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.]

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The just shall come out of trouble.—Proverbs 12-13.

IN OUR HANDS

IN HER desperate struggle with the invading armies of soviet Russia, Poland has appealed for "the moral support" of the United States. A news dispatch says:

Through its legation at Washington, the new Polish republic not only asks for an expression from the state department at Washington, but also from President Wilson, declaring that such public statements would go a long way towards strengthening the morale of its soldiers and people.

The Polish people have suffered beyond the power of words to express. They were once a thriving independent nation. For centuries they experienced the ups and downs incident to national life. They had good kings and bad kings, good government and bad government, according to the sovereign and his court. Then they had a form of modified republic which in an evil hour was weakened by caste and property.

Their armies fought in almost every war for the extension of human freedom. A Polish army with the king of Poland at its head, met and defeated the Turks when Vienna was on the point of falling before the victorious armies of the sultan. Famous Poles were warriors in the revolutionary armies when the American colonies won their independence.

The final fall of Poland is familiar history. It is one of the world's pathetic stories of the extinction of a nation and the subjugation of a race. Fighting against odds, assailed on every pretext because of the manifestations of the leaders for self government, the armies of Poland were finally overcome and the country partitioned and its national life extinguished by Russia, Germany and Austria.

The humiliations and degradations to which the people were subsequently subjected could be adequately described only in a book. They were not permitted to speak their own language in public. They were not allowed to teach their own language or their own literature or history in the public schools. They were deported from the lands that had been theirs for centuries. Spies listened at the keyholes to the doors of their homes and peeked in at the windows. The Poles were seized in their beds at dead of night and, without trial or explanation, hurried off miles on foot, chained together in gangs, to a living death in the mines of Siberia. Even the street signs in their cities were written in a foreign language, because everything Polish was forbidden. Everything that devilish ingenuity could invent was applied to kill their national unity and their racial aspirations.

And this is the Poland that appeals to America. It is not an appeal for an American soldier. It is a petition merely for America's moral influence, for an expression of sympathy and cordiality that, conveyed to them, would carry new determination into the hearts and revive the morale of the Polish soldiers.

The moral power of America in the world is tremendous. It is exemplified in this pathetic appeal of the Poles. The new Polish republic came into being through the moral influence of America in President Wilson's 14 points with their urge that the subjugated and oppressed peoples of Europe strike for and regain their freedom. It was through the moral influence of America at the Paris peace conference that provision for revival of the Polish republic was written into the peace treaty. That republic is a realization for the Polish people of the freedom for which Kosciusko and Pulaski and other great Poles fought with the revolutionary armies for the American people.

In this struggle of the Poles to save their nation from destruction, standing as they are with their hands outstretched and with their eyes on America, there is example of our moral power in the world, and of our opportunity to lead the world through our exercise of our moral influence into the paths of peace, tranquility and prosperity. It is as if the Lord God of Hosts had lifted us up as a people out of captivity to lead the races through the Red Sea into the promised land of hope and unity and concord and freedom.

If we refuse to be compassionate, if the sordid things of life swerve us from using the power for good which Providence has placed in our hands, might not the consequences be a righteous wrath to descend upon us, our children or our children's children?

Consular reports bring the cheering intelligence that allayment of banditry in Mexico has resulted in normal resumption of industry in all but a few limited zones. Perhaps the improved condition will permit our depressed petroleum producers to bring in sufficient additional supplies to end the gasoline shortage.

TO RECLAIM AN EMPIRE

IN THE Big Bend country of Eastern Washington there is a tract of some 3000 square miles. It is shaped much like the state of Texas. The confluence of the Columbia and Snake rivers occurs at the southernmost extremity of the area. The arms of these two great rivers embrace all of the tract except its northern border.

There are Eastern states, like New Jersey and Connecticut about the size of this region. But it is largely nonproductive. People who moved in years ago at the urge of land hunger, which is never far from most of us, tried with persistent spirit and full energy of mind and body to make dry farming a success. But they have failed. The gaping windows of empty homes mutely record their defeat by the desert.

Now comes a plan to redeem the great area from its sterility. It is such a project as only big men thinking in large terms can bring to fruition. It is the largest irrigation project in the United States. It involves the creation of the second largest artificial river in the world. Its cost is estimated at some $300,000,000.

