

SLEW WIFE AND CHILD TO HALT HUNGER, HE SAYS

Chicago, June 22.—(U. P.)—Patrick Tierney, half frozen after walking the streets all night, staggered into police headquarters early today and asked for lodging. He was arrested and charged with the brutal murder of his wife and 3-year-old son.

Tierney confessed, police said, that he had killed his family.

"I had only 80 cents and no job," he said.

"I couldn't see the wife and baby starve. So I bought a hatchet with the money and killed them."

Tierney said he walked the streets all day and night after the murder trying to get 25 cents.

"I wanted the money to buy poison," he said. "I wanted to die. No one would give me a quarter, so here I am."

The mutilated bodies of Tierney's wife and child were discovered by their landlord yesterday.

Mrs. Tierney, before her marriage, was Marjorie Meehan, daughter of a San Francisco ship captain. She met Tierney at a military ball in 1918.

TEXT OF HARDING'S ADDRESS ON FARMS

(Continued From Page One)

that agriculture suffers alone, but we may fairly recognize the fundamental difficulties which accentuate the agricultural discouragement and menace the healthful life of this basis and absolutely necessary industry.

I do not need to tell you or the country of the supreme service that the farmer rendered our nation and the world during the war. Peculiar circumstances placed our allies in Europe, as well as our own country, in a position of peculiar and unprecedented dependence on the American farmer. With his labor supply limited and in conditions which made producing costs high beyond all precedent, the farmer rose to the emergency. He did everything that was asked of him and more than most people believed it was possible for him to do. Now, in his hour of disaster, consequent on the reactions from the feverish conditions of war, he comes to us asking that he be given support and assistance, which shall testify our appreciation of his service. To this he is entitled, not only for the service he has done, but because if we fail him we will precipitate a disaster that will affect every industrial and commercial activity of the nation.

HAS REALIZED SITUATION

The administration has been keenly alive to the situation and has given encouragement and support to every measure which it believed calculated to ameliorate the conditions of agriculture. In the effort to finance crop movements, to expand

foreign markets, to expand credits at home and abroad, much has been accomplished. These have been, it is true, largely in the nature of emergency measures. So long as the emergency continues, it must be dealt with as such; but at the same time there is every reason for us to consider those permanent modifications of policy which make relief permanent, may secure agriculture as far as possible against the danger that such conditions will arise again, and place it as an industry in the firmest and most assured position for the future.

You men are thoroughly familiar with the distressing details of present conditions in the agricultural community. The whole country has an acute concern with the conditions and the problems which you are met to consider. It is a truly national interest and not entitled to be regarded as primarily the concern of either a class or a section.

OLDEST OF INDUSTRIES

Agriculture is the oldest and most elemental of industries. Even its activity is intimately related to and largely dependent upon it. It is the first industry to which society makes appeal in every period of distress and difficulty. When war is precipitated, the first demand is made on the farmer that he will produce the wherewithal for both combatants and the civil population to be fed, and in large part also to be clothed and equipped.

Even in our own times and under the most modern and enlightened establishments the soil has continued to enjoy less liberal institutions for its encouragement and promotion than many other forms of industry. Commerce and manufacturing have been afforded ample financial facilities for their encouragement and expansion, while agriculture, on the whole, has lagged behind. The merchant, the manufacturer, the great instruments of public transportation, have been provided methods by which they enlist necessary capital more readily than does the farmer.

MORTGAGE FOR FINANCE

The great industrial corporation sells its bonds in order to get what we call its fixed or plant capital, just as the farmer sells a mortgage on his land in order to get at least a large part of his fixed or plant capital. I am not commending the bonding or mortgage system of capitalization, rather only recognizing a fact. But there, in large part, the analogy ends. Both the manufacturer and the farmer still require provision of working capital. The manufacturer, whose turnover is rapid, finds that in the seasons when he needs unusual amounts of working capital he can go to the bank and borrow on short term notes. His turnover is rapid and the money will come back in time to meet his short term obligations. The merchant finances his operations in the same way. But the farmer is in a different case. His turnover period is a long one, his annual production is small compared to the amount of investment, for almost any crop the turnover period is at least a year; for livestock it may require two or three years for a single turnover. Yet the farmer is compelled, if he borrows his working capital, to borrow for short periods, to renew his paper several times before his turnover is possible and to take the chance that if he is called upon untimely to pay on his notes he may be compelled to sacrifice growing crops or unfinished livestock. Obviously the

farmer needs to have provisions adapted to his requirements, for extension of credit to produce his working capital.

