

FARM AND TOWN

TOWA farmers are unable to buy plows because there is no market for corn; while workers in Illinois plow factories are unable to buy corn because there is no market for plows.

The granaries of the country are flowing over with the products of the farm but there are people who are hungry. Warehouses are stored with manufactured goods, which cannot be sold, yet there are people who are in real need of these commodities. We have the finest factories in the world but many are wholly or partially idle, and there is unemployment among those who wish to exchange their services for the products which are stored in the granaries and warehouses.

We are told that the reason for slowing up of industry and trade is overproduction, but why should overproduction produce want? We are told that our inability to ship our surplus goods to Europe causes dull times at home; yet it would seem that this condition should result in more products for home consumption.

The enigma of want in the midst of plenty and the paradox of poverty caused by abundance are economic problems which our wisest students have failed to solve. Although students may differ as to the causes which produce these peculiar conditions, all are agreed on this one point.

Barter is no longer conducted by the actual exchange of commodities but through a medium of exchange called money. This requires the fixing of a price on each commodity before it can be bartered, or bought and sold, as we call it. If one group of commodities is low in price it has the same effect upon trade as a small volume of those commodities.

That is to say, for purpose of trade it makes no difference whether a man has one bushel of wheat valued at \$3 or three bushels of wheat valued at \$1 per bushel. The total buying power of any group of citizens is, therefore, the total amount of their commodities multiplied by the price.

When one group of people who produce a particular commodity suffers through sharp price declines its buying power is reduced in proportion to the decline in price of that commodity. When one group of people is forced out of the market through reduced buying power the whole country suffers, because it interferes with trade or barter, and the harm to trade is great or small depending upon whether the group thus forced out of the market is great or small in size.

That group of citizens engaged in agricultural pursuits buys directly and indirectly 60 per cent of the manufactured products of the nation, and any appreciable shrinkage in the farmers' buying power naturally results in a large shrinkage in the consumption of manufactured products.

With these thoughts in mind it must be apparent that our whole system of barter is thrown out of joint because of the shrinkage in the farmer's buying power and those who are anxious to stabilize conditions through the resumption of trade and industry will do well to give heed to the farmer's economic problem. It is useless to expect prosperity in the cities until prosperity has been restored to the farm.

shivering at home without fuel or food and here these fellows, who ought to have some sympathy for a man out of a job, are trying to heat up all outdoors.

The man moved on and out of sight. Perhaps if he had had the initiative which success demands he would have stepped up and asked for a share. But the thought left by his muttered comment remains. When buildings are torn down or supplies of what is ordinarily regarded as waste wood are made available, why not notify the Salvation Army or the Public Welfare bureau, or drop a part of a truckload off at some door where warmth is lacking?

WHAT ABOUT THE WOMEN?

IN PORTLAND there is a municipal wood yard, which gives three meal tickets and one bed ticket to unemployed men in exchange for three hours' work. To help support it, a great charity ball is to be given at the Auditorium.

The wood yard is not a charity. It rests on the principle that the man works for what he gets. He earns his three meals and his bed and thereby maintains his self-respect.

But what about the unemployed women? There is no municipal wood yard for them. One applied yesterday at the police station for employment. She had asked in vain for work, any kind of work, at many other places, and the police station was one of her last hopes.

She had even gone to the Greek restaurants. There the proprietors looked at her, but she didn't suit because at 35 and the mother of three children she hadn't the fresh and youthful appearance that such establishments want as an asset for increasing the number of their customers. They want young girls with bright eyes and pretty faces.

A good many women are walking the streets of Portland these days, eagerly and anxiously applying at offices and in business places for something, anything, to do. Often there are children at home who need the things that are bought with the money that the mothers are seeking a chance to earn.

Are there not employers who can make room for one more? Is it not likely that a life line thrown out to those who want work so badly may be bread cast upon the waters that will return?

What a drag thing it is when people who want work and need work can nowhere find work to do! How especially tragic it is when the futile search is by a mother on whom children are dependent!

Some people like to say they are never influenced by advertisements. But, just the same, publicity—which is advertising paid for and unpaid for—is probably the most potent influence in human affairs. You make your trip by rail largely on the advertising of the line that most appealed to you. The purchase of your house furnishings, your breakfast food, the photograph, your wife's shoes and most of the things used in your life are largely determined by advertisements.

COLOSSAL IRRIGATION

PORTLAND'S attention was focused yesterday on the Columbia basin project through the visit of Spokane business men, whose mission includes a request that Portland join with the state of Washington and the cities of Spokane, Tacoma and Seattle in financing a survey of the project by General George W. Goethals, builder of the Panama canal. The sum of \$10,000 of the requisite \$25,000 is already available through the cooperation of the city of Washington and the cities of Spokane and Tacoma. The balance of \$15,000 is sought from Portland and Seattle.

