Oregon Daily Journal

AN INDEPENDENT NEWSPAPER

C. S. JACKSON.....Publisher

[Be calm, be confident, be cheerful and do unto others as you would have them do unto you.]

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If you would fall into any extreme, let it be on the side of gentleness. The human mind is so constructed that it resists rigor, and yields to softness.—St. Francis de Sales.

GASOLINE A PUBLIC UTILITY

THE federal government should declare gasoline a public utility.

Congress, at its next session, should pass a law giving the interstate commerce commission authority to review and to control the production, transportation, supply, service and price of the commodity.

If necessary—and it probably will be—the law should cover the whole subject of petroleum production and distribution.

Gasoline, with thrilling rapidity, has reached the place of second importance in the transportation of the country. Only the investment in railroads surpasses the investment in automobiles.

While railroad repairs, extensions and car building have been lagging the production of automobiles has proceeded with accelerated pace. At the beginning of 1920 there were approximately 7,000,000 pleasure cars and trucks in the United States. By the end of this year there will be 10,000,000.

When the railroad managers threw up their hands in despair in the face of the still unsolved problem of moving the congested freight of the country, the motor truck was brought in to fill the breach and it is doing it. For short hauls the motor truck has a permanent place in the transportation of the nation. It will feed both the rail and the water lines. It will perform the short radius distribution of cities, bringing in agricultural commodities and taking merchandise to the farms.

But just at the moment when the automobile and truck were reaching the crest of their efficiency and usefulness their operation was depressed and delayed by a shortage of gasoline that could be explained, as to its source or cause, merely by the statement that the supply had been limited.

The rubber tire always had been spoken of as the weakest link in the automobile industry, but the gasoline shortage disclosed a greater weakness, and a greater hazard to the whole industry. Purchase of cars fell off both in new and second-hand vehicles. Organizers of truck lines resolved to wait until more certain of fuel before proceeding with their plans.

Yet, according to the report furnished by the State Motor Dealers' association, the shortage was not real. Outlying towns of Oregon to which supplies of gasoline had been denied and which secured carloads of the motor fuel independently, are said to have at once received additional supplies from the very concerns that had claimed they were "out," but, perhaps, were merely putting themselves in position to be found out. Instead of holding to the uniform price which fair dealing would have dictated to the alleged emergency, the report continues that the oil companies cut their price far below the cost of the independent supplies.

Such practices, if true, savor strongly of trickery. If the same policy obtains among the interests responsible to America for gasoline supply and if the purpose is to prepare the public for sharp increases in price, it is most certainly time for the national government to take a controlling hand in the game.

No one has yet been able to define clearly the influences that are strongly moving in the background of the entire question of petroleum supply.

There is no question that a titanic struggle for dominance in world production is under way. While Deterding, the Hollander from Java, by meteoric rise, has placed himself at the head of the European oil combines, the Standard Oil company is complaining that the Europeans, particularly the English, are reaching out for control of the supply in this country as well as in other countries where petroleum is found.

Deterding has already usurped a large part of the Standard Oil company's Chinese market, and is looking for fresh conquests.

But the American public is not interested primarily in the trade battles of huge and selfish interests. What the American people want is gasoline. They want it in adequate supply and at reasonable price. They will submit to any regulation that will bar wasteful use. But they do not want their needs to be the sport of schemers. The problem is so big and so momentous, so much of the future of transportation is involved, so much of the development of the country's industry and agriculture is at stake, that only the congress of the United States, moving fearlessly and refusing to be sidetracked either by sinister influences or specious argument, can solve it.

Petroleum, the base of gasoline, is a natural resource. It belongs to the public. Its value arises from the need which the public has of it. The production and the disposition of petroleum and its derivatives should be freed of profiteering manipulation. Pay should be based upon the value of the service rendered. The big oil companies should be made to occupy the position not of masters but of servants. Otherwise they may begin to regard themselves as greater than the government.

POOR ECONOMICS

SENATOR HARDING is a poor economist if he is to be judged by the advice given the people of America in his initial address prepared for phonographic distribution on July 4.

"It is fine to idealize," the senator says in that address in undoubted reference to his concept of the foreign policy of the United States and its relation to the League of Nations. "It is fine to idealize, but it is very practical to make sure that our own house is in perfect order before we attempt the miracle of old world stabilization."

The house of America is not in perfect order and it will not be so long as the house of the world is filled with the wreckage and debris of war. America and the other nations of the world are too closely reciprocal in their twentieth century relations for it to be in perfect order while they are in disorder. There is too much of the dust of economic and industrial unrest, too much of the smoke and soot of smouldering anarchy and red Bolshevism blowing upon us from the highways of the world and from the camps of muttering mankind along them for our house to be spotless until those conditions change.

