

THE JOURNAL

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the telephone company less than poles brought into the state from the outside.

But in that way the Michigan company from which the company buys its poles would get no profit. Of course, the profit would be saved, but what does the company care for the cost so long as the public guarantees it a fair return? What incentive does a utility have to keep expenses low so long as the public pays all expenses and ample profits besides?

There are millmen and others in Oregon who would be glad to supply phone poles for use in Oregon. But that's nothing. The telephone business in America is controlled by one master mind through one gigantic corporation directing many satellite companies of which one is the company that does the phone business in Oregon and buys its poles in other states, except in emergencies.

It was a bootless adventure for a burglar who broke into an east side home. While he carried away a pearl necklace and four revolvers he left his shoes behind him.

THE ARBUCKLE PATH

NEWS dispatches say that Fatty Arbuckle is "broke." And he is not only without funds, but he is, just at present, and perhaps forever, without means of recouping the losses he has incurred.

Arbuckle had money once, plenty of money. His income was tremendous. But he didn't know how to spend it. He turned to parties. He crossed the forbidden lines. He wallowed in drink and debauchery. And he has learned that he made a great mistake.

Since the notorious San Francisco party his money has rapidly disappeared. In the meantime there has been little income. The party cost Arbuckle his fortune; undoubtedly it will prevent him from making another, and it may yet cost him his freedom.

Does Mr. Arbuckle think the parties pay? Do others who attend them think so?

It would be well for some of those people who are following the Arbuckle mode of life to hesitate for a moment, and think; to vision the Arbuckle status previous to the San Francisco party, and now, and ask themselves if they want to share his fate.

On an occasional sunny, summery, early spring day, nature says get-outdoors and soak up sunshine lazily. Duty says, get back to the job. But wouldn't it be better served in the end if a man followed nature?

IN THE TRADE WINDS

PORTLAND is fuller of life than it has been for some time. The building permits for the month of March, the first of the month, exceeded the total of the previous month in the history of the city. Construction authorized consisted of 147 structures, valued at more than \$3,000,000. The nearest approach was in December, 1931.

The lumber shipments for March were nearly five times the total of the same month of 1931. Flour shipments nearly doubled those of a year ago, and flour shipments equaled the March total of 1931. The total value of foreign exports for the quarter ending yesterday was \$10,075,023 against \$9,193,725 for the same quarter last year. Postal receipts showed an increase of 6.5 per cent over March, 1931.

Figures like the foregoing create a wholesome psychology. They are sunshine to business. The money from these heavy exportations goes into a lot of bank accounts and is thence speedily sent into the channels of circulation.

It buys crops. It hires workers. It buys goods. It keeps wheels going. It pays debts, and that, in turn, liberates new enterprise.

In a few months a new crop will be harvested to load more ships and bring in more money. The dull season has gone by, and there is a vast lot of work to do. There is no reason for Portland to mope in gloom or lag in the doldrums.

A NEW CRIMINAL POLICY?

APPARENTLY there has been a great mistake in America. Our system of protection from criminals is upside down, or the cart is before the horse, as it were. A warden of a New Jersey prison has made the great discovery.

A man was arrested in Perth Amboy. He was sent to the county workhouse under sentence, but within a few days the warden asked the recorder for the criminal's release. He was "too tough," the warden said, for the jail and his influence on the other inmates was very degrading. The recorder promptly released him.

A few days later he was arrested again, and again he was sentenced to the workhouse. But the warden refused to receive him. He claimed he was insane. The city physician pronounced him mentally sound. But the warden again announced his determination to keep the criminal from the workhouse. The judge, reports say, not wishing to push the matter, again released the prisoner. He is now walking the streets.

Somewhat or other, the people of this country had come to believe that it was necessary to lock criminals up. It was found advisable to lock them in one prison instead of building a separate prison for each prisoner. It was conceded that criminals were to be locked up to protect the law-abiding citizens of the community.

But the people were all wrong, apparently. The New Jersey warden thinks the jail is for the nice convicts and not for the bad ones, that the bad ones must be turned loose.

on society in protection of the better element of convicted law violators.

In other words, if a criminal is just a harmless creature he will have to go to jail. If he is "too tough" he need not bother about punishment; he will be turned back on the lap or society.

STREET CAR GALLANTRY

ON A ROSE CITY park yesterday morning several women were standing. The car was half filled with men who kept their seats. The conductor was the praise of an observer because he set an example of gallantry. Courteously, but firmly, he induced the men to sit a little closer together. Thereby seats were found for all the women who were standing.

On another car recently a frail woman, with a heavy baby in her arms, was allowed to stand until another straphanger, Everett True, fashion, yanked a perfectly healthy man from her seat.

In the group waiting one rainy night to board a pay-as-you-enter were half a dozen unattended women. All but one man waited for them to board. The exception thrust his way through the crowd with ruthless disregard of courtesy. Likewise he was promptly thrust back.

"It's every man for himself these days," declared the fellow, as he bristled up to the person who had kept him from stepping on the woman's feet.

"Oh, yes, but ladies first is another rule, and fortunately there are still some gentlemen in Portland who observe it," he was reminded.

"Well, I'm just as big a gentleman as you," stammered the crowder.

"Perhaps so," was the quiet reply, "but it is not size that makes a gentleman."

Then there was silence.

