

**WESTERN LARCH VALUABLE
AUTOMOBILE FUEL SOURCE**

Refuse Found to Be Rich in
Ethyl Alcohol

YIELD 33 GALLONS TO TON

Distillation Office for Mill
Waste and Also for Hull Logs
Now Underway

PORTLAND, Ore., Aug. 5.—West-
ern larch has been found by govern-
ment forest experts to be one of the
most valuable sources for motor fuel.
This announcement has just been re-
ceived at the Portland office of the
forest service from the forest prod-
ucts laboratory of the United States
at Madison, Wis., where
experiments have been carried on
for some time. This should be of par-
ticular interest to lumbermen of the
Northwest, for, according to the forest
service estimates, the national forests
service contain 2,835,000,000
cubic feet of western larch, while the
national forests of the state of Wash-
ington contain 1,550,000,000 cubic
feet of this species, or a total of over 4,000,
000,000 cubic feet of national forest areas
alone in these two states.

Forest experts say that "experi-
mental fermentations of sugars ob-
tained from western larch indicate
that this wood is one of the most val-
uable sources of ethyl alcohol. By a
careful regulation of temperature and
acidity and by finding the proper
yeast, the forest products laboratory
has succeeded in converting into al-
cohol only the sugars obtained from
the wood, while the cellulose and other
substances of the wood are left un-
changed and can be used for other pur-
poses."

The above, to the everyday Ameri-
can, means that some day he may
get ethyl alcohol from western larch
instead of from grain. The forest prod-
ucts laboratory at Madison, Wis., has
found that western larch is one of the
best sources of ethyl alcohol. It re-
quires a year to make the journey, which
an airplane could make in a few days.
Mr. Perry may return, however, by
airplane, as he is now negotiating with
the owners of an all-metal plane to
take him back.

**REMAINS OF MASTODONS
IN BRITISH COLUMBIA**

BONES FOUND IN EAR NORTH BY
MINING ENGINEER

(Correspondence of the Associated Press)
EDMONTON, Alta., Aug. 4.—In a
valley in the far northern section of
British Columbia, close to the Yukon
border, which it is believed was never
before visited by a white man, Frank
Perry, mining engineer of Vancouver,
has discovered the remains of masto-
dons that roamed northern Can-
ada. The location of the valley is not
marked on maps, but it is north and
west of the headwaters of the Pind-
lay river. Indians will not travel
through the valley, believing it to be
haunted by the giant animals whose
bones they have seen.

In addition to the bones there are
footprints in the sandstone and shales
of some other prehistoric monster.
They are clearly defined marks show-
ing the tracks of the animals. The
bones, which are of great size,
are not fossilized, but are in a state
of excellent preservation. Hip bones
and sections of the spine were found
by Mr. Perry, who believes that they
excavation specimens of much historic
value could be unearthed.

Mr. Perry, a recent visitor here,
spent 14 years in the far northern
territory in the quest of minerals, two
of which he has found. He has been
neither canoe or pack horses can be
used to gain access to the district,
and so far the only possible manner
of traveling has been to live on the
kams, and use dogs to pack the com-
pensation on their backs. It requires
a year to make the journey, which
an airplane could make in a few days.
Mr. Perry may return, however, by
airplane, as he is now negotiating with
the owners of an all-metal plane to
take him back.

**BEEES BECOME INTOXICATED
FIED ON FERMENTED HONEY
WITH 10 PER CENT ALCOHOL**

(Correspondence of the Associated Press)
LANE CRUCES, N. M., Aug. 1.—
Honey bees intoxicated by old-fash-
ioned mead, swarming in the belfry
of a mission style building here re-
cently, and being taken care of by
citizens and a number of summer
students from the New Mexico College
of Agriculture. "How did they get that
way?" was the query on most every-
one's lips.

According to Francis E. Lester, on
whose property the bees swarmed, and
who has a large acreage of grapes, the
bees were not attracted to his place
by the fruit. "Bees in search of a
honey," said Lester, "are not apt to
fool around with unripe grapes."

Finally some of the scientific col-
lege men discovered that a hive of
bees containing 30 pounds of honey
had been knocked into a pool of
water by leakage from an air-
conditioning ditch. The honey and water
fermented, and analysis showed that
the liquid contained more than 10 per
cent alcohol. Honey and water fer-
mented is called mead.