For the past year and more, economists, financiers, students of world conditions—large and loyal Americans all of them—have insisted that the strong arm of America must be extended to help the emaciated and shell shocked nations of Europe to their feet and upon their difficult tasks of reconstruction before this nation can see normal and enduring peace and prosperity. Those men know, and they do not preach the doctrine of Senator Harding. They have a broader vision, unimpaired by the exigencies of partisan politics and undimmed by the darkness of political strategy.

The time has passed when one nation of the world is self sufficient. Each part of the world is interdependent upon the other parts in greater or less degree. America is strong, stronger in resources, broader in fertile territory, more rugged financially than other nations. But the health of America would be safer were there no social distempers, no epidemics of political or industrial unrest, no national disorders, both infectious and contagious, inflaming the blood and wasting the bodies of her neighbors.

America as the wise guardian of her own health owes it as a duty to her own people to do what she can to nurse the war-sick world through convalescence back to health and strength, not foolishly nor ignorantly, but inefficiently, but firmly, wisely and effectively as America would. Not to do so might well make her home a hospital. Senator Harding, nor any American, wants that to be.

The measure providing for a divided legislative session will be on the November ballot. Under its terms no bills can be introduced at the final session. And under it, if adopted, there could be no "midnight resolutions."

THE HAGOOD RESOLUTION

THERE are more middle size ports than big ones along the coasts of the Atlantic, the Pacific and the Gulf of Mexico. There are, in the aggregate, more people tributary to the smaller than the larger ports. Consequently the Hagood resolution, presented to the resolutions committee of the Democratic national convention was designed for the many. The words of the appeal were:

We ask a declaration in the platform pledging the Democratic party to allocation of government-owned ships for the maximum encouragement of development of independent ports and shipping companies and the largest possible service for producers and manufacturers of the whole nation. Such action will encourage the organization of new shipping companies locally financed in the many ports of the country and it will prevent monopolistic control by massed capital of the offshore shipping business of the country.

The appeal asked for nothing but justice. But it was made at a time when nothing could be more popular than justice. During the war the shipping board and the railroad administration announced that it would be their policy to route the traffic of trains and ships in such a way as to make maximum use of all the ports, to encourage their development and the growth of their industries, and all without congestion.

An engineering report declares that the losses annually in the New York harbor due to congestion amount to the almost incredible sum of $3,000,000,000. If this sum only could be saved all the channels the nation needs could be dredged, port facilities could be provided, roads could be built and the railroad deficit could be made up.

In addition to the more liberal allocation of ships to smaller ports, there should be a systematic and determined policy of waterway development by national administration. We have reached the point where waterways and ship lines equitably distributed must solve the transportation problem of the United States. Nothing else will, and delay is more costly than any investment made to gain the ends desired.

Part of the year the interests that desire to consume our forest resources within the present generation are busily engaged in propaganda against continuing to hold public lands in national forests. But this is a time of year when the propagandists and all others may seek the vacation spots of the national forests, grateful that Uncle Sam has playgrounds where there is never a sign "No trespassing," and much less, "Keep off the grass."

THE HARVEST COMETH

THE nation's immediate emergency in production is the absence of producers. More narrowly the difficulty lies in securing harvesters.

Grain soon will be ready for the reaper and ranchers are sending out S. O. S. signals of distress. Without men they declare the grain will shatter upon the ground.

Fruits of many kinds are ripening but will spoil upon the trees without pickers. Potatoes must be dug, corn must be cultivated and harvested, vegetables must be gathered and laid away, but a shortage of farm help stands in the way of feeding the hungry.

Secretary of Agriculture Meredith says that this year 12 per cent less ground than normal was sowed. The labor shortage accounts for the failure to plant all the fields.

The supply of farm labor is 28 per cent less than the actual need.

The production of food promises to be 20 to 40 per cent less than normal.

But if farm workers could be supplied the shortage in food production might be reduced to 12 per cent, or even less, because the per acre yield this year promises to be large.

What is going to be done to bring in the harvest? The public minded citizens of the cities are agog over the question. They don't like the abstract idea of food wasting or spoiling in fields and orchards. They don't like the prospect of straitened stocks and continued price elevation.

But the trouble with the luncheon club discussions is that they are not practical. Too much time is spent over whether a man would rather live under crude farm conditions or in the glaring lights of theatre row. The question of this year's harvest does not depend, even upon whether the Non-partisan league gains a foothold or whether the cooperative organization of farmers solves the problem of marketing, and, hence, of prices and permanent prosperity.