Doubtless so great a project can only be financed through the aid of the government. It must be accepted as a national enterprise. It must be shown that the project's yield will help substantially to appease the food hunger of the nation.

So great a scheme of reclamation, therefore, must be brought to highest authority untainted with politics or speculation. It must not be used to further candidacies. The guarantee must be complete that settlers attracted to the reclaimed lands will pay only the value of the arid land plus the cost of reclamation. It will fail unless executed in terms fully as appealing as the project.

The country is crossed with transcontinental railroads and highways. The Columbia, which at a higher point, from its Pend Oreille tributary, will furnish the water of life for the thirsty land, also affords the opportunity of boat line transportation. So does the Snake. Inevitably the flow of traffic from the project will be toward the ports of the Columbia unless impeded by failure to cause water transportation to keep pace with reclamation and by continuance of arbitrary rail rates which, as at present, ignore the lower costs of water grade railroad operation.

From the Pend Oreille river the Columbia basin irrigation project is assured more than enough water for the redemption of every acre. The land itself is unusually deep, unusually fertile and so lies that leveling and grading to prepare it for the water will be almost unnecessary.

Every force of the Northwest should be combined to secure for such a project conclusive national favor.

Detroit is ambitious to become a seaport. A 2000-mile channel via the Great Lakes and the St. Lawrence river would be justified by the freight savings is the Detroit argument. The same argument is just 100 times as effective in behalf of the 35-foot channel project for the Columbia river. Obedience to economic law directs that the trade of the 250,000 square miles of territory drained by the Columbia should be handled through the Columbia gateway.

WHO AND WHERE?

WHO is the government?

"The people," is the ancient answer, echoed from the past.

But the government is charged with using charts 50 years old, which fail to show the Columbia as one of the great harbors of the continent.

The government is accused of keeping it a deep and undivulged secret that a constant channel has been created 42 feet deep at the mouth of the Columbia and 30 feet deep from Portland to the sea.

The government is held at fault for combining in one shipping board district two such bitter competitors as Portland and Seattle and giving to the latter city the great advantage of designation as headquarters of the district. Here the further fault is found that the shipping board apparently did not know that a larger number of its own vessels were being loaded out of Portland, and the Columbia river than out of Seattle.

Who is the government?

Where rests the responsibility for the use of ancient maps? What authority must be reached in order to bring the charts up to date? How can the several governmental departments, to which the knowledge would be valuable, be apprised of the improvements in the Columbia? How can the shipping board be induced to use discretion and justice in its creation of districts?

"We" are the government. But somewhere among the bureaus at Washington will be found the administrative authority which "we" have committed to them. If they can be sought out, if human individuals capable of being governed by facts are discovered therein, it may be possible to make Portland's port fortunes secure.

But until that time, "Who is the government?" and "Where is it?" and "Why is it?" are questions of vital concern in Portland.

The imports of the Straits Settlements, of which Singapore, Penang and Malacca are ports of entry, grew from $107,934,411 during the last quarter of 1918 to $151,347,095 for the last quarter of 1919. The exports for the same comparative periods from $89,248,218 to $160,998,650, an increase of 79 per cent. The Straits Settlements export rubber, rattan, copra, black pepper, tapioca, sugar, nutmegs and cocoanut oil, and import flour, beans, condensed milk, matches, coal and other commodities. The figures are referred to because ports of the Columbia should be keenly interested in obtaining Straits Settlements business.

GASOLINE A PUBLIC UTILITY

ONE may wonder both sympathetically and apprehensively what will happen to the automobile industry should the gasoline shortage in its continuance become more acute.

Already the effect of the curtailed supply is visible in retarded sales of both new and used cars. A number of small dealers who were brought into the business by the abnormal activity of the war period but were insufficiently financed are having serious difficulties. The most strongly financed automobile dealers cannot continue indefinitely to endure the depression superinduced by the gasoline shortage, especially in view of the new negative attitude of the banks toward automobile paper.

This is a condition in the nation's automobile business brought about in face of the fact that the public demand for motor propelled vehicles is far from being satisfied.

Oregon, for instance, with a motor registration of 89,173, has been furnishing during the past two years a market for 25,000 new cars annually. At an average valuation of $1200 apiece, sales have reached the rather surprising volume of $30,000,000 a year. Seven hundred automobile firms in the state, employing from 5 to 75 people each, engage the services of 7000 employes in the aggregate, and these, with their families, constitute some 35,000 of Oregon's people who are dependent on the automobile industry apart from the traffic in tires and accessories.