**ANCIENT CARS TO BE SHOWN
SUNNYSIDE, WASH., TO HAVE
"FORD" DAY**

(Correspondence of the Associated Press)
SUNNYSIDE, Wash., Aug. 3.—Sun-
nyside is to have a real "Ford" day.
The commercial club is back of the
proposition and a committee is hard
at work rounding up the herd and
getting ready for a big celebration in
the afternoon. Liberal prizes will be
awarded to drivers of ancient and
modern "fivers."

Among those to draw prizes will be
the drivers of the oldest and newest
cars, the Ford with the prettiest girl,
the one carrying the fattest woman,
the one with the oldest driver, the
Ford that can travel one block in the
longest time without stopping, the one
with the heaviest mortgage on it, the
one that has been in the most acci-
dents, and the noisiest one.

A big parade will open the pro-
gram. The committee says that all
Maremonts, Cadillacs, etc., will have
to keep out of the parade on that day.
Any driving anything but a Ford on
Main street will be liable to a fine.

**SMALL CHANGE NOW USED
NICKELS AND DIMES NOVELTY
AT FAIRBANKS**

(Correspondence of the Associated Press)
FAIRBANKS, Alaska, Aug. 5.—The
First National bank of Fairbanks, the
last bank in the United States to get
out of the "two-bit" bank of small
change went on a "nickel and dime"
basis on July 3, as a result of the
coming of the railroad, which brought
transportation, commerce and finance
alike to the necessity of using smaller
change than a quarter.
"Old-timers will hate getting used
to this small change game," says the
Fairbanks News Miner, in discussing
the innovation, "but when you come
to think about it, it is the best for
everybody, especially for youths who
will be the business men of the camp
in a year or two. It is not business
to figure no lower than a two-bit
piece, and anyone who thinks can
place, and make this a game, for they
know it now. You must figure in pen-
nies and play the game that way if
you get ahead much and right."

TOBACCO BRINGS REVENUE**GOVERNMENT OF ITALY MAKES
MONEY OUT OF IT**

(Correspondence of the Associated Press)
ROME, JULY 13.—During the fis-
cal year ending June 30, the tobacco
monopoly in Italy gave the state two
and one-half billion lire, or about
\$125,000,000. During the same pe-
riod the post, telegraph and telephone
services showed a deficit of \$25,000,
000. The telephone service is badly
in need of new equipment, that in use
today being very much out of date.
New installations will call for heavy
expenditures.
The reason for the deficit in the
public services is to be found in the
greatly increased wages demanded by
the personnel, who were discontented
other day as being in a "permanent
state of agitation" for higher pay.

**UNION PACIFIC TRYING TO
WRECK S. P. IS STATEMENT**

Ben C. Dey Tells of Alleged
Plans of Competing Line

SPEAKS TO BUSINESS MEN

Southern Pacific Will Accept Verdict
If Supreme Court Decides
Against It

PORTLAND, Ore., Aug. 5.—"The
Union Pacific is just trying to wreck
the Southern Pacific system and
thereby destroy the only formidable
competitor which it has in the West,"
declared Ben C. Dey, general attorney
for the Southern Pacific, before an
audience of 500 business men at the
Portland chamber of commerce.
These in charge of the affairs of the
Southern Pacific as it is their duty
are proceeding in an orderly and law-
ful way in the Central Pacific-South-
ern Pacific litigation as they have a
perfect right to do.

"The Southern Pacific has the right
to pursue and intends to pursue such
courses as are open to it under ex-
isting modern transportation laws,"
continued Mr. Dey.
"Should the supreme court decide
that we are entitled to a railroad in
this case our company will accept that
verdict as would any other law-
abiding citizen. The company will
then proceed under the transportation
act which was passed by congress 20
years later than the Sherman anti-
trust law under which the recent de-
cision was rendered, and then it
should be remembered," said Mr.
Dey, "that congress foresaw a possi-
ble conflict between the Sherman
anti-trust law and the transportation
act of 1920 and took care of this con-
tingency by writing into the trans-
portation act a clause which repeals
the Sherman anti-trust law so far as
railroads are concerned."