HOOVER RAILWAY IDEAS

FARM crops at the farm bring 98 per cent of the price paid in 1931. For retail foodstuffs in the city the consumer pays 150 per cent of the 1931 price.

Wool at the farm brings 101 per cent of the 1931 price. Retail clothing sells for 213 per cent of the 1931 price.

Douglas fir lumber brings at the mill 125 per cent of its 1931 price. Douglas fir lumber sells to the consumer at 200 per cent of its 1931 price.

In his recent testimony before the interstate commerce commission, Herbert Hoover found that such contrasts as these account in large part for business depression and the troubles of the railroads.

He said that those engaged in "deflated producers' goods—agriculture, metals, wood and so forth—comprise one half the total in number of the nation, and their power to buy the same ratio of consumers' goods has been reduced to less than 70 per cent of pre-war."

Everybody is hunting for a cure for economic depression, but Hoover said that it lies in abolishing the causes of the unnatural spread between prices at point of production and at retail.

Part of the remedy lies in readjusted railroad rates. There ought to be, says Hoover, revision downward of the rates upon the products of agriculture, fuel and metals, and increases on higher priced goods and less than carload lots, if it is necessary to maintain the general average.

But he also believes that it is necessary for the American railroad machine to get on a basis of greater efficiency.

A vigorous program of betterments would go far toward rehabilitating not alone the physical properties but the credit of the railroads. Unemployment would be helped. Not only would the railroads be able to hastened but the railroads would be prepared for normal traffic. Today, if traffic demands were normal, there would be car shortages, shortages at the point of consumption, gluts at the point of production, and factories full of orders but unable to operate.

If railroads kept up with normal national growth they would add the equivalent of a new railway with its terminals and sidings between the Atlantic and Pacific coasts annually.

FLAPPERS IN ENGLISH EYES

"OH WAD some power the gittie gie us to see ourselves as others see us," sighed Bobby Burns, and here's the way the Britisher looks at the flapper portion of America:

The English have an expression, "It isn't done." It is emphatic and isn't done. The flapper thing isn't done. But the scenes on the streets of American cities are appalling. An unbelievable number of young girls are to be seen clad in costumes that are almost uniform except as to color. They wear the same shaped hats, the same mannish coats, the same mannish shoes. They are all about the same age, from 18 to 20. They resemble each other in countenance, in dress and in sophisticated expression.

He speaks, of course, accusingly. He says that the English girls seek for individuality in dress, that they do not have the tendency toward mannishness displayed by some of our American girls. And that the tendency of the English girl is "to seek to enhance feminine charm rather than to efface it."

The feminine English search for individuality may be responsible in part for the amount of smoking in public by English women. But none of the flapper type of girls will deny that by becoming uniform they may, regardless of their age, appear to be less than 20, or that by becoming all of one model they may the least sacrifice charm to monotony of appearance.

TOURISTS RUSH TO EUROPE

Notwithstanding Post-War Costs, Which Are About Double Those of 1913, Steamship Lines and Tourist Agencies Report Long Waiting Lists, Many of Which Are Not Expected to Accommodate the Demand.

Persons Desiring the Very Best of Those Desiring the Most Moderate Rates, Will Find Accommodations Aboard Ship.

From the New York World

Despite slack business, tight money and approximately double travel costs, the old-time American eagerness to spend a summer vacation in Europe apparently is as strong as ever. According to the country travel agencies, lines and the principal tourist agencies, from now until the middle of July, Philadelphia, Boston or Montreal, without a full cabin passenger list, while for certain ships and certain classes of accommodations advance bookings up to the date named are so heavy there already are waiting lists of applicants who are bound to be disappointed.

In the last full pre-war year, 1913, about 200,000 Americans sailed from Atlantic ports for Europe. The lowest estimate of their expenditures, \$700 per capita, meant that they carried out of the country travel agencies about \$140,000,000. The highest estimate made at that time listed this total to about \$400,000,000.

No figures are available to show whether the number of individual travelers will be as great as that of this year, because steamship men disagree in their estimate of the total passenger-carrying capacity available.

Every American tourist this summer will have to spend twice as much for his trip as he would have had to spend in 1913. Costs probably will be about \$1,000 for a round trip to Europe, including a fair average for all ships. Now the minimum first-class passage costs \$125, with an average of \$150 for the luxury boats. A similar advance in rates has taken place on the "one-cabin class" ships, favored by the middle class, and others desiring to travel in comfort at a minimum cost. In 1913 a berth on one of these ships was sold for \$60 to \$75, with the charge for food \$15 to \$20.

And when the other side is reached, expenses will be found to have advanced in similar proportion, according to the estimates of the travel agencies. The average cost of a tour of Europe, including hotel and restaurant expenses, is now about \$1,000, or twice as much as it was in 1913.

The change begins with the cost of a ticket. In 1913 first-class passage ranged from a minimum of \$125 on an unpretentious ship to \$200 and upward on the more luxurious vessels. Now the minimum first-class passage ranges from \$125 to \$150, with an average of \$150 for the luxury boats. A similar advance in rates has taken place on the "one-cabin class" ships, favored by the middle class, and others desiring to travel in comfort at a minimum cost. In 1913 a berth on one of these ships was sold for \$60 to \$75, with the charge for food \$15 to \$20.

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