NEEDS ARE APPARENT

The need of better financial facilities for the farmer must be apparent on the most casual consideration of the profound divergence between methods of financing agriculture and other industries. The farmer who owns his farm is capitalist, executive and laborer all in one. As capitalist he earns the smaller return on his investment. As executive he is little paid and as laborer he is greatly underpaid in comparison to labor in other occupations.

In the matter of what may be called fixed investment capital, the disadvantage of the farmer so strongly impressed public opinion that a few years ago the federal farm loan board was established to afford better supplies of capital for plant investment and to insure moderate interest rates. But while unquestionably farm finance has benefited, the board has this far not extended its operations to the provision of a distinguished from permanent investment in the plant. There should be developed a thorough code of law and business procedure, with the proper machinery of finance, through some agency to insure that the turnover capital shall be as generously supplied to the farmer and on as reasonable terms as to other industries. An industry, more vital than any other, in which nearly half the nation's wealth is invested can be relied upon for good security and certain returns.

SUGGESTED BY PLAN

The lines on which financial support of agriculture may be organized are suggested in the plan of the federal farm loan board and in those rural finance societies which have been so effective in some European countries. The co-operative loaning associations of Europe have been effective incentives to united action by farmers and have led them directly into cooperation in both production and marketing, which have contributed greatly to the stabilization and prosperity of agriculture.

It cannot be too strongly urged that the farmer must be ready to help himself. This conference would do most lasting good if it would find ways to impress the great mass of farmers to avail themselves of the best methods.

By this I mean that in the last analysis, legal action can do little more than give the farmer the chance to organize and help himself. Take co-operative marketing. American farmers are asking for, and it should be possible to afford them, ample provisions of law under which they may carry on in co-operative fashion those business operations which lend themselves to that method and which, thus handled, would bring advantage to both the farmer and his consuming public.

FARMER MUST LEARN

But when we shall have done this, the farmers must become responsible for doing the rest. They must learn organization and the practical workings of cooperation.

With proper financial support for agriculture, and with instrumentalities for the collection and dissemination of useful information, a group of co-operative marketing organizations would be able to advise their

members as to the probable demand for staples and to propose measures for proper limitation of acreages in particular crops.

It is apparent that the interest of the consumer, quite equally with that of the producer, demands measures to prevent these violent fluctuations which result from unorganized and haphazard production. Indeed, the statistics of this entire subject clearly demonstrate that the consumer's concern for better stabilized conditions is quite equal to that of the producer.

No country is so dependent upon railroad transportation as is the United States.

RAILROADS UNSCIENTIFIC

If broad-visioned statesmanship will establish fundamentally sound policies toward transportation, the present crisis will one day be regarded as a piece of good fortune to the nation. To this time, railroad construction, financing and operation have been unscientific and devoid of proper consideration for the wider concerns of the community. To say this is simply to admit a fact which applies to practically every railroad system in the world. In America we have too long neglected our waterways. We need a practical plan of water resources for both transportation and power. A large share of our tonnage is coal for railroad fuel. The experience of railway electrification demonstrates the possibility of reducing this waste and increasing efficiency. We may well begin to seriously consider plans to electrify our railroads. Waterway improvement represents not only the possibility of expanding our transportation system, but also of producing hydro-electric power for its operations and for the activities of widely diffused industry.

I have spoken of the advantage which Europe enjoys because of its easy access to the sea, the cheapest and surest transportation facility. In our own country is presented one of the world's most attractive opportunities for extension of the sea-way many hundred miles inland.