Not long ago it was announced that by the end of the year there would be in use in the United States 10,000,000 cars and trucks. If the same average of value is applied to national ownership of cars as the motor car dealers believe is warranted in Oregon, these vehicles will represent a total value of $1,200,000,000.

But the statement of the mere value of the output is insufficient. The investment in plants, agencies, garages, accessory concerns, is all at stake. In addition, consideration must be given the embarrassment possible to all of the business houses and transportation agencies that have come to depend upon motor propelled vehicles.

It is only superficial to refer to the gasoline shortage as unpopular. It is dangerous. There are counter propaganda contesting whether the shortage is actual or fictitious. Whatever may be the facts as to the cause of inadequate supply, the shortage has disclosed how vitally necessary gasoline is to the unimpeded operation of the nation's business. To maintain the supply until a competent substitute for gasoline has been devised there should be such economy in the consumption of the essence as will eliminate all waste and unnecessary use. Further, the production and the disposition of gasoline should be sion. Gasoline is a public utility. It placed under governmental supervision should be so denominated.

The request of Mayor Baker for an examination of Terwilliger boulevard with a possibility of lessening the danger to motorists from skidding over the unbanked edge, is commendable. It is made in the interest of accident and injury prevention.

THE NEW ORDER

AT 11:55 o'clock Thursday morning a Journal staff correspondent at Salem telephoned the news of the selection of Marshfield as the meeting place for the next state convention of Elks. This information came in time to be included in its proper place in the early afternoon edition of The Journal. As soon as sufficient copies came from the press they were wrapped in bundles and rushed by motor truck to the O., W. & I. Airplane company's field, where Victor Vernon was ready with a fast plane of the Oriole type to carry the cargo to Salem, 50 miles distant. The plane left the field at 12:56 p. m. At 1:32 p. m. the Oriole reached Salem and the papers were in the hands of readers.

There was nothing spectacular in this feat. The same expeditious handling of news is the aim of every live newspaper equipped with the latest typesetting, stereotyping and printing machinery. The motor truck long has played its part in promoting newspaper distribution.

But the delivery of papers by air to a point 50 miles distant in 36 minutes is indicative of a new order. For weeks now The Journal has operated without interruption a daily airplane delivery to Seaside, 100 miles distant. The Salem feat, occasioned by the Elks convention, merely was an expansion of an established service.

It speaks volumes, however, for the general utilization of aircraft in the near future in the distribution of many products. Its significance is tremendous.

Dr. T. Hsieh of China says that the greatest need of China's 400,000,000 is for a leader. In this connection what about Dr. Hsieh himself? His interest in workmen has won him the name of the "Gompers of China." At the national foreign trade convention he displayed true statesmanship in commerce. He is a graduate of Oxford and a real cosmopolitan. His eloquence is surpassed by few men of any nationality.

FATTEN FORESTS

THE United States forest service planted 1,340,000 seedling fir trees the past year on the forest lands of Oregon and Washington. It was excellent and commendable work.

But it was merely a patch where a garment is needed.

There are 2,950,000 acres of logged-over land in Washington, and 1,380,000 acres in Oregon, or a total of 4,330,000 acres in the two states.

It is an area twice as large as Delaware and Rhode Island combined, twice as large as Porto Rico and larger than Hawaii.

If we grant that 25 per cent of the logged-over land has been utilized in agriculture since the forest growth was removed, then the seedlings planted last year aggregate less than half a tree to the acre.

When will the people of the United States awaken to the fact that we are destroying our greatest natural resource with an attempt at replacement so feeble that it is a mockery? Will it be 80 or 100 years in the future when the 600,000,000,000 feet of standing timber in the Columbia basin has been laid low? Will it be when a lumber famine has descended upon the prodigal people of America? Will it be when denuded land deprived of its forest covering is gullied and eroded by the rush of the storm and the wash of the rain? Will it be when unchecked floods devastate agricultural lands and towns in the spring of the year and the streams run dry in later summer?

