Oregon Sunday 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.]

Published every week day and Sunday morning, at The Journal Building, Broadway and Yamhill street, Portland, Oregon.

Entered at the Postoffice at Portland, Oregon, for transmission through the mails as second class matter.

TELEPHONES—Main 7173, Automatic 560-51. All departments reached by these numbers.

FOREIGN ADVERTISING REPRESENTATIVE Benjamin & Kentnor Co., Brunswick Building, 225 Fifth avenue, New York; 900 Mailers Building, Chicago.

THE OREGON JOURNAL reserves the right to reject advertising copy which it deems objectionable. It also will not print any copy that in any way simulates reading matter or that cannot readily be recognized as advertising.

SUBSCRIPTION RATES
By carrier, city and country.

DAILY AND SUNDAY
One week ....$ .15 | One month ....$ .65

DAILY | SUNDAY
One week ....$ .10 | One week ....$ .05
One Month .... .45

BY MAIL, ALL RATES PAYABLE IN ADVANCE
DAILY AND SUNDAY
One year ....$8.00 | Three months ...$2.25
Six months .... 4.25 | One month .... .75

DAILY (Without Sunday) | SUNDAY (Only)
One year ....$6.00 | One year $3.00
Six months .... 3.25 | Six months 1.75
Three months .... 1.75 | Three months 1.00
One month .... .60

WEEKLY (Every Wednesday) | WEEKLY AND SUNDAY
One year ....$1.00 | One year $3.50
Six months .... .50

These rates apply only in the West. Rates to Eastern points furnished on application. Make remittances by Money Order, Express Order or Draft. If your postoffice is not a Money Order Office, 1 or 2-cent stamps will be accepted. Make all remittances payable to The Journal, Portland, Oregon.

I came from God, and I'm going back to God, and I won't have any gaps of death in the middle of my life.—George MacDonald.

THE IMPOSSIBLE DISTRICT

IT IS unnatural, indefensible and intolerable that Portland should be included in a United States shipping board district of which Seattle is headquarters.

In first formulating such a district and then defending it, Admiral Benson as chairman of the shipping board, shows a lamentable and discouraging lack of knowledge of the conditions which render impossible its success.

Portland will seek allocation of shipping board vessels through functionaries established in Seattle with no expectation of fair treatment. Seattle is for Seattle first, last and all the time. This spirit, time and again, has infected even government officials located there although it was their first duty to maintain a disinterested impartiality.

Portland is still building ships. Seattle is not. Portland is a more important port of origin for cargo than Seattle, due to her tremendous exportation of flour, grain, lumber and other staple products. Portland will be shown to have shipped as much or more cargo in American bottoms than Seattle since the first of the year. Portland has ship repair facilities superior to those of Seattle and while Seattle is selling her drydocks Portland is enlarging her drydock capacity.

Portland deserves better treatment than to be delivered by Admiral Benson into the hands of her most destructive competitor.

If Portland cannot be made the head of her own shipping board district, as she should be, then the axioms of safety first dictate that this port be attached to the California district with San Francisco as headquarters.

A Delaware man has read the Bible through every year for 24 years and has recently started in for his twenty-fifth round. There are few processes so good for gaining a command of good English. Lincoln was a close student of the Bible, and no man in American history has been able to put ideas more clearly or express meaning more forcibly.

GILDED DOMES

UTILITY can often play too important a part in our every day life. The rush of the twentieth century day engenders commercialism—even materialism at times. We live in an age where the dollar sign is raised to a deity. "How best can I fashion my energies to return money—vast sums of money"? asks the industrial genius. "How can I accumulate gold"? sighs another.

Our public buildings, our modern twentieth century office structures, bespeak the last word in utility—minus art. True enough their four walls, well-chiselled stone and marble, and broad windows serve to house those who toil. Their cold exteriors rise hundreds of feet devoid of even simple traces of art to please the eye. It is utility—dollar return for dollar expended—upon which they are built. There is nothing in their make-up to inspire the soul—to carry the imagination to loftier thoughts.

Commerce and art are dependent on each other if the truth is told. Giant industries, great factories and big business furnish the materials and sinews which aid in the development of art. The violin, the piano, the painter's oils are their contributions. Inversely, art in highest and fullest expression is the impetus that spurs mankind to supreme accomplishment. Who has not felt the thrill of a song? Who has not been lifted by the power of music? Who has not had his ambitions fired by a masterpiece of architecture?

Napoleon understood the psychology of his peoples. A chronicler of his day relates a story, following one of the emperor's many feats of conquest. A loyal subject came to the emperor saying: "Your people are restless—I fear trouble."