POLICY MUST BE LIBERAL

This conference need have no fear of unfortunate effects from the fullest development of national resources. A narrow view might dictate, in the present agricultural stress, antagonism to projects of reclamation, rehabilitation and extension of the agriculture area. To the contrary, if agriculture is to hold its high place, there must be the most liberal policy in extending its opportunity.

There must be a new conception of the farmer's place in social and economic schemes. The time is long past when we may think of farming as fitting for the man who is not equipped for, or has somehow failed at some other line of endeavor. The successful farmer of today, far from being an untrained laborer, working every day and every hour that sun and weather permit, is required to be the most expert and particularly the most versatile of artisans, executives and business men. He must be a good deal of an engineer to deal with problems of draining, road building and the like.

There is no business in which the executive talents of the skilled organizer and manager are more absolutely necessary than in successful farming, and this applies alike to the producing, the buying and the selling phases of farming. Along with all this, the farmer must have untiring energy and a real love and enthusiasm for his splendid profession. For such I choose to call the vocation of the farmer—the most useful, and it

ought to be made one of the most attractive among all lines of human effort.

KALAMA MARRIAGE LICENSE

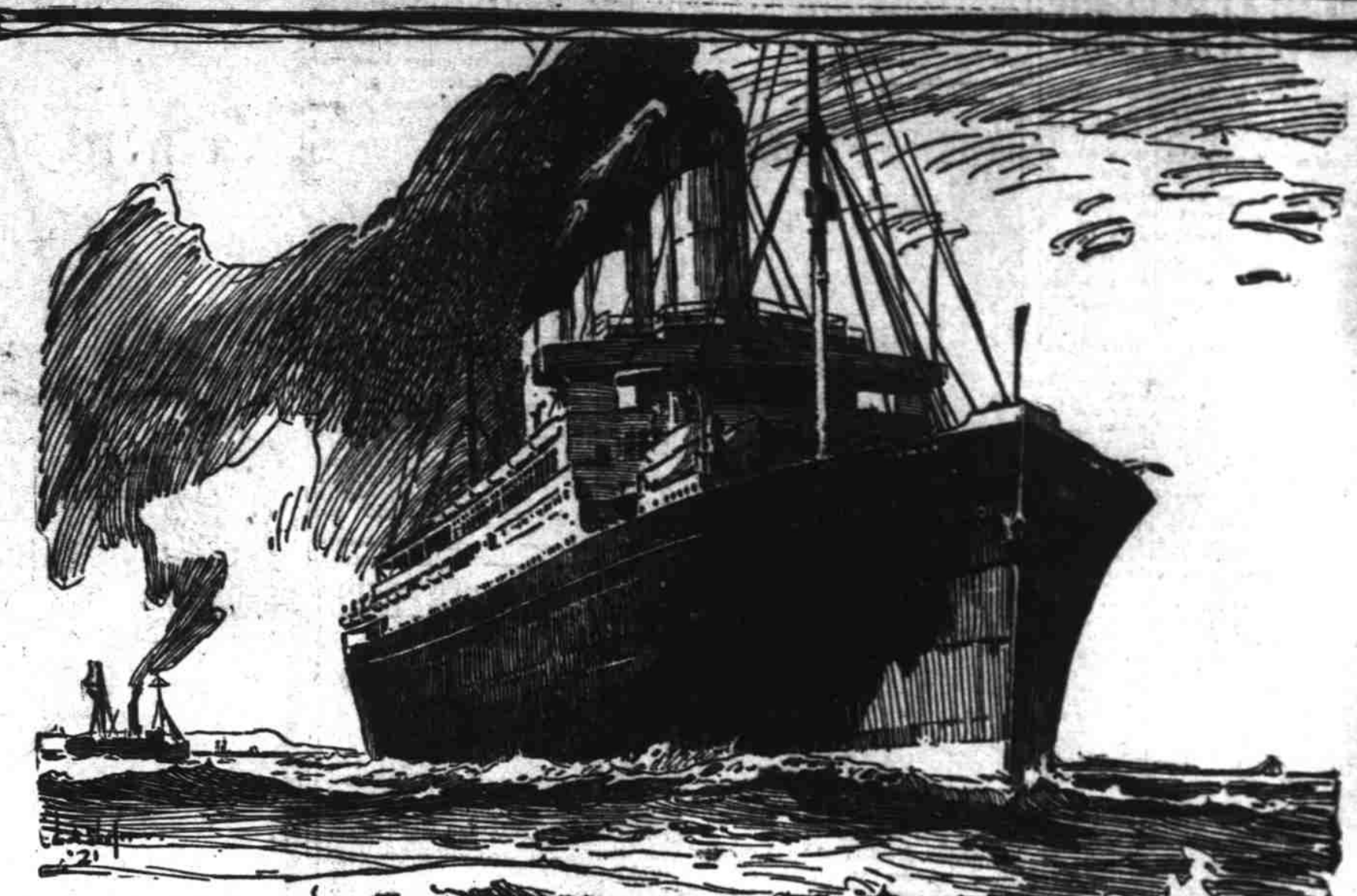
Kalama, Wash., Jan. 21.—A marriage license was issued Saturday to G. B. White of Salem, Or., and Beth Clark of Seattle.