Such a survey is of double significance. It will lay the ground work for the intelligent prosecution of the project in the years to come. Its performance by such a man as

PORTLAND, FOR AND AGAINST

Characterization on Judicial Lines by an Oregon Editor of Portland in Contradicting Assurances—Great Body of the City's People, Who are Helpful, Others, Few but Influential, Seeking Only Their Own Ends; Still Other Leaders of State.

From the Astoria Bellet.

Portland is not so bad as some of the papers, in a fit of temper, have charged, and neither is she such a state benefactor as her many loyal champions paint her. The truth lies somewhere in between.

As far as the people of Multnomah county are concerned, they are not against the rest of the state. Indeed, they have always been very friendly in their attitude toward those things desired by other sections for their advancement. It is useless to deny the attitude of Multnomah county on measures in support of the university, agricultural college, normal schools, the Eastern Oregon state hospital, good roads, and the like.

The trouble with Portland with respect to her attitude toward the remainder of the state rests in the hands of her citizens but with certain of her influential citizens, a comparatively small group numerically but a powerful body in their capacity to manipulate and control.

Portland has citizens—prominent and dominant ones—whose leadership is responsible for the prejudice which undeniably exists against the remainder of the state. There has been a narrow and selfish leadership, one singularly lacking in the breath of vision which grasps the whole of the state and sees that it serves Portland most who serves the state best.

They have at times almost ruthlessly disregarded the sentiment of the community and have sought to win immediate gain for themselves and their city. They have opposed enterprises and projects for the building up of other parts of the state because they conceived that the prestige and proper values of their own city might by some inexplicable magic wane and dwindle.

In their jealous protection of Portland's broad position, they have looked at the rest of the state somewhat as the old feudal barons must have looked upon their lands, their vassals and their cattle, as something created to maintain and multiply the glory and renown of the lord and master.

Other parts of the state have had rights, but these men could not see them. Other sections have had aspirations, only to have them measured by the yardstick of advantage to Portland. Other communities have had plans to advance their own estate, but have met with indifference and opposition from Portland interests.

It is futile to deny all this. Many Portlanders are frank enough to acknowledge the truth of these statements. Here in Astoria we have had too many evidences of this spirit of restrictive provincialism. It is the spirit that would prevent any industry from locating here or any ship from stopping here, lest Astoria be port should rival Portland. It is the spirit which, if it dared, would move the capital to Portland, and all of the state institutions, from university to county jail, to be located here.

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There is no more picturesque figure in American history than the hero of the battle of New Orleans, the anniversary of which is tomorrow.

As a military commander he faced Pakenham's 10,000 seasoned troops with a far inferior number of raw recruits, and drove the British into defeat and rout. The enemy loss was over 2,000, while Jackson's loss was seven killed and six wounded. History affords scarcely a parallel in military exploits.

As a statesman with a sincere devotion to the masses and an intensity of patriotism that knew no bounds, he remained for 30 years the popular idol of his countrymen.

If he had rendered no other public service his contest with Nicholas Biddle and overthrow of the attempted domination by finance over the affairs of the republic entitles him to the enduring respect of the American people.

Nicholas Biddle is one of the danger signals of history. He was the head of the old United States bank. He entered the institution honorably purposed. He determined to rescue it from knavish hands. He rose on pure merit to the headship of the institution.

But long direction of the pulse of business through the bank, long dealing with men of influence in legislation who needed his influence as he needed theirs, long independence of those vicissitudes which keep most men prudent, bloated him into a national boss.

He assumed to dispute with the White House the issue of what should be the financial policy of the republic. As head of the bank of the United States, he assumed to direct congress as to financial legislation, a function that constitutionally belonged to the president and his cabinet. To achieve his ends he carried commerce into politics and politics into commerce.

He grew proud, unscrupulous and venturesome. He hired senators to act as counsel for the bank. He loaned money freely to congressmen. He advanced large sums of bank funds to newspaper editors, accepting printing presses as security. He adopted many agencies for control of congress and public sentiment in his great conflict with President Jackson for re-charter of the bank. It was the power of finance, directed by a single brilliant mind, against the direction of the financial policy of the country, and using in the contest agencies not criminal but easily understood as menacing the public welfare.

It was a critical period in American national life. The history of it and of how Jackson overthrew the rising power of money in national affairs is a chapter that should be kept fresh in the public mind as a warning of where danger lurks.

shellie, Racine-Rousseau or Red Cliff, is a small, erect as a wall. At the bottom of the precipice are caverns that once were the abodes of men. The entrances to the caverns are in the form of a series of huge cliffs in the rock from 20 to 60 feet high.