A few days ago a party of Portland business men drove through the farm and forest region lying between the town of Chehalis, Wash., and Mount Rainier National park. They passed through the town of Onalaska and the lumbering operations of the Penn-Carlyle interests. The town was spraddled around the mill and the houses were as alike as peas in a pod. The country side had been reduced to equivalent monotony of desolation. The timber growth had been heavy, the stumps had been cut high, and they stood amid the dismal devastation like the headstones of a dead forest. The removal of the logs had involved large power and heavy tackle; the ground between the stumps was deeply furrowed. No seed trees had been left to promote the beneficent processes of natural reforestation. No attempt had been made to find room amid the debris for artificially planted seedlings. What had been a treasure house had become a waste and a scar.

The question is, Has this or any other timber organization a moral right to rob succeeding generations by looting the soil of its first forest growth and leaving land that produced giant trees stark and barren?

Why, in the name of national safety and prosperity, are we so blind to the emergency we are creating for the future!

Portland and New York have the same mean average temperature during the year, 52 degrees Fahrenheit. But New York has a mean average summer temperature of 70 degrees, Portland 64 degrees. New York has a mean average winter temperature of 32 degrees, Portland 40 degrees. Now you know why the word "mean" means middle, medium or moderate when used in connection with Portland's climate, but has an entirely different significance when employed to New York's weather.

CATS WAR ON JACKRABBITS

From the Bend Bulletin

If it weren't for the cats on the Aaron Johnson ranch in the Tumalo section, rabbits would make it impossible to work the place with any profit, is the declaration of Mrs. Johnson, while visiting in the city recently. Tabby and Tom may be hard on bird life but they are even more rough in their treatment of the blacktails, and it is no uncommon sight to see a cat dragging in the body of a big jackrabbit nearly twice his size, Mrs. Johnson says. Between 20 and 30 felines find constant employment as rabbit hunters on the Johnson ranch.

AT MIDNIGHT, IN HIS GUARDED TENT

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BACK TO THE BIBLE

Writers of That Great Book Deemed to Have Anticipated Modern Newspaper Method.

From the Boise Statesman

A leading eastern magazine, asserting that the Bible is more modern than the morning newspaper, makes these statements editorially:

"To the thoughtful reader the deepest interest of the morning newspaper is its confirmation of the Bible. . . .

"At the top of the first page of every newspaper the thoughtful reader sees these words written: 'The wages of sin is death.' Column after column confirms this terrible sentence by describing the manifold ways and instances of its execution. . . .

"The newspaper gives us the incidents of the hour, the surface movements over the whole earth; the Bible opens the deeps of life and tells what the outcome of these events will be."

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There is in the editorial from which these excerpts are taken both a vindication of modern newspaper methods and a plea for an analysis of the "news of the day" in the light of the "principles of eternity."

The press is constantly attacked by this or that churchman because it flaunts the details of murders and suicides, political scandals, dollar madness, while his announcement of church services or reform is minimized and tucked away at the foot of some forgotten column. Somehow, the moral enthusiast figures that a newspaper should be purely a vehicle of propaganda for good, forgetting that people buy it because it gives them a plain statement of events in the life they live; forgetting, too, that editors study the public's desires and deal in the interesting facts the public seeks.

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The inspired writers who produced the Bible must somehow have been the forebears of the editors of today. They knew the public was interested less in abstract sermonizing and more in vivid proof. Does the Bible dwell upon the abstract theories relative to murder? Not particularly. It gives all the gruesome details of the slaying of Abel by Cain and the aftermath of punishment for the fugitive murderer. It points out truths by means of the experience of humanity. It presents a fruitful field for the headliner.

From the first murder to the Crucifixion, the Bible chooses well its incidents. Samson wreaks havoc with the jawbone of an ass. Haman is hanged on the gallows prepared for Mordecai. Jael kills the sleeping Sisera with a hammer and a tent pin. David slays Goliath, using a common sling and a pebble. Saul commits suicide. Jezebel is hurled down to be eaten by dogs. John the Baptist is beheaded at the request of the wanton Salome. Judas Iscariot, the traitor, hangs himself. Stephen is stoned and Saul, later Paul, holds the clothes of those who stone him. What a field for the headliner!

And doubtless many a prophet and preacher stormed at the scribe who recorded each of these stories because he thought the scroll, tediously prepared, might better be devoted to advertisement of his particular reforms. Perhaps it really was wrong to give less space to the "Sermon on the Mount" than to the Crucifixion.