"Gild the dome of the Invalides—give them something beautiful to look upon," said the man who had conquered all Europe. The dome was gilded and Paris was quieted, runs the story.

Perhaps a few more gilded domes in America would help quiet the present day intangible spirit of unrest that is prevalent. Perhaps we will tire of the avalanche of pleasure, money and fads. Perhaps "art for art's sake" will return. Perhaps commerce and art may be joined in time to frame the future of the nation.

WOMEN AROUSED

BECAUSE Republican leaders in Connecticut are opposing ratification of the Anthony amendment, prominent Republican women in that state are aroused and are signing a pledge not to render aid of any kind in the presidential campaign unless a thirty-sixth state ratifies suffrage. The women are pledging themselves neither to give money, raise money nor speak in the campaign until suffrage for all the women of the country has been guaranteed by final ratification, and "our position as voters is made secure." Some very well known women have refused to sign the pledge because they say they do not wish to be considered Republican in a state where the party has blocked the progress of the amendment, as has been the case in Connecticut. The pledge is as follows:

The undersigned, women of Republican tradition and sympathies, wish to protest against the painful position in which we are being placed by our own party.

The Republican party has repeatedly promised to do its utmost to secure ratification of the federal suffrage amendment in time for women to vote in the November election. Although 29 of the 35 states which have ratified the amendment are Republican, we have good reason to believe that the party has purposely held back from giving us the thirty-sixth state which would complete ratification. The farcical plank in the national platform is proof enough of this intention.

In our own state, the Republican leaders, returned to power by the state convention, are actively and bitterly opposing ratification, and yet, in the face of this situation, the party is actually asking those Connecticut women from whom they are withholding the vote to help in the campaign.

In view of this, and because we believe that the enfranchisement of half the population is a fundamental issue, we declare that we will not help the Republican party in Connecticut by contributing money, raising money or speaking in the campaign until the thirty-sixth state has ratified and our position as voters is made secure.

It is broadly charged that the Lodge group of senators are afraid of the woman's vote on the League of Nations and do not want the suffrage amendment ratified in time for the November election.

On the other hand, the San Francisco convention, believing that the women will vote for the only plan ever proposed to end war, manifested an eagerness to have the suffrage amendment. It adopted a strong suffrage plank in the platform and sent a telegram to the governor of Tennessee urging him to do all in his power to secure ratification by the legislature of that state.

There is every reason to believe the statement that the Harding managers are afraid of the women's vote on the league issue. They know that final ratification is inevitable, and that refusal now means a mere postponement of the day when all women will finally vote. It is said that the legislature of Vermont is ready to ratify the amendment, and this, with the late refusal of the governor of that state to call the body into special session for that purpose is confirmatory of the charge that secret pressure has been brought to bear upon the governor to use his office to prevent ratification.

Is not the airplane swiftly advancing toward a status of development when its full utilization for many purposes is assured? Through all kinds of weather, the plane serving The Journal between Portland and Seaside has been in operation a month without missing a single trip, and with delays in arrival as scheduled on but a few days.

A TANGLE IN ELECTORS

THERE is question in Illinois and throughout the country as to the validity of the processes through which the 29 Republican electors of Illinois were named. There is fear among Republicans that if the verdict in the election should be close, with Harding in the lead, the Democratic national committee might challenge the legality of the seats of the 29 Illinois electors in the electoral college, carry the matter to the supreme court of the United States, and, possibly, secure there a decision voiding their right to participate and thereby throw the election to the opposing candidate. Such a status would be similar in some respects to the Hayes-Tilden controversy in 1876, and, as then, throw a severe strain upon democratic institutions.

A new primary law was enacted in Illinois in 1919. The 29 Republican electors were chosen under that law. The supreme court of Illinois has since declared the law unconstitutional. Eminent lawyers in Illinois have held that electors so chosen have no valid claim to seats in the electoral college.

The Democratic electors of Illinois were similarly chosen. But after the supreme court decision, the Democratic organization called a state convention under the 1910 law and named electors thereunder, thereby removing all cloud on the validity of the electors of that party.

Republican leaders in the state are agitating the question of taking action to provide against the possible defect. They are discussing the Hayes-Tilden case and speculating upon the chances that would have to be taken in going before the United States supreme court in case the matter be allowed to drift and conditions arise in which the right of the Republican electors to sit in the electoral college should be challenged.