We confront a fact, not a theory. The best estimates are that agricultural products next winter will be limited in supply and 25 to 40 per cent higher in price than at the present time unless there are enough workers to bring in the harvest from the limited acreage planted.

What is wanted now is not talkers but workers, and they are needed on the farms.

A Shriner from North Dakota visited Eugene after the recent convention in Portland. Thursday it was announced that he had purchased one of the finest dairy ranches in Lane county. There will be other investments in and removals to Oregon as a result of the Shrine convention.

FRUITS OF OREGON

LET all men know now by these presents and without doubt or difficulty why the rain the past weeks has so promptly followed sunshine and why the soil has never been allowed to lose more than its surface moisture.

Oregon fruits are ripening.

Strawberries might stain a deeper red the rosiest lips that welcome them.

Cherries are gleaming jewels in settings of green.

Down the gentle lane of summer, the raspberries and blackberries, the peaches and pears and even the apples of harvest are trooping.

Soon the loganberries will hang their proud, dusky heads above the full cup of their own aromatic beverage.

And grapes will grow into tight covered globes full of sunshine and sugar and wine white and red.

Oregon's fruits tell the story of Oregon's seasons. The gentle weather of winter, the rain invigorated days of spring, the bright climate of summer and the fair days of fall all help explain their lusciousness, their super-generous size and their unequaled flavor.

Oregon's fruits do not admit comparison with the yield of other regions. Just try a strawberry or a cherry and see.

CONGRESS SAVES AT THE SPIGOT

By Carl Smith, Washington Staff Correspondent of The Journal.

Washington, July 3.—About 60 lines of work under the agricultural department will have to be abandoned or seriously curtailed, Secretary Meredith announces, because of the reduction by congress of the appropriations for this work, $2,185,000 less than for the year just closing and $6,000,000 under the estimates submitted by the department. This reduction was made under pressure by the house leaders on the plea of economy. It is a small reduction, comparatively speaking, for the estimates called for only $37,500,000 all told, as an aid to the basic industry of agriculture, which in this country has an investment of $80,000,000,000 and returns around $25,000,000,000 in products.

* * *

It may be noted that for the army there was appropriated $392,000,000 and for the navy $433,000,000. The peculiar congressional idea of economy in its treatment of the department of agriculture may be further illuminated when it is recalled that the house insisted upon, and finally secured against the opposition of the senate, the inclusion in the agricultural bill of $239,000 to continue the free distribution of seeds, which Secretary Meredith asked to have stricken out. Seed distribution has long been recognized as political agriculture, and the house would not give way on that.

* * *

Here are some of the specific things which Secretary Meredith says must be stopped or greatly reduced as a result of the congressional policy:

Closing of cereal field stations in North Carolina and Tennessee, at Amarillo, Texas; Archer, Wyo.; Highmore and Brookings, S. D.; Nephi, Utah; Burns, Or., and Lind, Wash.

Abandonment of stem rust investigations at Ithaca, N. Y.; Corvallis, Or.; Lansing, Mich.; Tucson, Ariz., and Auburn, Ala.

Discontinuance of irrigation experiment stations at San Antonio, Texas; Hermiston, Or., and on the Newlands project in Nevada.

Reduction of cereal disease investigation work at Berkeley, Cal.; Pullman, Wash.; Bloomington, Ill.; Madison, Wis.; Lafayette, Ind.; Ames, Iowa; Manhattan, Kas.; Fargo, N. D.; Knoxville, Tenn.; St. Paul, Minn.; Milford, Conn.; Crowley, La.; New Brunswick, N. J.; Hershey, Pa., and Arlington, Va.

Dairy specialists will be dispensed with in North and South Carolina, Mississippi, Alabama, Arkansas and Oklahoma.

Beef cattle specialists are dropped in the Carolinas, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, Texas and Oklahoma.

Two thirds of the work for eradication of hog cholera will be discontinued, and cooperation with the states in several instances ended.

Investigation of animal diseases reduced, including the study of poisoning by plants and by parasites.

Abandonment of cow testing in Ohio, Indiana, Minnesota, Nebraska, Pennsylvania, West Virginia, Rhode Island, New Jersey and Connecticut.

Large reduction in studies under way of flax and rice diseases, corn mildew, stripe and blotch disease of barley, wheat scab, and soil rot of corn roots, stalks and ears.

Total abandonment of investigations as to temperature, moisture, soil, air and other factors in plant growth.

These are only some of the high spots hit by the curtailed appropriations. Secretary Meredith hopes this will be a bad year for insects, stock diseases and the pests of the field and orchard, as the department will be unable to cope with any unusual outbreak and cannot pursue an aggressive policy should the need arise.