Is Simple Proposition

"The transportation act makes pro-
vision for the consolidation of rail-
roads and under that mandate from
congress the commission has already
adopted a tentative plan which places
the Central Pacific and Southern Pa-
cific lines in the same system. Should
the final conclusion of the commission
coincide with this tentative plan, the
present difficulties in connection with
the Central Pacific as a result of the
forever disposed of," said Mr. Dey.
"Now that it is all very simple and is
quite easily understood," Mr. Dey con-
tinued, "yet due to the extensive pro-
paganda which has been thrown out
by the Union Pacific as a smoke
screen behind which to cover their
true purpose, the situation has been
radically confused in the minds of the
general public."

"The Union Pacific is holding be-
fore the eyes of the people of Central
Oregon a mirage of possible rail-
road construction but making de-
mands which they know it is impos-
sible under the present federal laws
for them to secure. This is done not
with the hope of securing concessions
in Western Oregon but drawing at-
tention away from their ultimate pur-
pose—the wrecking of our system,"
Mr. Dey said.

"In their first barrage which has
now somewhat died down, Union Pa-
cific representatives proclaimed in a
very loud voice that their company
was responsible for a lot of railroad
development in Western Oregon. This
was quickly blown away when we
called public attention to the fact
that all developments made during
the Harrison control were made with
Southern Pacific money and that
during the 11 years of the Harrison
control the expenditures for ac-
quisition of lines, new construction
additions, betterments and upkeep of
the property was only 28 million dol-
lars whereas during the ten years fol-
lowing the conclusion of that con-
trol the expenditures by our company
in Oregon amounted to 55 million dollars, or an increase
of about 17 millions," was Mr. Dey's
declaration.

Joint Ownership Proposed
"Just now they are concentrating
on a picture of joint operation of our
Shasta route between Portland and
San Francisco. In answer to this pro-
paganda, we call attention to the
fact that the joint operation of the
line between Portland and Seattle where
very often three freight trains are
operated one after the other by dif-
ferent companies, when the entire tonnage could be
hauled in one train. This is one
of the wasteful features of com-
pany user or joint ownership all of
which must be paid by the public
through increased freight and higher
passenger fares," Mr. Dey concluded.

**CALIFORNIA MAKES WINE
PRODUCTS IT FASTER THAN IT IS
BEING CONSUMED**

(Correspondence of the Associated Press)
SAN FRANCISCO, August 1.—Wine
is being produced in California faster
than the beverage is consumed, and
about five times as much has been
made the last year as has been
drunk, according to John
McLaughlin, collector of internal re-
venue.

INDIANS ARE MAKING MONEY**GOOD SALMON SEASON ON THE
QUINAIT RESERVATION**

(Correspondence of the Associated Press)
HOQUIAM, Wash., Aug. 1.—Indians
of the Quinait reservation up the coast
from here are prospering this year,
for they have just completed their
best salmon season, during which
their catch totaled 250,000, which
they sold for \$125,000.
The catch was the largest, with one
exception, ever made by the Quinait
during a season. The price of 50c a
fish was the greatest they ever re-
ceived.
Several of the Indians realized sev-
eral thousand dollars profit on the
salmon run alone. They sold their
catch to the three canneries near the
reservation.

**LONDON COULD BE WIPED
OUT IN CASE OF CONFLICT**

GREAT AIRCRAFT WOULD CAIRLY
IMMENSE BOMBS

Planes Soaring 30,000 Feet Above City
and Traveling 150 Miles an
Hour Could Do Great Harm

LONDON, July 14.—London is still
thinking of what might happen to it
in case enemy airplanes again ever
flew over the city, and the picture
is not a pleasant one. The executive
committee of the parliamentary air
committee has sent a letter to the
prime minister in which, after refer-
ring to what was accomplished by air-
fighters in the European war, it pro-
ceeds to draw an appalling picture of
the next air war. The letter says:
"The bombs dropped on London
during the last war averaged less than
100 pounds in weight. Bombs or tor-
pedoes are now carried of 4,000
pounds weight, containing a mass of
high explosives. The effect of a
dozen bombs of this character dropped
on London can readily be con-
ceived. There is not merely a possi-
bility but a great probability that
in the event of war, this country
would be raided and London and oth-
er towns destroyed by squadrons or
herds of airplanes, traveling at
150 miles an hour at a height of
20,000 feet, silent as to their engines
and certainly by night invisible."