They point out that the Hayes-Tilden case was settled along political lines, and that a majority of the justices in the present court are Democratic. Among other things, there is talk of bringing mandamus proceedings to compel action to be taken for renaming a set of electors on whose right to sit in the electoral college there will be no legal cloud. Some such thing should be done in order that the candidate for president who is really chosen may take his seat without question or debate.

That the national wealth of the United States has increased 20 per cent in the past five years and that it now totals 350 to 400 billion dollars was the statement of Edgar Crammond, English financier, in a recent address before the Bankers' institute in London. But who got the money? Are those who got the money the secret influence that caused a great political party to come out with a no-league platform so there wil be no League of Nations to prevent future wars? Who else but they who got those untold millions out of the war would want more wars?

FAILURES?

WHO'S going to decide whether or not you are a failure? Are you going to let someone else—no matter who he may be—pronounce you a failure and you do nothing about it? Suppose you even got "fired"! Your employer may be the biggest failure of the two for putting you in the wrong place, yet he will never take the blame.

The job may or may not have appealed to you. It may or may not have fitted your talents. If it didn't arouse your enthusiasm for the work you were either in a rut or in the wrong place. In either case it is up to you. Only don't be too hasty condemning a job; because you may be overlooking the opportunity of a lifetime lying unnoticed within your grasp.

Bertholett discovered a new bleaching process, worth several fortunes, by examining a few corks which Schelle had been using in bottling chlorine gas. This idea enabled one man in a few hours to accomplish work formerly requiring several months. Schelle should have seen the idea, because he was working with those corks day after day, but he didn't.

McAdoo conceived the plan of building the Hudson tunnels and put the idea through without a dollar of his own money. There were hundreds of New York engineers with a lifetime of scientific training, while McAdoo had none, but they ddn't see the idea. All predicted failure for the young lawyer.

Ruskin says: "When men are rightly employed their amusement grows out of their work as the color petals out of a flower." The greatest satisfaction in life will come from a man's work. Failures come from the wrong kind of work—work which does not arouse one's enthusiasm.

Enthusiasm generates the motive power which operates the successful ventures of the world and no man ever succeeds in anything whose whole soul does not glow in the attempt to produce a more perfect article, a better system or more efficient process. The enthusiasm and inspiration which brings success may be an idea of producing a more perfect wheel ground out by a milling machine; it may be a more perfect editorial, advertisement or painting; it may be more perfect animals, grain or fruit; it may be an easier method of transportation, a better process of manufacturing or a more efficient distribution of consumer commodities.

No matter what your aim may be—provided it brings some permanent good to mankind—your greatest satisfaction will come from accomplishment and not from wages, unless by saving those wages you will accumulate sufficient capital to develop your ideas.

Charles Goodyear's enthusiasm for making a practical use of India rubber led him through eleven long years of struggle before he reached success. "He was imprisoned for debt; he pawned his clothes and his wife's jewelry; his children gathered sticks for fuel." All during this time he was pronounced a failure. Neighbors criticised him and even called him insane, but he clung to his idea until he vulcanized rubber. And then, behold, came the birth of a new industry worth millions and millions and enabling thousands and hundreds of thousands of people to earn a livlihood besides the universal service to all men.

When Bell perfected his telephone and had it ready to install he thought the public would receive him with gladness and hail him as a great discoverer. Not so with the public. They not only pronounced him a failure, but called him a fraud. They said Bell was an imposter and a ventriloquist and that there was no talking over the wire at all. Great Britain pronounced it the "latest American humbug." A campaign of opposition was set on foot by the telegraph monopoly. But the so-called failure became a household necessity for the scoffers and developed into a great monopoly itself, installing over 9,000,000 instruments, connected by approximately 25,000,000 miles of wire, valued at something over $700,000,000.

So if you have an idea, develop it. Let them call you a failure if they want to, but work on. Never give up. Failure exists only in the grave and no man can honestly be called a failure until he is dead. You are still alive and hence not a failure.

Was the word vamp introduced as a figure of metonymy when women's shoes were transformed from footwear into objects of excruciating adornment?

THE MILK DEBATE

ALL the indications are that the investigation by the city attorney's office of milk prices in Portland was a one-sided investigation. No attempt seems to have been made to have the producers' side of the controversy go into the record. Some onlookers have the impression that the so-called investigation was an attempt to "get" the dairymen's league.

Why should not the dairymen be allowed to have an organization? Is it still the thought that every other group in the country may have its business or industrial organization, but that those out on the land must not be organized? Is it still the belief in cities that the farmer or dairymen or orchardist must work disorganized, haphazard and misdirected in all his endeavors, take any old thing that is offered for his products and make no complaint while on things he must buy he is confronted with gentlemen's agreements, secret understandings and hard and fast organizations?

