tires represent in the minds of hundreds of thousands of American motorists and truck owners.

Our ideal—to build good tires—the very best tires that can be built—is appealing to rapidly growing numbers.

There is a type of United States Tires to meet—and meet exactly—any possible need.

# United States Tires are Good Tires

# WRIGLEYS The Flavor Lasts!

Always the best buy for the price

Sealed Tight—Kept Right



The greatest five-cents worth of beneficial refreshment possible to get.

The Flavor Lasts