* * *

The possibility that Oregon may have hitherto unknown resources of coal in the vicinity of The Dalles is being investigated by the United States geological survey. A report on the subject is expected in about two weeks, but it is believed that the report will not be conclusive and that further borings will be required before the existence or nonexistence of coal in commercial quantities is known. Dr. John P. Buwalda, professor of geology in Yale university, who does investigation work for the government, was asked last summer by Congressman Sinnott to look over the coal prospects at the Murray farm, near The Dalles. He did so, and what he found will be told in a report soon to be made. It is understood the report will make no positive findings, but will show that certain borings from a core drill are of good quality of bituminous coal, and that it is of the same type and may be of the same drift as can be seen in a narrow ledge which crops out at an old railway cut two miles west of the Chenowith ranch. The geological survey advises caution and careful authentication of the facts, which are yet too scanty and uncertain to make definite conclusions. The coal may be in small pockets and too much scattered to make it profitable for working. Further drilling, under close observation, will be necessary, it is thought, before the deposits can be said to be of value. During the coming summer Dr. Buwalda will again visit Oregon to conduct geologic work on the oil and gas possibilities of the Vale and Ontario region and in the Snake river valley between Weiser and Mountain Home.

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 300 words in length and must be signed by the writer, whose mail address in full must accompany the contribution.]

CALLS THE COMPENSATION ACT A FARCE

Pendleton, June 30.—To the Editor of The Journal—I wish to warn those who are unaware, that the great state of Oregon is taking money every day from thousands of poor men in this state to protect them against accidents and when it comes to the showdown, gives them nothing in return. I was hit November 7 last and in St. Anthonys hospital until January 26. After being out about two months I was compelled to go back and the doctors found it necessary to amputate my foot. I was there 22 days the last time. After I left the hospital I sent my doctor bill and hospital bill to the state industrial accident commission, thinking of course I had insurance under the compensation act, as I had paid into the fund for almost a year. First I worked for the Simpson Auto company and later was employed by Charles H. Torrance. Both these employers paid to the state for me under the compensation act each month as long as I worked for them. When I lost my foot and am entitled to $2200 to $2500, the commission says it will not pay me a cent and has written the hospital, also Dr. Hattery. Why? The commission writes me that in order to collect compensation insurance from the state it was necessary for me to transfer to the state or commission any claim which I had against the O-W. R. & N. I defy any man to show me any insurance company, institution or corporation who ask such a thing as that. Does anyone think if I had insurance in any old line accident insurance company it would ask me to transfer any claim I had against the railroad company before it would settle with me?

Every man insured under the state industrial accident law is interested in my case. For the simple reason they have no protection whatever, if this law is good. For instance, the commission writes me that I am entitled to $2200 and had I transferred my claim against the railroad company to the state it could have brought suit in my name and collected up to $20,000—and turned it over to the accident commission and I could have done nothing. If such a law is good it is about time the people who are insured under this law should know it.

You see in the Portland papers the great sum of money the commission has on hand. No wonder, when it takes every week a cent a day from every workingman in this state, and pays when it feels like it.

I have known cases where the state agent went into shops in this city and demanded of the owners that they take out insurance under the state industrial compensation act. Blue sky insurance! It looks to me that this law is to protect the big employers and not the working men. Now, after being laid up seven months and losing my foot, and an expense of $1400, if I get any money from the state industrial accident commission I must collect it through the courts of this state. My honest opinion is, that any man who insures his employes under the industrial accident law of this state commits a crime, helps the state to take employes' money for insurance they can never collect unless the commission sees fit to pay.

An old line company doing business in this state that tried to crawl out of a claim like mine would have its license canceled, but the state can apparently do things it sees fit. Geo. W. Elder.

CAPITAL PUNISHMENT

Portland, June 29.—To the Editor of The Journal—Is it not strange that immediately following the restoration by the people of the death penalty we are advised of such crimes as the attempted murder of a young woman by a club-wielding fiend, and the murder of the car driver Dubinsky? Will these instances of murder and murderous intent succeed in convincing people that the imposition of the death penalty does not deter murder? Of course, there comes the argument from some that the restoration of the death penalty was not yet in effect when these crimes were committed; and yet, after reading the Oregonian of June 20 (a paper that has fought tooth and nail for the restoration of capital punishment), we find the Oregonian quoting one of the murderers as saying that he expected the death penalty to be imposed and was not aware that the law was not in effect at the time of the commission of the crime. Something unusual for the Oregonian, inasmuch as we read in its columns at the particular time when capital punishment had been abolished, that a certain murderer who had been apprehended had remarked that had capital punishment been in effect he would not have committed the crime. Some few days after the apprehension of the murderers of the men in the Claremont tavern, at the time when the news was being paraded before the public in "extra" editions of the evening press, several youths went forth and staged a streetcar holdup. How does one account for the fact that after the news was spread broadcast that Alvin Benoit assaulted a young woman with a club, we read of several similar crimes throughout the country? One case (I don't just recall the place but think it was in Seattle) the young man who emulated the example of Alvin Benoit was adjudged insane, but there has been no intimation on the part of our own officials that Alvin Benoit was or is insane. One of our insanity experts has diagnosed his case as a "pain fiend," yet accountable for his actions. Whoever it was that framed the new law of capital punishment certainly had the thing nicely camouflaged to mislead the people. N. F. Case.