Cities may not know it, but the best thing that can happen to them is for the folks out on the farms to have a decent chance for a respectable living. The working farmer is the most valuable human atom because he clothes and feeds the world. His is the basic industry. There can be no life without him. His prosperity is a city's prosperity. The city lives mainly off its back country. Dry up the farms, sterilize the fields, strip the pastures of verdure and you will have no cities.

The onslaught on the dairymen's league, a farmers' organization, is an attack on the very thing that has made land tillage in California pre-eminently successful. It is an assault on the very thing that doubled and trebled bank deposits in many cities and towns in the agricultural and fruit sections of California, and that stimulated the industries and greatly increased the prosperity in those cities and towns. The whole story of progress in California is eloquent of results obtained through farmers' organizations for the production, standardizing and marketing of their crops. The effect is a thrifty, contented and increasing farm population and a state that in new wealth is going forward by leaps and bounds.

If, as many believe, the assault on the dairymen's league in Oregon is an effort to destroy that organization, it is very bad policy and highly unintelligent endeavor. There is no better way to help on the cause of the Nonpartisan league. It was just such business that gave the league its hold in North Dakota.

The staple suit of clothing which sold in 1910 at $25 now sells at $65. That its outside cost, including wool, manufacture and transportation is but $37.36, is the finding, after a thorough investigation, by the secretary of the late war labor board.

COOS PORTS

WHY wouldn't it be a profitable enterprise for Portland to win the trade of Coos county and tie it in with our rapidly increasing Oriental commerce.

Coos county has two harbors, Coos bay and Coquille. Both send large quantities of lumber by schooner to San Francisco. Both receive goods from San Francisco as return cargo for the lumber schooners at rates designed to prevent the vessels traveling empty. This fact explains why, primarily, Coos and Curry counties, though a part of Oregon, belong in trade at the present time to California.

But Coos county has more than 20,000,000,000 feet of unusually fine timber. Some four hundred square miles are underlaid with the only considerable deposits of coal in Oregon and this coal is of a fair quality for steaming and domestic purposes. Coos county is ranked as second in dairying and contends for second honors in fruit production.

Much that this empire in the southwestern corner of Oregon produces is staple and would be valuable as Oriental cargo. Why not establish a transfer point, say at the mouth of the Columbia between the Oriental liners and feeder schooners from down the Oregon coast?

The proposal is now made that the Buffalo nickel be withdrawn from circulation because the Indian thereon closely resembles the unlamented kaiser. Why not? The nickel has even less than the kaiser's present buying power.

SHAPING WATER POWER PLANTS

By Carl Smith, Washington Staff Correspondent of The Journal

Washington, July 17.—Plans for the active work of the federal water-power commission, created under the water-power bill recently signed by the president, await the return from San Francisco of Secretary Edwin T. Meredith of the department of agriculture, who is one of the members, with Secretary Baker and Secretary Payne. Secretary Baker will act as chairman. The commission has started preliminary work by the selection of O. C. Merrill, chief engineer of the forest service, as its executive officer. Mr. Merrill is one of the leading students of water-power development in the United States and has long been a prominent figure in the discussion over legislation. Many Portland and Oregon people will remember him as one of the speakers at the water-power conference of Western states in Portland six or seven years ago. There was then an intense debate over the limitations of state and federal power, and Merrill's speech was considered by many as the best presentation that was made of the essentials of the controversy, in which he maintained that the great water powers should not be handed over to capitalized interests, but safeguarded for the benefit of the people of present and coming generations.

The whirligig of time has resulted in the vindication of practically all the things for which Merrill fought at that historic conference, and general approval is expressed over his selection as executive officer for administration of the new law, under which immense development is expected as soon as interest rates decline and construction becomes less expensive.

Merrill will receive a salary of $5000 a year. He is thoroughly familiar with the national forests and the public domain. It was under his direction that the department of agriculture several years ago published a voluminous work, after extensive research, which showed the water-power situation in this country in detail, the companies owning developed power, the interlocking directorates and the consequences which would follow from the tendency to monopoly.

Lieutenant Colonel William Kelly, corps of engineers, has been designated by the president as engineer officer of the commission. He was recommended by General Beach, chief of engineers, and recently has been stationed at San Francisco in charge of engineering work of the war department in that vicinity.

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.]