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A "back-to-the-Bible" movement is spreading in America. It deserves to spread. The world's ablest minds have read and re-read that famous book. Abraham Lincoln called it "the best gift God ever gave to man." U. S. Grant dubbed it "the sheet anchor of our liberties." Theodore Roosevelt called it "the most democratic book in the world" and "the Magna Charta of the poor and oppressed."

The slogan is good. "Back to the Bible!"

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 WORTH OF A BABY

Portland, July 23.—To the Editor of The Journal.—The front page of the Oregonian this morning contained the following under a Walla Walla date line:

"For rent, only to families with children,' reads a sign on the dwellings owned by H. L. Neslin, and Mr. Neslin adds that he will give his tenants a month's rent free for every child born to them while they are residing in his houses. This up-to-date landlord has a husky family of his own and the homes he is offering for rent adjoin his own. He is a lover of children."

Up-to-date landlord, indeed! Have the owners of earth just begun to learn that it pays to breed human beings? The slave owners of the South were up to date long before the earth-lord of the North ever dreamed it was babies that made land values. The owners of earth could afford to pay $800 apiece for babies and then be ahead. Just figure it up. The land of the United States is worth about one billion. The population is 100,000,000. What is a baby worth?

J. R. Hermann.

OFFERED AS A CORRECTION

Portland, July 18.—To the Editor of The Journal.—In an editorial in The Sunday Journal entitled "Failures," the statement that Great Britain pronounced the telephone the "latest American humbug" is not correct. Great Britain, France and Germany were prepared for the telephone when it came, by Philipp Reis of Friedrichsdorf, Charles Bourseul of Paris and Lord Kelvin. All of these men had written articles and lectured on the electrical transmission of speech, as far back as 1854 and again in 1863. Alexander Bell was British, and not American, when he applied for his patent on the telephone. And then it is not generally known that he was only two hours ahead of Elisha Gray of Boston. Edison and Emile Berliner deserve part credit for the invention of the telephone, but to Bell is due the present commercial importance of the instrument. There were many clever men in Britain, France and Germany that had experimented with instruments for the electrical transmission of the human voice, and none of them looked on Bell's invention as "American humbug."

W. C. W.

MORE OR LESS PERSONAL

Random Observations About Town

John Barton Payne, secretary of the interior, and Josephus Daniels, secretary of the navy, will not come to Portland on their present western tour, but will continue east through Washington from Puget Sound, according to advice received by the Chamber of Commerce. Portland shippers were anxious to arrange a meeting with Payne to discuss western shipping problems, but invitations from the chamber and from representatives and senators were not acknowledged by the secretary. Invitations tendered Daniels were acknowledged, but the secretary of the navy said he was unable to come to Portland because of a prearranged itinerary. The two secretaries were scheduled to be at Yakima Saturday.

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"Fine, everything fine, in the Rogue River valley," is the cheery greeting of Evan R. Reames of Medford, who is in Portland on legal business. He is impressed with the belief that Cox is going to be the next president.

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H. W. Mitchell of Mitchell, Lewis & Staver, who has been seeking a restoration of his health the past six months in California, has recovered it, and has returned to Portland ready to put on the harness again.

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At the closing hour Saturday night, the firm of Butterfield Bros. and their employes presented E. A. Murray with a traveling bag, the presentation speech being made by George H. Butterfield. Murray, who has been with the firm for the past 12 years, is leaving to accept a position with a wholesale company of Los Angeles.

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Hamilton H. Hendricks of Fossil is a late registrant at the Imperial.

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

By Fred Lockley

[There is here told something of an apostle of the great settlers creed of plain righteousness. This man has at times got himself into trouble, as have many such before him, but, like many of those illustrious exemplars of his he glories in what his antagonists imagine should be his shame.]

Rev. Robert Whitaker of Los Gatos, Cal., was a recent visitor in Portland. Twenty-seven years ago I belonged to the Chautauqua class of which he was the leader. He was pastor of the Baptist church at Salem and was one of the civic leaders of the city. As we sat at lunch at the Hotel Portland with W. S. U'Ren we talked of the old days and of the social and political progress made since that day.

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My old-time friend has lived a strenuous life. With voice and pen for the past score of years he has been fighting the battle of the under dog. He has been the voice and the interpreter of the inarticulate. Sometimes in the battle for humanity he has met praise and adulation; sometimes he has, like Bunyan, written from a cell in jail.