The committee prophesies that all
great wars in future will begin with
terrible battles in the air, and says
that if the country suffers a real de-
feat in the first battle, the victor will
in a few days destroy her ports, her
railways, her munition factories and
her capital by intensive bombardment
from the air. It considers that at
present England is not in a position
successfully to combat an air attack,
and that the government should ap-
point a strong commission to investi-
gate.

Tommy had been playing truant
from school, and had spent a long,
beautiful day fishing. On his way
back he met one of his young cronies,
who accosted him with the usual ques-
tion, "Catch anything?"

At this, Tommy, in all the con-
fidence of his age, replied: "No, I
haven't been home yet."—Western
Christian Advocate.

"Hello, old man!" said the returned
wanderer. "And how have you been
making it since I left?"
"Oh, I've got in the neighborhood
of \$10,000,000,"
"You don't say?"
"Yes, I do. I am rooming next
door to a national bank."—Boston
Transcript.

**SAWMILLING INDUSTRY IS
CENTERING IN NORTHWEST**

Cut Decreasing in East and
Growing in West

OREGON IN SECOND PLACE

This State Now Exceeded Only by
Washington, Having Passed
Louisiana in Past Year

PORTLAND, Ore., Aug. 5.—Colonel
W. B. Greeley, chief forester of the
forest service, is spending a few days
in the Northwest, having completed
an inspection tour of the western na-
tional forest districts beginning in
May. He will deliver several ad-
dresses while in Portland at various
meetings of lumbermen of the North-
west.

Colonel Greeley while in Portland
gave out the following statement:
"The sawmills of the country are
moving over the plains to the Pacific
coast pretty rapidly. The last lumber
company made by the forest service
shows that the lumber cut has
dropped off in all eastern states and
increased in all the western states. The
big southern pine country, which has
hitherto been a great competitor of
the Northwest, is dropping off as a
lumber producer and in the mean-
time shipments through the Panama
canal from the Columbia river, Puget
Sound and Grays Harbor ports are
increasing very rapidly. Shipment of
lumber through the canal in 1921 ex-
ceeded 190,000,000 feet, and char-
ters already fixed for 1922 exceed
500,000,000 feet, indicating that the
west coast timber is very rapidly be-
coming an important factor in the
eastern lumber market."

Oregon in Second Place

"The lumber census referred to
above, put Oregon second, with Wash-
ington first, as a lumber manu-
facturing center. Oregon has passed
Louisiana, which for a long time held
second place. This is indicative of
just what has taken place—sawmills
are moving from the South to the
West. This industry means more in
the long run to Oregon than any other
state, as it has larger forest resources
than any other in the country. Ore-
gon and Washington are going to wit-
ness within the next ten years or so
a tremendous increase in lumber pro-
duction to supply the lumber markets
of the eastern and central states."

Continued on Page 11, Col. 5**BETTER TALENT THAN EVER
TO BE SEEN AT ROUNDUP**

STARS OF THE RANGE WILL
PERFORM AT ANNUAL SHOW

Ray Bell, Last Year's Champion, Will
Enter Lists Again, and Others
Are to Be Seen

(Correspondence of the Associated Press)
PENDLETON, Ore., Aug. 2.—Tal-
ent at the 1922 Round-Up will eclipse
that of any preceding year, according
to word received from the sons and
daughters of the range and plain who
will compete here September 21, 22
and 23.

Ray Bell, last year's champion, who
first rode in the big show when he
was a mere strapping 14, will enter
the lists again. "Yak" Canutt, three
times a champion, will be there, as
well as Hugo Strickland, also a for-
mer champion.

Added to these stars of the Round-
Up constellation will be scores of
others who have won laurels in the
bull-dogging, broncho riding, steer
roping and races, and still others who
will make new records. Tom Mix,
celebrated motion picture star, and
50 cowboys, skilled in the art of
throwing a rope and riding bronchos,
will be entered in the contests.