Y. M. C. A. Retirement Fund Is Supported

La Grande, Jan. 22.—The board of directors of the La Grande Y. M. C. A. voted in favor of the retirement fund for secretaries, bringing the vote of the organization in the state to 100 per cent in support of the question. W. W. Dillon of Portland, interstate secretary, and H. W. Stone, state secretary, attended the meeting.

CAPTAIN EDGAR C. BROWN

Vancouver, Wash., Jan. 22.—Edgar C. Brown, aged 80, died at his home in Columbia, Saturday. He is survived by his wife, three daughters and one son. He was well known along the Portland water front as he was a captain on river steamboats for 25 years. The funeral was held this morning in the Advent church at Columbia, Elder Johnson officiating.



Announcement Extraordinary

The new MAJESTIC
(56,000 tons)
largest ship in the world

The new HOMERIC
(35,000 tons)
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The OLYMPIC
(46,500 tons)
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The White Star Line announces that beginning in the spring of 1922 these great liners—three of the world's largest ships—will maintain a weekly schedule of sailings from New York to Cherbourg and Southampton.

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The spring schedule has been arranged so as to provide full convenience of service for those experienced travelers who plan their trips in time for the springtime gayety and beauty of England and the Continent.



The MAJESTIC
(56,000 tons)
The world's largest ship

Fresh from the shipyards, a striking feature of this great liner is the size and loftiness of her public rooms which form a suite of marvelous beauty, with ceilings as high as those of stately halls in European castles. An uninterrupted view of 253 feet can be had through the center of the dining and lounging rooms. The dining room, with enormous floor space, has a ceiling 31 feet high. To achieve this architectural effect the smokestacks are divided above the boiler room, carried up the sides and reunited above the upper deck.

Dimensions: 956 feet long, 100 feet wide. Height from water to deck 102 feet, draft 38 feet, quadruple screw. Turbine engines developing 100,000 h. p. Passenger capacity: 900 first cabin, 700 second cabin, 2500 third. Crew 1000. Number of staterooms 1256. The ship is an oil burner with a speed of 23 knots.



The HOMERIC
(35,000 tons)

Large and spacious promenade decks. lofty and luxurious public rooms, all on the upper deck, characterize this other mammoth product of marine art and engineering. Open fire in reading, writing, music and smoking rooms. Electric heaters in staterooms. Electric elevators for passengers. Complete telephone system. Novel ventilation system for conditioned air. Electric baths. Dimensions: 775 feet long, 83 feet wide, 30,000 h. p. Speed 20 knots.

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Try Crisco in this recipe

TWIN BISCUITS

1/4 cupful milk
1/4 teaspoonful salt
2 teaspoonfuls baking powder
1 cupful flour
2 tablespoonfuls Crisco

Sift flour, baking powder, and salt together, rub in Crisco with tips of fingers, then add milk. Pat and roll out dough, cut with cutter, brush with melted Crisco, place one on top another, lay on Criscoed tin and bake in hot oven from ten to twelve minutes. Sufficient for twelve biscuits.



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