Letters from the People

(Communications sent to The Journal for publication in this department should be written 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.)

NAMES OF WRITERS WANTED

If the writer of the communication signed "A Disappointed New York Girl" will disclose her identity to The Journal, we will be glad to publish it. It is an invariable rule of The Journal not to publish anonymous letters. This also applies to the letter signed "Consumer," received today. Names of writers are not necessary for publication, but The Journal must know who all persons are to whose communications it grants space.

AUTOMOBILE LICENSES

Car Owner Objects Both to Amount and to Method of Paying.

Prairie City, Jan. 4.—The Editor of The Journal—I notice quite a bit about the new automobile license law. I think it very unjust and I am not alone in this belief. There are trucks around here standing in the garages, and have talked to the owners and they say they can stay there until they are sure of steady work for them, as \$126 is too much license to pay. It is the same with a car. I don't think it too much for one, as I also think it too much to pay, as we are asked to pay a larger license than the people of any other state.

But one question I would like to have answered: How much will the Ford touring car cost? It was \$3 and other cars in proportion, it was put to the vote of the people to double that auto tax, issue bonds and build these post roads with the money. I don't think it is fair that the auto tax would pay those bonds in so many years. The John Day highway is one of those roads. The idea was all right, and it carried at the polls, but now the people are saying, "Maybe they are coming. I wonder when."

The next year, without the vote of the people, the license was more than doubled, or raised to \$15 on Fords, and other cars in proportion, and this year the license was raised again, except the Ford, again without the vote of the people. If it required the vote of the people to change the license fee at first, why hasn't it required the same vote to make the last two license fee raises? For my part, I should like to see all the car owners leave their cars in the garage. I don't mind to be asked to give something, but I do hate to have it taken away from me, and by law, at that.

A POULTRYMAN INQUIRES

Alarmed at the Sudden and Deep Drop of the Price of Eggs.

Hillsboro, Jan. 5.—The Editor of The Journal—The Journal is recognized by the people as authority and commended for its fearless stand for justice and equality. Kindly inform us what action is being taken for the great slump in the price of eggs. The price of eggs has taken a 30 cents a dozen cut within the past 30 days, with every indication that a daily decline will follow. As consumers of eggs, we are deeply distressed by this condition. Is there a combine of the cold storage interests to fill their space with cheap eggs and unload to consumers at high prices?

At this season of the year there is usually a slump in the price of eggs, due to the increased production. While production is limited during the winter and late fall, it is possible for the price to fall to a low price. Then New York was the big bidder for Coast eggs, because of its own short production. Now New York is a big buyer of eggs from the immediate home territory and a severe drop in price there. Result is a severe drop in price here. It is unprofitable to ship eggs to the coast, and the price of eggs is dropping. With the greatest increase in production known to the local industry and with little outlet for the surplus, it is quite natural that prices follow this lead.

As to cold storage interests knocking prices down, it is a very real possibility. It is far too early to store eggs, as they will keep in good condition until the next season. But, likewise, a lowering of prices drop here there is a possibility of a similar drop in the whole. The whole business of eggs is a small business man and sells per week. He has only one or two cases of eggs a week. He has to sell his eggs at once, and the whole price finds him with higher price during this period adjustment. It is a loss during this period adjustment.

IN DEFENSE OF O-W. R. & N. Agent Insists That Company Not Conspicuous in Slurring Rules.

Durkee, Jan. 4.—To the Editor of The Journal—Referring to the Cello railroad agent, who is to differ with the author of the article in the Journal, I am sorry to hear that the O-W. R. & N. employees are degenerate so far as the book of rules is concerned. If he is as fast as the Cello railroad agent, he will know that there are few railroads in the United States that have not a book of rules and regulations. It is not the violation of the rules and regulations, either directly or indirectly, I doubt very much if there is a railroad in the world that is manned by men of such low character as the Cello railroad agent. There is, it is almost immune from accidents unless caused by other defects than humanity.

It is so fearful, why did he not authorize you to print his name and that of the railroad for which he works? C. R. Gerry, Agent O-W. R. & N. Co.

STANFIELD'S WHEREABOUTS

From the Eugene Guard.

The editor of the Medford Mail-Tribune is writing editorial correspondence for his paper from Washington, where he has been for some time. He is a Republican president—and a foreign consulship somewhere probably. Among his discoveries at the national capital is the following:

Stanley was with the very first parties of Missourians to go to California in 1849. They went down the Mississippi and across the Gulf of Mexico to Panama. They walked across the isthmus a distance of 23 miles, carrying all their belongings on their backs. Another boat was waiting on the Pacific side of the isthmus to carry them to San Francisco. From there they went to the foot of Mount Shasta and prospected and mined for 16 months. Finding very little gold in that district, and becoming homesick, they returned to California. Stanley returned trip, as he had come out. Choler attacked the party on the way down the coast and many of his neighbors and comrades died. At Panama dozens of others died of yellow fever. The remainder of the party was glad to reach Missouri alive. Stanley brought home with him a large party of men and women, and he found a home and a wife. He found a home and a wife. He found a home and a wife.