Pendleton is making extensive pre-
parations for the show, the grounds
and grandstand are being put into
shape, and everything is being placed
in readiness. The Round-Up is strictly
a community show, according to
the officials in charge, staged by an
association of Pendleton's prominent
citizens, who serve without salary,
and who have the backing of every
citizen in the town. The show pays
no dividends, all profits being used
for prizes and improvements to the
grounds.

Happy Canyon, the little brother
of the Round-Up, which will provide
entertainment for the evening hours,
will be staged in improved quarters.
The old pavilion is being rebuilt and
a balcony constructed.

Off On the Wrong Foot

The wicked garage keeper was try-
ing to figure out his income tax.
"If a man brings his car to me to
be repaired, and it costs me 60 cents,
and I charge him \$15, what per cent
profit would I be making?" he de-
manded of his son and heir.

"I'm sure I don't know, pop," an-
swered that young hopeful. "You'll
have to get somebody who knows the
rules of grand larceny to tell you
that. The rules for percentage
wouldn't cover it!"—Life.

**FIRE SEASON THIS YEAR
MAY BE AS BAD AS 1910**

Outlook in Northwest is Far
From Encouraging

WASHINGTON IS SUFFERING

Conditions in That State Worse Than
Anywhere Else in This Section
of the Country

PORTLAND, Ore., Aug. 4.—That
August is opening with a forest fire
situation similar to that in 1910,
which resulted in the greatest loss
of life and property ever known in the
Pacific Northwest, disclosed by simul-
taneous reports from all protective
agencies received today by the West-
ern Forestry and Conservation as-
sociation. While continuous fire-fight-
ing through July has kept the almost
innumerable blazes fairly in check be-
cause the tinder-like condition of the
woods has not been aggravated by
wind or extreme heat, every day is
increasing the danger of losing con-
trol. If it does not rain soon a few
hours of adverse weather may break
the deadlock and result in sweeping
conflagrations before which human
effort is powerless. Much depends on
public co-operation through extreme
care with fire, for the forces are in
no position to come with new attacks.
Over much of the territory govern-
ment and state authorities are refus-
ing campfire permits. In Washing-
ton the governor is endeavoring to
stop logging operations temporarily.
Everywhere the fire laws are being
rigorously enforced, 70 convictions
being already reported. Up to the
present time, however, heavy timber
losses have been successfully pre-
vented by the extraordinary efforts
of private, state and federal forces
which have fully 3000 trained fire-
fighters and patrolmen in the west-
ern states besides a fluctuating army
of employed help.

Situation in North Bad

The situation is worst in Washing-
ton, where although there has been
no great loss of merchantable timber
and that of second-growth has been
exaggerated, the damage to other
property has been more than in any
previous year and the fires are con-
tinually breaking from control to
cause great difficulty in re-surround-
ing them. Hundreds of miles of
trenches have been built and rebuilt
in Stevens county the situation is
(Continued on Page 11, Column 4.)

1923

**ANNOUNCEMENT**

A wholly new line of cars built on time-
tried Buick principles but with improve-
ments which make their introduction
an event of nation-wide interest

Fourteen Distinctive Models

Two-Passenger Roadster, Model 23-Four-34	\$1050
Five-Passenger Touring, Model 23-Four-35	1075
Three-Passenger Coupe, Model 23-Four-36	1385
Five-Passenger Sedan, Model 23-Four-37	1625
Five-Passenger Touring Sedan, Model 23-Four-38	1540
Five-Passenger Touring Sedan, Model 23-Six-41	2210
Two-Passenger Roadster, Model 23-Six-44	1400
Five-Passenger Touring, Model 23-Six-45	1425
Five-Passenger Sedan, Model 23-Six-47	2270
Four-Passenger Coupe, Model 23-Six-48	2180
Seven-Passenger Touring, Model 23-Six-49	1690
Seven-Passenger Sedan, Model 23-Six-50	2495
Three-Passenger Sport Roadster, Model 23-Six-54	1890
Four-Passenger Sport Touring, Model 23-Six-55	1945

These Prices Are F. O. B. Eugene

B. F. Goodpasture

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Phone 1207

When Better Automobiles Are Built Buick Will Build Them