PEDESTRIANS ON HIGHWAYS

Freewater, July 1.—To the Editor of The Journal—I am much interested in your safety first campaign. I have always understood that the right side of the road is the legal side in traveling, and I know it is so regarded by vehicle drivers. But a party here says that for pedestrians on a public highway the left hand side is the legal side; this, in order that he can always see an approaching car or other vehicle, while if he were on the right side he could not know what was approaching from behind. Please answer. H. C. Clark.

[It does not appear that there is in Oregon any enactment on the subject of pedestrians on highways. A Journal contributor some weeks ago offered the suggestion that pedestrians should keep on the left hand side of the road, where they would be out of the track of vehicles approaching from the rear and could at all times see vehicles approaching from ahead, which suggestion obviously has much in its favor as it relates to country roads, where there are not constant streams of traffic, though on a city street it would for obvious reasons fail to apply. Possibly the person quoted by the present inquirer read this communication or a similar one and retained a confused recollection of its purport.]

THEN YOU'LL SEE RED

From the New York Tribune

The glasses that once were used for brandy—ponies they were called—need not be destroyed. The soda profiteers will be using them before long for ice cream sodas. Compare, if you can, the size of the 1914 10-cent glass with that of the present 15-cent or 20-cent glass; and then dip into the future.

Curious Bits of Information For the Curious

Gleaned From Curious Places

Silas Deane, the first diplomatic agent of the United States, was born at Groton, Conn. He was a delegate to the first continental congress and in the spring of 1776 was sent to France on a secret diplomatic mission, posing as a merchant from Bermuda. Upon his arrival in Paris he sought an interview with Count de Vergennes, the minister of foreign affairs, who refused to receive him. Deane was reduced to the direst poverty and was ejected by his landlady. Finally he was given an audience with Vergennes, and began the diplomatic relations which eventually resulted in the French alliance. In 1777 Deane was recalled. Controversies arose over his mission after his return and he was driven to poverty and exile. He died in England in 1789. Congress later awarded a large sum to his heirs.

Olden Oregon

Polk County Once Extended From Yamhill Line to California.

Polk county, named after President Polk, was organized in December, 1845. Originally it comprised all of the territory lying south of Yamhill and west of an imaginary line drawn from the mouth of the Yamhill river to the California boundary. The southern boundary of the county was definitely fixed in 1847 and its western in 1853, when the counties of Benton and Tillamook were created. Dallas, the county seat, was named after George M. Dallas, a former vice president. Dallas was made the county seat in 1850-51. In 1876 an act was passed by the legislature providing for relocation of the county seat, but a popular vote confirmed the choice of Dallas.

THE SHRINERS AND THEIR HOSTS.

From the Woodburn Independent.

Every city in the United States is supposed to be hospitable, but it is not every city that wants to entertain the Shriners. They are good fellows, and all that, but it is a big job to take care of about 75,000 guests. Apropos, Portland is some village, and the remainder of Oregon will have to doff the hat in recognition of Portland doing the honors for not only that city, but the whole state. The nobles remember not only Portland, but Oregon. See?

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Hoo-ray for the Fourth of July—and the fifth, too.

* * *

Optimistic note: Hood River fruit crop breaks record. Looks good for the cider supply next fall, too.

* * *

Sugar down, milk up. If someone doesn't get our extra pennies, someone else will, so what's the use?

* * *

Portland's baseball team isn't exactly in the cellar, but it may be said to be sliding down the cellar door.

* * *

The Polish army is reported to be shortening its lines, which is all right if it doesn't make them too short.

* * *

"Information" will also be glad when the choice of the Democrats at San Francisco has been definitely determined.

* * *

An automobile carrying an Idaho license plate ran up on the sidewalk on a Portland street and knocked a man down. Little of the "wild and woolly" from a sister state.

* * *

A man who used a sterilizer for a still has been fined $200. Now he doubtless feels aggrieved that his efforts to make the "pure quill" were not appreciated by the law.