THE LEAGUE QUESTION

Union, July 12.—To the Editor of The Journal—The Republican convention spoke on the subject of the covenant of the League of Nations and the league was repudiated. This is thoroughly understood by Republicans and Democrats alike. The Democratic convention spoke on the covenant of the League of Nations, and in no uncertain way approved it. And this is thoroughly understood by Republicans and Democrats alike. It has been said by Senator Johnson of California that the issue thus made is the leading issue of the campaign this fall, and Senator Johnson is right. This issue is the big issue because it involves the question of whether or not the world war was fought in vain or for a definite purpose; it involves a question of honor and good faith on the part of the United States; it involves the question as to whether or not the United States shall occupy a position of isolation in world affairs and have nothing to do with the settling of disputes which have hitherto brought on war and which might precipitate another world war; it involves the question of whether or not the mothers and fathers of today shall supply sons who may be called upon in future to again try to "make the world safe for democracy." It involves the question as to whether or not the Monroe doctrine shall be applied to the world, establishing this doctrine as a world doctrine to apply for all time in the protection of the integrity of all nations; it involves the question of humanity and civilization; it involves the question of the leadership of America in the advancement and protection of Christianity in the world.

What question before the American people is greater than this?

B. F. WILSON.

SYSTEMS AND SPOILERS

Portland, July 8.—To the Editor of The Journal—Replying to my article on radicalism a writer in The Journal tells us John D. Rockefeller and other rich men are responsible for our economic ills and corrupt government. I want to make it plain to him that he is mistaken. It is the system that makes multimillionaires from the proceeds of honest toil. Some of us are born with cunning and shrewd financial instinct. Under our system that class has the robbing, dominating power over the great producing masses and great influence over the government. Suppose we had a system of justice, one that would not allow men to become multimillionaires from the toil of others; then this class would not have any more power over the producing masses and the government than you and I would. We can't blame men for making millionaires of themselves—you and I would do the same thing if we had brains enough. But we can blame the system that allows it. One doesn't have to be exceedingly bright to know that a system is not right that places the very existence of the producing masses at the mercy of a few financiers. One of the greatest revolutions in the history of the world is near at hand in America. I am sorry to say I don't believe our system will be destroyed and a just one established by peaceful methods. It seems to be the will of God that we must spill our blood before justice and righteousness can triumph.

E. A. Linscott.

THE ECONOMIC VAMPIRE.

Vancouver, Wash., July 14.—To the Editor of The Journal—Daylight taxation necessary to the support of our visible government is but a bagatelle. The disguised tax (profit) extorted from labor in order to feed and fatten our invisible government is the malignant vampire which is sucking the life blood of the nation. Our labor is taxed to support a junker plutocracy which is more incompatible with a true democracy than is the royalty or nobility of the old world. Our toilers are plundered in order that beef embalmers, soap makers and quack medicine venders may erect castles, palaces and mansions. Not this alone—American toil is taxed to support all aristocratic European establishments of which our plutocrats' wives and daughters become members.

J. Harold.

GOOD NEWS SOURCE

From the Chicago Post.

It is sort of humiliating for us Republicans to have to go to a Democratic convention to learn that our country took a winning part in the great war.

SONG OF THE GOOD ROAD

By Ella Wheeler Wilcox

I AM a Road; a good road, fair and smooth and broad;
And I link with my beautiful tether
Town and country together,
Like a ribbon rolled on the earth from the reel of God.
Oh, great the life of a Road.

I am a Road, a long road, leading on and on;
And I cry to the world to follow,
Past meadow and hill and hollow,
Through desolate night, to the open gates of dawn.
Oh, bold the life of a Road!

I am a Road; a kind road, shaped by strong hands.
I make strange cities neighbors;
The poor grow rich with my labors,
And beauty and comfort follow me through the lands.
Oh, glad the life of a Road!

I am a Road; a wise road, knownig all men's ways;
And I know how each heart reaches
For the things dear nature teaches;
And I am the path that leads into green young Mays.
Oh, sweet the life of a Road!

I am a Road; and I speed away from the slums,
Away from desolate places,
Away from unused spaces;
Wherever I go, there order from chaos comes,
Oh, brave the life of a Road!

I am a Road; and I would make the whole world one.
I would give hope to duty,
And cover the earth with beauty.
Do you not see, oh, men! how all this might be done?
So vast the power of the Road!