Uncle Jeff Snow Says:

It don't ally do to under-finger on what a enemy can do. Jerry Stewart, down on the South Fork of Sandy, east of Astoria, Texas, about the time of the Civil War, told me that he had seen a black bear in the house of a friend. The bear was a black bear and was as big as a cow. It was a black bear and was as big as a cow. It was a black bear and was as big as a cow.

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COMMENT AND NEWS IN BRIEF

SMALL CHANGE

We're going to have a lot of beautiful weather next summer.

The trivial advertisement that upset our imaginations is not responsible for most of our worldly we.

"Carnels drink wine religiously," says a headline. No wonder they can go so long without water.

The meanness thing anyone has said about Harding, if it is true, is that he is on Newberry's list.

Moonshine drinkers are finding new places to cache their wares—in ash cans, in seats, and even in their graves.

Tacoma man is political guide to Secretary Mellon, the papers say. Mellon, therefore, ought to get some "sound" advice, as it were.

Now that Tate and Wills have settled their differences for a golden consideration, the rest of us can get back to discussion of international disarmament.

The favorite avocation of early morning motorists just now is oratory and debate with slippery streets, fractious rear wheels and unyielding curbstones as their opponents.

John MacEachern, during the World war a shipbuilder at Astoria, is registered at the Oregon.

J. M. Hamley, maker of prize saddles for the Pacific coast, is down from Goldendale, Wash. Mr. Byars puts in his time up there being mayor, surveyor, newspaper owner and editor and doing a few other odd chores of a similar character.

M. L. Watts, well known resident of Astoria, is at the Benson.

Mrs. E. L. McKim, Mrs. Ed I. Hudson and Mrs. B. R. Wallace are guests of the Portland.

Mrs. C. H. Castner, well known clubwoman, is down from Hood River.

H. A. Goodman of Tillamook is a guest of the Oregon.

Mrs. J. Graham of Salem is registered at the Oregon.

N. J. Larkin of Blinn Slough is stopping at the Oregon.

George Wills of Salem is a guest of the Oregon.

Robert Wolff of Portland is scouting around Portland for a few days.

F. H. Leighton, pioneer resident of Seaside and postmaster at that popular resort, is enjoining the Oregon.

W. R. Coote of Hoskins is a Portland visitor.

J. F. Gilpin, bridge builder of Astoria, is at the Oregon.

Charles Burgraf, Albany architect, is registered at the Oregon.

L. A. Thomas of Bend is a guest of the Benson.

H. W. Collins of Pendleton is at the Benson.

Mrs. L. R. Randall of Salem is a guest of the Portland.

Ed Boquet is here from St. Paul and is at the Portland.

F. S. Kilbourne of Roseburg is a guest of the Portland.

M. E. Dunn is down from Lexington.

SIDELIGHTS

Some people are so hard up these days that it seems as though about all they can afford to pay is a compliment.

It begins to look like the legislature will have to look again to find out what they did when they did meet—Medford Mail-Tribune.

People of little faith never do much unless it is to look and find out what they did when they did meet—Medford Mail-Tribune.

Those thinking of indulging in hold-ups in Portland should pause and consider. They might get what they want, but not get to the world's fair in 1925. Better be good for a few years. It's going to be a great big party.

A Massachusetts cow has been discovered with a record of slightly better than 154 tons in 1920, but her record gets only fourth place in the running. Three other cows have her record. The cow was named "Eugene."

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The Oregon Country

Northwest, Mississippi in Brief Form for the Busy Reader.

During 1923 Eugene's fire department responded to 140 alarms, but the fire lost only \$14,000.

Out of \$200,000 drawn for service during 1922 by the Eugene justice court, 56 are women, all of whom are married or widowed.

Ninety actions and suits were started in the Yamhill county circuit court for the quarter beginning October 1, and ending December 31.

G. W. Phillips of Vancouver, B. C., has purchased the 240 acre ranch of Mr. T. R. near Parker, in Polk county, for \$140,000.

Rev. M. R. Galt, seriously injured when a gun carried by his son was accidentally discharged, has been taken to the hospital and all danger from blood poisoning is past.

Glenwater died Tuesday at Hillsboro from injuries received December 23 when an automobile in which he was riding collided with a truck on the highway.

The Booth-Kelly Lumber company will, on January 11, resume shipping logs from the camps above Wendling. About 45 men are at work bucking and falling.