* * *

Growing things find the sunshine and the warm weather irresistible. It means little extra work on the part of the home gardener, however, inasmuch as the moisture demanded must come from the faucet if it doesn't come direct from the heavens in the natural course of events.

SIDELIGHTS

A 1000-gallon gasoline tank has been installed by a La Grande garage, and the Observer thinks it is the largest in that part of the country.

* * *

Medford hotels, the Mail-Tribune says, are doing an uncommonly fine business owing to the influx of tourists en route north and south stopping off for a day or more.

* * *

A public flag-raising and band concert will be given at the Salem automobile tourist camping grounds on the evening of July 9, when an appeal will be made for funds needed to maintain the camping grounds the remainder of the season.

* * *

From a space in his garden 270 square feet in area Bud Kemp of Eugene, the Register states, has dug potatoes that he has sold for $8.63, one hill producing 51 cents worth. Mr. Kemp dug this patch to give interplanted tomato vines a chance. The potatoes were planted in February.

* * *

The farm labor situation in the vicinity of Pendleton is reported by farmers as fairly satisfactory. Most of the ranchers, the East Oregonian says, have full crews for present needs and the workers are giving good results. The harvest situation is still somewhat problematical.

* * *

"With the knowledge that plenty of gasoline is obtainable, tourists," says the News-Review, "are passing through Roseburg in ever increasing numbers. The auto tourists' camp ground is filled each evening with tourists from all parts of the country who, undeterred by bad roads, are out to see the wonders of the Northwest."

MORE OR LESS PERSONAL

Random Observations About Town

Mr. and Mrs. E. H. Stone of Thornton, Wash., have been spending a few days visiting Mr. and Mrs. James Potts at 1108 East Pine street on their way home from Honolulu, where they have spent the last five months with their son, Don F. Stone, private secretary to the governor of Hawaii. The Stones have made two visits to their son in the seven years he has been in Honolulu. Young Stone went to the islands as a school teacher and later entered newspaper work with the Star-Bulletin before taking up his political position. With them on the trip were Mrs. Laura Woodward of Walla Walla, a sister of Mrs. Stone, and her son, G. B. Woodward. Americans in Hawaii are pretty much stirred up over the Japanese question, say the Stones. A great part of the labor is Japanese and during the winter they went on strike on the sugar plantations and tied up the industry. There has been a feeling that the Japs are trying to use too much authority. The Stones left Thursday night for The Dalles, where they will visit their other son, Dr. A. B. Stone. Before moving to Washington, about 16 years ago, they operated a large farm in Umatilla county, near Pendleton.

* * *

H. Walch, supervisor of San Francisco city and county, was a Portland visitor Wednesday and, guided by Commissioner A. L. Barbur, inspected the municipal paving plant and some of the paving work now being constructed on the east side. He was also taken over the Columbia river highway to Multnomah Falls.

* * *

J. E. Yelverton, chief of the field service division of the general land office of Washington, D. C., arrived in Portland Friday on his annual inspection trip. Yelverton will spend two or three weeks in the district conferring with Harry E. Laughlin, chief of the land office here.

* * *

Portland's roses are advertising the city through the energetic efforts of hotel men and rose growers, as a result of the start made in that direction by Manager Campbell at the Multnomah hotel during Shrine convention week. Large baskets of roses daily make their appearance at several hotels, especially the Multnomah, donated by those who prefer to pick and distribute the blossoms rather than to permit them to die on the bushes. Greeters on duty at the hotels see that guests from the East are provided with all the flowers they want. As one of them remarked to Manager Campbell, "This is a fine spirit. Roses less beautiful cost from $8 to $12 a dozen back home."

* * *

George Youell, commission merchant of Seattle, is registered at the Portonia hotel during a brief business visit in the city.

* * *

"Ben" Culver, who used to hurl fast ones for the O. A. C. baseball team and later for league teams in the Northwest, is back from Europe. Culver spent many months in the United States army air service, with a constant hope—always in vain—that the next day would bring orders for overseas duty. But the armistice was signed while he stayed on this side of the water. As soon as he was released, however, Culver made haste to do as a civilian what he had not been permitted to do during the war, and hied himself to Europe, where he browsed around for nearly a year before, as he said Friday, he got "an eye full."

* * *

L. F. Pridemore made a hurried trip to the metropolis from Government Camp Thursday, checking out at the Hotel Oregon Friday. Pridemore's busy season is about to open at the Government Camp hotel, and soon after the last of the snow has vanished he intends to entertain hotelmen at the south base of Mount Hood.