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"Humanity is bigger than the creed of my church or of any church," he said. "The test of a Christian is whether he is or is not Christlike. The test by which you should judge a church is by what it is doing for men. If it is more interested in creeds and formulas than in the welfare of humanity it is dying of dry rot, and the sooner it is dead the better. A church which subordinates the good of mankind to the upholding of any particular doctrine is a reproach to the name of the Master whom it professes to serve. The God that many people worship is unworthy of being called divine, which is merely another way of saying that many people have a very low conception of the attributes of God. No wonder the world is drifting away from the church, when the church has no program that can defend humanity from greed and extortion; when in place of feeding the people the living word the pastors are feeding husks to starving souls. The church must realize that mankind is above property. That human good is above material resources.

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"When I ask you what type of city you have here in Portland, I am not interested in how many feet of timber your mills are cutting nor how many cases of salmon you send to Europe. I am interested in your human resources. I want to know what you are doing for the people who make Portland their homes. What are you doing to protect your girls from selling their bodies for gain? What are you doing for your boys to help them keep clean and upright? And how are you promoting their welfare so they can become useful and productive citizens? A great many so-called Christians—hard, exacting, preaching a God of justice and a day of wrath to come—are greatly concerned in maintaining their man-made creeds so that God shall be worshipped according to the tenets of their particular dogma. They think they are helping to keep God on his throne. God does not need their help to stay on his throne. Such a God had better fall from his throne. Do you remember how, when the false god Dagon fell, they set Dagon in his place again. The God that shall win the reverence and love of mankind is the God who can be worshipped in spirit and in truth and not according to some particular formula. The church that is not for men is not of God. If you do not in your daily dealings with your fellow men reflect the light of justice, charity and mercy, then you have no right to mislead the world by calling yourself by the name of the one who preached the Sermon on the Mount and who came to make the world a better place for men to live in.

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"Don't be too hasty in condemning every radical movement. Every upheaval of humanity is a protest against laws, customs or practices that have become c"'"ed and against laws that are counted ' greater worth than the men they were designed to protect. Laws are not made to afflict mankind. They are made to uphold the rights of society, to insure progress and development. When they fail to do this they are bars to the upward climb of mankind and must give way. Such hindrances are bound to be removed—if not peacefully, then by violence. Liberty and opportunity are not for the fortunate few; they are for all.

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"Serfdom and slavery were thought to be divinely ordained, but they have vanished from the earth. Industrial slavery, liquor and lust must go the same way. When we have preachers afire with zeal for the rights of men and willing to make sacrifices for their convictions, then we shall have a vital and virile church. When we secure a government more interested in the good of all its citizens than the protection of the privileges of a few of its citizens we shall have settled the question of industrial unrest. We shall then begin to realize the high ideals of the founders of our republic."

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON NOTES

The 200-acre ranch of George Webb, on Cherry heights near The Dalles, has been leased to George Waka, a Japanese.

Business men of Bend have protested against the seizure of all surplus waters by the north unit of the Deschutes project.

Mrs. E. E. Dennison has died at Salem from injuries received when she and her husband were run down by an automobile driven by G. W. Wineland.

Extra water pipe has been laid in the city park at Carlton carrying the water well into the park, where two extra drinking fountains have been installed.

Athena farmers who are not equipped to bulk their grain are receiving their consignment of sacks. At Waterman station 100,000 sacks were unloaded last Wednesday.

A proposal to transfer the Hyde-Benson lands from the federal government to the state of Oregon has been submitted to the state land board by Attorney General Brown.

H. E. Abry, Linn county resident engineer of the state highway department, was seriously injured at Albany when an automobile he was driving collided with a car driven by E. M. Brooks.

During a brief electrical storm several telephone poles near Oakville in Linn county were knocked down. A telephone in the residence of D. M. Demarts was shattered. Other phones were put out of commission.

WASHINGTON

J. D. Ragan, while working in the mill pond at Yeoman's mill near Pe Ell, fell off a log and was drowned.

During the week beginning August 2 the Raymond volunteer fire department is planning a big street production and carnival.

The first section of this year's paving on the Pacific highway between Centralia and Tacoma has been thrown open to traffic.