MORE OR LESS PERSONAL

Random Observations About Town

Visiting in Portland while en route to San Diego for a vacation, the Rev. and Mrs. Joseph Adamson of Waiser, Idaho, where the former is pastor of the Christian church, saw many sights that almost caused them to forego the California journey in deference to the scenic assets about Portland. With the visitors were Mrs. J. J. Fuller and daughter Esther, Miss Ruth Stover and Mrs. Fuller's brother, J. G. Fuller, and H. J. Hale. Fuller is a student at the Monmouth normbal school and Hale is a government employe at Weiser. The tourists, traveling by automobile, were guests Thursday and Friday at the home of Mr. and Mrs. I. T. English, 198 West Wygant street, and Friday evening continued on their way south.

* * *

A blue bathing suit, or at least the charming maid who wore it, is sought by F. C. Lowdenbach, according to local acquaintances. Lowdenback, a Kentucky chevalier, has just attended the Democratic national convention at San Francisco, and there, on July 2, he met a delightful young person in a blue bathing suit who declared she would be in Portland July 5. Meanwhile, the visitor acquired from the girl a token he now desires to return, and while he conducts a city-wide search for the fair charmer he's getting his mail at the Y. M. C. A., according to report. "Of course," it is explained, "the return of the trinket isn't the only object in seeking that blue bathing costume."

* * *

Harry C. McAllister, who was a Portlander not many years ago, is back in town seeking old acquaintances. McAllister has his shingle out at Wallace, Idaho, and is doing famously, he declares. With him on the present trip are Mrs. McAllister and their daughter. After visiting Salem briefly the travelers are going to an Oregon coast resort, where Mrs. McAllister and the daughter will spend most of the summer. McAllister was chairman of the B. P. O. E. committee that staged the big Elks national convention in Portland in 1912. "I'm told," he said, "that the Shrine show went the Elks convention one better, and I'm glad the old city could extend itself one point more." But when he was reminded of the very evident fact that, because of the eighteenth amendment, the last convention was not so well lubricated, he assumed a faraway look—as if, perhaps, the days of real sport were passing in retrospect. The McAllisters were at the Imperial during their pause in Portland.

* * *

Irving S. Cobb, publicist and rotund globe trotter, is about to enter the advertising business in Oregon's behalf by writing a series of outing stories for the Saturday Evening Post, with Eastern and Central Oregon as their setting. Such information is brought to Portland by A. Wishnant, editor of the Bend Press. The Cobb trip through Oregon will start August 27, it is reported, taking the fat writer through most of the Oregon sportsman's paradise, consuming more than a month.

* * *

Other Portland visitors who are stopping at the Imperial for the nonce are Walter M. Rees of Hermiston and C. A. Huffman of Texarkana, Ark.

* * *

A party of tourists from Chicago is registered at the Portland hotel during a brief visit. The party includes Samuel H. and Mrs. Harris, Helen F. Harris, Samuel, Jr., and Mortimer B. Harris.

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

By Fred Lockley

[Of good roads in other lands and other ages Mr. Lockley discourses today; also, of the speed fiend to whom all other speeders appear culpable, he alone possessing a real alibi. The speed code as done in English in a Japanese city amusingly concludes the article.]

You can't go far these days in Oregon without running across a road crew and having to make a detour. Motorists are more than willing to put up with the temporary inconvenience for the sake of future pleasure in hard surfaced roads. We are apt to assume that the building of good roads is a modern industry, but in Europe are splendidly laid out stone roads showing deep ruts made by the chariot wheels of the Romans. Even when Rome ruled the world, road building was no new thing. Herodotus, writing of the customs of the Egyptians, thought they did most things much better in his home town, but he saw much to approve in Egypt. He speaks of the splendid road made by the early Egyptians across the desert so that the heavy stones could be transported for the building of the pyramids.

* * *

Babylon and Nineveh owed much of their commercial prosperity to their good roads, for commerce flows where transportation is made easy. Babylon had hundreds of miles of brick roads laid in mortar formed of asphalt. They charged travelers toll on some of the more expensive roads to help keep them in repair. Carthage was able to defy Rome for a long time because of her military roads, by which she could rush troops to any point threatened with invasion. We are still traveling on the Appian way, built long before the time of Christ. But for the Appian way we should long ago have forgotten Appius Claudius, the builder of this great highway. Julius Caesar and Bonaparte are both honored because they were good road builders and good road boosters.