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P. H. Watt, who manages the Frye hotel at Seattle, a hostelry said to be one of the rapidly dwindling list of those not owned by the Japanese, is a guest at the Multnomah while in Portland on a business trip. Hotelmen declare that many of the leading hotels at Seattle and Tacoma are quietly owned by Japs, who employ white help and managers to camouflage the ownership.

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J. D. Woods, identified with the federal board of vocational education at Corvalis, was a Friday evening arrival at the Imperial, coming to Portland for a business chat at the local offices of the board.

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Mr. and Mrs. Edwin W. Corwine and Mr. and Mrs. Curtis E. Cram, all residents of Chestertown, Md., are tourists at the Portland hotel.

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Here to see the Columbia river highway, a tourist party of 15 people, recruited from many cities in Georgia, are at the Multnomah.

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

By Fred Lockley

[How the automobile came to the Nehalem country and good roads with it—or at least the beginnings of good roads—is told today by Mr. Lockley, who quotes a pioneer of the Nehalem stamp. A garden truck enthusiast is also quoted effectively concerning horticultural potentalities.]

From Wheeler I went up the river to Nehalem by launch, with Will Anderson at the wheel. Later I went from Nehalem to Manzanita and Neah-kah-nie with Emil Anderson at the wheel of the auto. As we followed the winding road through the heavy timber from the banks of the Nehalem river to the ocean shore I asked, "How long have you lived in the Nehalem country?" Emil turned to me and with a smile, said, "Before there were any roads here. We traveled by boat on the river, or on foot or on horseback on the mountain trails. I am 36 years old, and 25 of those 36 years I have lived right here. We came from Astoria aboard the Augusta, coming in over the Nehalem bar. My brother Will and I got hold of an ox and we used to drive him to a mud scow or a lizard about the farm. Finally we sold the ox for $49 and bought a sorrel horse, paying $45 for it.

"After a year or so they cut the trees and stumps out of one of the trails for a few miles and made a road. We got hold of an old buggy and fixed it up. We had the only horse and buggy in this whole neighborhood. We used to spend Saturday afternoon polishing the buggy and oiling the harness and currying our horse. My folks were glad we took so much pride in presenting a good appearance to go to church and Sunday school. We didn't tell them we were not doing all that work to win the approval of the preacher or the Sunday school teacher. We had discovered that being the owners of the only horse and buggy in the country made us mighty popular with the girls, and I guess as far back as history has any records young fellows like to make a hit with the women folks; anyway, we did.

* * *

"Well, after a while they began talking about roads. The oldtimers grumbled a deal about it, as they said it would raise their taxes; but the road talk went on in spite of the oldtimers claiming that they had always been able to get along by using the river and the trails, and what was good enough for them should be good enough for us. Pretty soon we had some roads, after a fashion. Then we began hearing about automobiles. I had never seen one, but I remember saying that you could never get me in one of those dangerous contraptions. I had it in for them, for the first few that wandered over into this country pretty nearly scared our teams to death. Pretty soon I got sick of seeing city folks passing my team as though I was standing still, and I began reading everything about them I could. The first thing I knew I bought one. After that it was good-bye team. Then I began hollering for more and better roads so more people from outside could come in there and spend their money with us. Before that I had made my spending money catching salmon or trapping bears and other animals. No sir, I never expected, when I was cussing out automobiles, to own a garage and be operating launches and automobiles.

"We are hoping that the Roosevelt highway bill will be passed by congress. When that road goes along the coast beside the ocean shore we shall have a constant procession of automobile tourists through this country. You have wandered all over this country and up and down the coast, so you know what a wonderful highway, from the standpoint of scenery, it will be. The trouble here in Oregon is that we are so used to beauty—to our forests, our headlands, our rugged seacoast—that we take it as a matter of course and we don't realize that the folks from the middle west, the prairie country, will come across the continent if necessary to see our beauty spots. We have a wonderfully fertile soil here and a fine, mild climate, and some of the tourists who come here to hunt and camp and fish and see the scenery are going to decide to come here as settlers; so I am strong for letting them know about our country and for making good roads so they can get here in some comfort. All this country needs is to be made accessible and let folks know what a wonderful section it is, and we shall soon have more settlers here."

* * *

At Manzanita I met an old-time Portlander, Emil Kardell. Some years ago he was secretary of the Multnomah County fair. For the past few years he has been postmaster at Manzanita. He runs the postoffice in connection with his store. He took me out to see his garden. His peas were over six feet high and still growing. "I had no idea till I came here," said Mr. Kardell, "that the soil here at the coast was so fertile. The moist, mild climate, with the rich soil, makes ideal growing conditions. Some of these days we shall be known as a rich agricultural as well as a prosperous dairying district."

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON NOTES

Electric storms last Monday were the cause of 13 forest fires near LaPine and Crescent.

