

Advertisement for 'OUR INDUSTRIAL NEW YEAR' featuring a picture of a factory and text about industrial progress and the new year.

Advertisement for 'A NEW YEAR'S RESOLVE' with a picture of a person and text about making resolutions for the new year.

HERE is one purpose, and one only, in the peace treaty—a purpose to do all possible to prevent war.

Of course the men who made great profits out of the war do not want war ended. Many of them made huge fortunes. Shall we listen to their counsel?

What better way to start off the new year than, through the treaty poll in The Journal, to fill out a coupon and thereby throw your vote in favor of making this year the time in which the peace of the world and the end of war be vouchsafed by American ratification of the peace treaty?

ROAD building was the principal public work in Oregon during the year just closed. Although it was conducted on a scale which a few years ago would have been thought impossible, the growing demand for better roads was not in the slightest degree satisfied.

While most of the work has been concentrated on the two main highways almost every section of the state has been allotted some.

With the character of the work there is apparently general satisfaction. Construction is costing a great deal more than was figured on when the state embarked on its program but this is explained by the rising price of labor and material and the fact that the roads are being built on a more costly standard to satisfy the rapidly growing traffic.

Why not list on the new year resolutions an active resolve to reduce the number of unemployed returned soldiers listed at Liberty temple from 1000 to 0?

OUR INDUSTRIAL NEW YEAR NOW comes Portland into this New Year of 1920 making ships and talking machines, spaghnum moss bandages and pipeless furnaces, razors and germless furniture.

One new plant will manufacture houses, the lumber cut at the mill ready to be joined together without further trouble. The third largest furniture factory in the world produces everything from the kitchen cabinet to the hand-carved bed.

Little by little local industry is ministering to local, state, national and even international needs in articles of use, wear and nutrition. We clothe thousands in warmth and comfort with the woven wools from the backs of growing flocks on a thousand hills.

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During the past year contracts were let aggregating an estimated cost of \$21,000,000. They covered 1522 miles approximately and were thus divided: Pavement, 381 miles; rock and gravel surface, 316 miles; grading, 825 miles.

Of this mileage approximately 340 miles were completed, embracing 163 miles of pavement, 43 per cent; 107 miles of rock and gravel surface, 33 per cent. Roughly speaking, the cost of pavement averaged \$22,000 per mile, rock and gravel surfacing \$10,000 per mile, grading \$20,000 per mile.

Comparison of costs of highway construction in other states are favorable to Oregon. There is a growing sentiment, however, that if the traffic of the next few years is to be fully served the present standard must be enlarged.

It is to be counted as self evident that if profiteering, speculative forces in America shoot the price of wheat and flour skyward immediately upon the release of government control, they will but hasten the day when the lid of public regulation will be permanently clamped down tight upon profiteer and speculator not only in wheat and flour but other national necessities.

THE program for the new year is a plan to cut the number of traffic accidents. It is a constructive purpose. It is a proposal to substitute order for disorder.

The Journal's investigations have shown that traffic is aimless and haphazard. Boys are driving who never saw the inside of a book of regulations. Pedestrians are at large who seem not to know that there is such a thing as an automobile. Drivers are at the wheel who have not the slightest conception of the destructive power of a swiftly moving car.

And it will be well worth while. Tragedies will be averted. Killings will be fewer. Wouldn't the saving of one life be worth all the time and trouble of making Portland safe? Will not the reputation Portland will gain as a model traffic city be worth while?

HERE is a hearty good wish for every Journal reader. May each be happy and prosperous throughout the new year. May every heart be lightened and every hope meet a glad fruition.

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Why not be in the new year as ye were when the clouds hung low and the days were gray? There would be a reward for us all in the concert of purpose and the harmony of thought. It is better to think of a neighbor as a brother than as a stranger. A smile is a far better community asset than a sneer.

It isn't difficult to cultivate good will. Consistency is never satisfied with hate. It pleads and thirsts for kindly intention and gentle words, and makes it easy to practice as well as to acknowledge the golden rule.

There is a growing sentiment, however, that if the traffic of the next few years is to be fully served the present standard must be enlarged. Already there is criticism that the pavement is too narrow where there is a considerable local traffic and that the foundation is not substantial enough to withstand the constant pounding of heavily laden trucks.

THE early settlers of Oregon did not lack for initiative. In 1843 money was very scarce in Oregon. The pioneers deposited their wheat or furs with Ermatinger, Abernethy or Pettigrove, and received credit on their books, which credit was taken out in trade.

THE clipping accompanying this letter states that the duty payable is based on the wholesale value of the article, which is considered as two thirds of the retail value, and it lists a variety of articles on which the duty rate ranges from 15 to 60 per cent of the wholesale price.

TO Prevent Other Such Wrongs United States Lighthouse Tender Manzanita, Astoria, Dec. 20.—To the Editor of The Journal:—The wreck of the Manzanita has brought me to mind many others who were shipmates of Francis Jackson on the United States shipping board's steamer Point Judith in 1915.

UNIVERSITY SALARIES The new scale of university finances is illustrated by Columbia's statement that her salary increases will cost \$300,000 a year.

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WHILE speculating about the length of the coming special session of the legislature and its cost, it is interesting to know that at the opening of the session of 1848 the committee on procuring a meeting place begged leave to report that they had examined several houses of the city and had selected one owned by G. W. Rice, which, together with the wood for the session, may be had for \$5 a day in scrip.

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