* * *

The Romans had a peculiar system of road building. They realized the value of a standing army, so they maintained one; but they also realized that unless the standing army was busy fighting it was apt to become soft and get into mischief. So to keep the soldiers hard and out of mischief, they employed them in times of peace in the building of military roads. Rome, the mistress of the world, built 29 great military roads, so that in those days it was a true saying, "All roads lead to Rome." The Romans built roads that are still used. They built them in Spain, Gaul, Britain, Northern Africa, Asia, wherever the legions held sway. When a man committed a crime punishable with death the Romans frequently commuted the sentence to life work in the convict road gangs. Prisoners of war earned their keep by working on the roads. Ransoms of wealthy prisoners and tribute paid by conquered countries were spent in improving the roads in the conquered districts.

* * *

In France you will hear, whenever the subject of the excellence of French roads is discussed, the names of Napoleon and Tresauguet. Napoleon had the vision to see the value of good roads and the great French engineer, Tresauguet, changed the former system of flat slabs of stone on a flat surface to crushed rock on a curved foundation of packed earth with a top dressing. He also introduced the system, still in vogue, of stationing men along the road to keep it in repair. The patrol system has proved the salvation of European roads and the excellence of French highways helped win the great war.

A few days ago I was riding with a well known resident of Portland, from Astoria to Seaside. He was a good driver and when the opportunity offered he liked to "step on her." Chafing over the speed regulations, he said, "The speed cops don't use any judgment in making arrests. I am getting sick of being pinched and having to pay fines. It is all right to arrest roughnecks, joy riders and boozers, who are endangering life on our roads, but why should they pick on me when I give her the juice? If I do any damage I am able to pay for it; and, anyway, I am a careful driver. I was driving at 55 miles an hour on the road the other day and at that I was a good deal less dangerous to the public than these birds that are inexperienced who travel at 25 miles and get rattled in any emergency. If the cops would be stricter with the careless dubs and if the judge would give them a stiff jail sentence instead of a fine, then we who want to get a little speed out of our machines could have a lot more pleasure out of burning up gasoline." Did you ever notice what an excellent thing stringent laws are for someone else? So many people think others should be made to obey the law, but that they themselves are exceptions and the law should not apply to them.

* * *

My speed-loving friend should read the police regulations governing motor traffic in Japan and he would think himself fortunate to be here in the good old U. S. A. Here, just as printed in English for the guidance of English speaking tourists, are the motor regulations of one of the large cities of Japan.

"1. You must drive your automobile at the speed of eight knots per hour on the city roads and at 12 knots per hour on the country roads.

"2. In narrow place of road corner and bridge speed slowly.

"3. When you see the policeman throwing up his hand you must not drive in front of him.

"4. When you pass the corner and the bridge ring the horn.

"5. When you get ahead of the passenger on foot or the cow or the horse, you must ring the horn.

"6. When you meet the cow or the horse speed slowly and take the care to ring the horn and not been afraid of them. Drive slowly when you meet the horse or the cattle, do not make them afraid and carefully make the sound. If they afraid the sound you must escape a little while at the side of the road until they pass away.

"7. When you drive the motor car do not leave the driver seat and take care lest unexpected trouble happen.

"8. Do not drive the motor car when you get drunk and do not smoke on the driver seat.

"9. When two cars are driving in the same road, if there is another car in front of yours or behind yours you must keep 60 yards away from him. If you go ahead of him ring horn and pass him.

"10. When you cross the railway, wait until the other train and other cars pass through.

"11. When anything matter with your car you go to police station and tell him.

"12. When you want to have a driver or exchange another, you must inclose driver's address, career and age.

"13. SPECIAL NOTICE. You must never put overload on your automobile. The licensed capacity of your Ford car is five passengers—two in front and three in rear of house."

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON

Improvements are in progress at Albany which will double the output of the Alco Wood Products mill.

The roads between Baker and La Grande, while not in the best of shape, are in good condition on the Baker county side.

T. M. Humphrey, mail clerk, who has been making the run between Albany and Detroit for nearly 15 years, will be placed on a pension August 15.

The work of paving 30 blocks of Forest Grove streets is in progress. One of the streets to be paved is Pacific avenue, which connects with the Pacific highway.

The annual report of the state board of pilot commissioners shows that Oregon wheat exported during the year ending June 30 amounted to 2,875,882 bushels and flour 3,201,115 barrels.

The bakeries of Astoria have decided to make a slight increase in the price of bread. Per pound loaf the price will be increased 1 cent and the price for pound and a half loaves will be increased 1½ cents.

WASHINGTON

At a special school election at Medical Lake an additional tax levy of 7½ mills was unanimously voted.

The first apple shipment from the lower Yakima valley has been made by the Grandview fruit and storage company.

The first case of cattle stealing in the vicinity of Wenatchee for many years is reported by the Inland Meat company.