With the set price of 16 cents there is but little activity in the prune market in Douglas county.

The First National bank of Clatskanie has opened its doors for business in temporary quarters.

Three Lane county market road projects have been approved by the state highway department.

The building of the state highway between Klamath Falls and Malin is being delayed by right of way trouble.

During the month of June the clerk of Lane county issued 59 marriage licenses as compared with 36 in June last year.

For the second time this season the mercury passed the 90 degree mark at Bend Thursday. It registered 92 degrees.

Uriah Coonrod of Birdie Bree, Klamath county, was crushed to death by a log in a sawmill near the California boundary.

The gasoline shortage at The Dalles has been relieved by the receipt of a tank car from California containing 12,430 gallons.

One of the largest classes in the summer school at Oregon Agricultural college is the ladies' tailoring class. It has an enrollment of 55.

L. G. Hulin of Eugene has resigned as cashier and director of the First National bank of Springfield and sold his interest to Lloyd C. Martin.

Many applicants are seeking to file on Oregon and California grant lands at the Roseburg land office. Soldier's preference rights will expire July 8.

Reedsport has broken all drive records by subscribing its quota to the State Chamber of Commerce fund in one minute. It pledged at least $300 for three years.

American citizenship was denied Paul Otto Gerbig in the Linn county circuit court because he claimed exemption from military service on the ground that he was an alien.

A special train will be run from Eugene to Wendling July 2 to accommodate people living in the lumber camps of Wendling, Mabel and Marcola, who wish to attend the three days' celebration at Springfield and Eugene.

WASHINGTON

The price of milk will be raised at Tacoma to 15 cents per quart from 12½ cents.

Several of the logging camps in the vicinity of Kelso have shut down for 30 days or longer.

Hazel Kephart, a 10-year-old girl of Puyallup, died 10 minutes after being stung by a bee.

Under the direction of the Civic club of Centralia the annual rose show will be given July 10.

Lower river fishermen on the Washington side of the Columbia propose to establish a salmon cannery.

Two large two-story garages, representing an expenditure of $75,000, have been completed at Vancouver.

Vancouver chapter, American Red Cross, is giving a series of classes in home hygiene and care of the sick.

Rev. F. A. Meens of Chehalis has celebrated the twenty-fifth anniversary of his ordination to the Catholic priesthood.

Federal dry officials have seized 816 gallons of raisin mash and a still six miles from Aberdeen up the Wishkah river.

Official sanction has been received at Seattle for a hydroplane mail service between Seattle and Victoria, to begin early this month.

J. Mulligan and E. Dickinson, arrested at Walla Walla under an ordinance making parents responsible for acts of children, have been fined $25 each.

Governor Hart has requested the house committee on immigration, of which Representative Johnson of Washington, is chairman, to make an investigation of the Japanese situation in the state.

A spruce log displayed by the Grays Harbor Shrine club at the Shriners' convention in Portland has been presented to the Philadelphia Shrine club. According to the annual rings the tree was 366 years old.

The Washington State Federation of Labor, in convention at Spokane, has voted to refer to the entire membership a resolution providing for the election of officers of the federation by referendum, as well as their recall, and extending their terms of office to two years.

IDAHO

Ranchers of Deer Flat are busy cutting, shocking and stacking the first crop of hay, which is heavy.

After an exhaustive survey of the Idaho field, the national conference of social work has selected Dr. J. W. Flesher its state secretary for Idaho.

County Farm Agent Peavy of Idaho county reports the grasshopper plague far more serious than last year. In some localities 60 per cent of the crops will be destroyed.

A special election will be held at Nampa, July 27, to vote on a bond issue to pave 34 blocks in the business and residential districts at an estimated cost of $287,000.

Permission has been granted by the public utilities commission to the Ashton and St. Anthony Power company to render services to the village of Drummond and vicinity in Fremont county.

Payment of $238,035 to contractors engaged in municipal improvements has been authorized by the city council of Pocatello. The amount to be paid on street paving contracts is $218,415.

Uncle Jeff Snow Says:

With good red likker at $27 a quart a man don't have to be a miser or the least mite stingy to jine the prohibition party. Belger McFade, who paid one big fine for a valise full of it some time back, figgers that at present prices the officers must be mighty keen on the smell of it, or it wouldn't be but $20. Meanwhile Belger's a-raisin' spuds, calculatin' to git even if prices don't drop more'n 50 per cent before he hits the market.

Currant, Gooseberry, Plum in Utmost Perfection Are Grown in Oregon

This is the day you get a surprise. A currant bush is a modest object. But Oregon grows 2,000,000 pounds of currants a year and sells them