Civil service employes of Seattle will be given increases next year in salaries from $5 to $25 a month. The employes number 2300.

Owing to protests of Camas residents over the slow progress being made in paving the North Bank highway a night crew is to be put on.

The Yakima board of county commissioners has rejected bids for 7½ per cent drainage bonds. The highest offer received was 90.07.

An increase of rates on the Seattle municipal street railway will be put into effect Sunday. The cash fare will be 10 cents for single fare, 15 cents for two fares.

The Washington Retail Clothiers' association in session at Tacoma has elected O. C. Graves of Seattle president for next year and selected Spokane as the meeting place of the 1921 convention.

Cowlitz county will receive bids on $105,000 worth of 7 per cent bonds of diking district No. 11, near Woodland, July 31. The district includes the town of Woodland and about 1100 acres of bottom lands.

According to the secretary and manager of the Southwest Washington Fair association the twelfth annual fair, which is to be held August 23, between Chehalis and Centralia, will probably surpass all previous efforts in the interest and excellence of the exhibits.

IDAHO

Agricultural teachers from about 20 Idaho high schools operating under the Smith-Hughes act are in conference at Moscow.

Fire which broke out in the slashings of a cedar camp east of Spirit Lake destroyed cedar poles to the value of $15,000.

A conservative estimate of the alfalfa acreage along the Clearwater in the vicinity of Lewiston is 1200 acres. The yield this season will probably aggregate 4000 tons.

Osteopaths cannot prescribe medicine and perform surgical operations the same as regularly licensed physicians and surgeons, according to an opinion of the attorney general.

Independent school district of Sandpoint will vote for the second time August 7 on a bond issue of $140,000. At the first election the proposition failed to carry by a single vote.

A. L. Freehafer, president of the state public utilities commission, has refused to give for publication a list of 43 state officers whose intrastate passes may be cancelled in accordance with a recent ruling of the Interstate Commerce commission.

Uncle Jeff Snow Says:

There's fellers in this country sacrificin' their livin' lives fer to git a first-class revolution started, and some of 'em is mighty well paid fer the sacrificin', too; and some works fer nuthin' and boards theirselves. All of 'em 'd want another revolution the next day if they got the first one, and a third one the day after if they got the second one. Lookin' back over the 20 year or so that I've been a-noticin' these revolution fellers at work, I don't see but what we're rollin' along in the revolutin' business 'thout any revolution. Mebby its by ox-team and not with gasoline, but we seem to be gittin' a turnover of the wheels and goin' some. Look at us—settin' quiet and contented 'thout booze! Think of women runnin' the Dimocratic national convention! Look at us with postal savin's banks and loans to farmers! Jist look, I say!

Oregon's Auto Tire Business Per Year Keeps 3,500,000 Dollars Rolling

The boy with the hoop has long been an emblem of the carefree joys of departed days. In another period the boy as he matured adopted the buggy wheel as his hoop. Now the automobile tire serves the same pleasurable purpose.

If each of the automobile tires which are used in Oregon in a year had a boy with a stick to keep it rolling you'd have a hoop-rolling procession of 160,000 boys.

If all the tires were placed circumference to circumference the result would be something closely resembling a life buoy exhibit more than eight miles long.

It is needless to remark just at this juncture that the propulsive force which takes the place of the hoop-rolling boy is gasoline, and when automobile owners are deprived of the essence so vital to propulsion the tires simply fail to roll and an important industry suffers to the extent of the deprivation.

Portland is the distributing center for the automobile tires used in Oregon. Pleasure cars require about 180,000 tires and 200,000 tubes annually. Motorcycles demand some 18,000 casings and tubes a year in the state. Oregon offers a market for about 7500 truck tires in the course of 12 months and of these about 1900 will be pneumatics and 5600 solid tires.

Related to the marketing of tires there is a fairly substantial business in tire accessories, about $50,000 a year, and a large traffic in gum, fabric and cement for tire repair, which represents an annual value of about $75,000.

The tire business as a whole in Oregon amounts to about $3,500,000 a year. The tires of some 300 makers are sold in the state, but this is not to say that they divide the business equally. Half a dozen well known makes are represented in at least 80 per cent of the sales.

Tire companies estimate that they employ an average of one person for each tire produced daily. Tires range in size from 32 by 3 inches to 48 by 12.