Republicans and Democrats of Lincoln county are proposing to form an organization to combat the Non-partisan league.

Three fires have been reported in the Wenaha reserve this year. One was set by campers and two by sparks from a locomotive.

Heavy thunder showers in and around Dayton have greatly delayed the wheat harvest which was in general progress in Columbia county.

The First National bank of Yakima has decided to increase its capital stock from $100,000 to $300,000 and the surplus from $150,000 to $200,000.

Shipment of new potatoes in car lots will soon begin from Yakima valley. It is estimated that 150 carloads will be shipped out under ice this year.

Ezra Meeker, a pioneer of the Oregon trail, has started on a horseback trip over the Naches pass, which he crossed the last time 66 years ago with an ox team.

The entire Grays Harbor country will be represented at Olympia July 17 at a meeting of the association recently formed for the opening up of the Olympic highway.

The commissioners of Walla Walla have let a contract for three street paving jobs to the Warren Construction company, the only bidder. The unit price was $2.35 a square yard.

Many ladybugs will be gathered in the mountains near Walla Walla this fall and kept in cold storage until next spring, when they will be liberated in orchards to kill the aphis.

The Yakima Indian boarding school at Fort Simcoe, established in 1887, has been discontinued. The Indians will be encouraged to send their children to neighboring public schools.

The Yakima Indians have decided to send two of their best-looking young women to the legislature at Olympia next winter to lobby for a bill restoring the ancient fishing rights of the Indians.

That the enrollment of new students at the state college this fall will exceed that of any previous year is indicated by the large number of high school credentials already submitted by first year students. Last year 1000 new students registered.

Judge Mills of the Walla Walla superior court has ruled that Walla Walla and Franklin counties must pay the expense of preparing transcripts for six men recently convicted on charges growing out of their membership in the I. W. W. They have taken an appeal.

IDAHO

The experiment of a cooperative store is to be tried out in Spirit Lake. Fifty-seven persons have subscribed for stock and elected a manager and board of directors.

The Idaho Central railroad has made application to the interstate commerce commission to construct a railroad from Rogerson to Wells, Nev., a distance of 90 miles.

Petition has been filed with the public utilities commission by the American Railway Express company for authority to increase rates.

Lewiston policemen and firemen have petitioned the city council for an increase of salaries. They ask for an additional $20 per month.

The school board of Sandpoint has set August 7 as the date for a special election to vote on a $140,000 bond issue to build and equip a new high school building.

The United States reclamation service will open bids August 24 for the building of 16 miles of main canal on the Boise project. It is expected to have the canal completed by next irrigation season.

Specifications for the new boy's dormitory at the Idaho technical institute at Pocatello have been received by the commissioner of education. The building, which will accommodate 60 students, is being built by Pocatello citizens and will be leased to the institute for a term of 10 years.

Uncle Jeff Snow Says:

When one of these long drawn out convention contests starts it's mighty wearin'. In Arkansaw one time right after the war, at Eureky Springs a convention tuck 187 ballots or thereabouts to nominate a congressman, and finally decided it with dice in the back room of Eureky's leadin' saloon. The delegates all felt kinder sore that it hadn't been thought of three or four days sooner and saved 'em expense and worriment, but the principal business men of that burg was well satisfied.

How a Portlander Put the Ice Cream Cone on and All Over the Map.

As we were saying, the ice cream cone came West as far as Portland in 1904. Hadn't any frills or fancy edges. Was merely a piece of handwork. Couldn't be turned out fast enough to supply the demands of the kids whose folks took them to the Lewis & Clark fair, let alone those that needed cooling a little more because they had to stay at home.

A chap named Fred Bruckman—yes, indeed; he's a Portlander—began thinking about ice cream cones. He figured if there were, then, 80,000,000 people in the country, and 50,000,000 of them were youngsters, and all of them wanted ice cream cones on hot days, the fellow who made the cones would be traveling along the high road of fortune and all that sort of thing.

So he did it. He invented a machine that's pretty near human. Only it hasn't any funny notions about a four-hour day and decreased production to make people value your efforts, and so forth.

That busy little machine not only turns out the cones to the tune of 200,000,000 a year, but it includes in its production 15,000,000 cones to supply the demand of Portland and nearby territory.

So don't think of 200,000,000 cones traveling up and down the coast and away back into Montana and to Yuma, Ariz. That would make you dizzy. Think of 15,000,000 cones all in a row in Portland. Oh, boy! And every one of them full of ice cream.

(To Be Continued).