

MORNING REGISTER

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DECREASING BIRTH RATE IS PROBLEM IN FRANCE

PERIL OF GREATER, STRONG-
ER GERMANY IS FARED

President Millerand Speaks of
Birthrate Question As That of
Life of France

(Correspondence of Associated Press)
PARIS, July 24.—The peril of a
greater, stronger Germany over-
whelming a steadily weaker France
by sheer force of numbers, looms
increasingly large in the pessimism
of French sociologists studying the
shrinking birthrate of their coun-
try.

The increasing of 150,000 in popu-
lation for 1929, small as it was,
aroused the hope of the govern-
ment and the public, for it was
generally believed that the rush of
war-torn soldiers and women,
anxious to marry and establish
homes, was the turning point. They
have been disappointed. The net
excess of births over deaths the
following year was only 90,000 and
the results of last year, still being
tabulated, are rather discouraging
to sociologists and economists.

President Millerand not long ago
spoke of the birth rate question as
"that of life itself for France." His
words, he said, were devoted to
furthering the creation of homes
and the rearing of children.

France's plight in a world of
war is likened to that of little boy
who grows slowly while all his
companions develop like weeds.
In the 16th century France had
half the population of Europe; at
the end of the 18th she had only
one-fourth, and today she has lit-
tle more than one-tenth.

Since 1871 deaths have exceeded
births, and only immigration has
saved the race from rapid extinc-
tion by a loss that frequently was
a quarter of a million a year.

Whatever the reasons for the
half century of decreasing birth-
rates, the present shortage of liv-
ing quarters, the vicissitudes of
life, and the lowered moral stand-
ards are blamed today by students
for the condition that persists in
spite of a really national campaign
for more children.

By GEORGE H. GODFREY
An ideal family drive, abounding
in cool green spots to spread the
picnic dinner, is offered the Sun-
day motorist in the 47 mile jaunt
to Wendling and return. The road
itself winds through one of the
prettiest little valleys in this part
of the country, and at Wendling,
which is just 23 miles from
Eugene, is one of the most up-to-
date electrically driven sawmills in
the west. This plant is now open
to public inspection.

The road is just a bit rough in
spots, but it is being carefully
worked, and in a week or so will be
nearly perfect. These rough spots
were "ironed out," however, by the
smooth-running Jewett Six in
which this trip was made. Driven
by H. J. Bringle, of Bringle and
Calkins, Jewett dealers, the car
"cradled" all the bumps, and lived
up to its slogan "try to pass it on
a hill" whenever the opportunity
presented itself.

Leaving Eugene, with the speed-
ometer set at zero, the main high-
way south, leading out Eleventh
Avenue east to Franklin boulevard,
was followed to the county bridge
at a left turn at mile 3.8. Spring-
field is reached at 4 miles, and
the highway out Fifth street to
the left is followed. And it comes
as a word of welcome to drivers
who go through Springfield that
at last the main street there has
been repaired, and all the holes
filled.

Bridge Replaced with Fill
At 5.3 a fill has been made on
the road to replace a rickety
bridge that used to bump many a
head on the top of the car, and at
5.6 a right turn is made. Here the
road stretches out, with only a
few easy, well-cupped turns, so
smooth that it is a delight to drive
over. Hay and grain fields flank
either side, and every half mile or
so, an attractive farm residence is
seen.

The Wendling branch of the
Southern Pacific railroad is crossed
at 7.4, and here the real pleasure
of the drive begins. A pleasant lane
between rows of fir, oak, maple,
and thick brush. It is even shaded
a good share of the way, thus
making a cool drive indeed.

A perfect woodland road is en-
joyed until Hayden Bridge is
reached at 8.6. Here the motorist
will want to stop, for this spot is
known as one of the most scenic
on the whole scenic highway.
McKenzie Creek flows here, and
"I'm putting up a girl's academy,"
or "I'm building a home for wor-
shipful newsmen."

Nothing but the finest material
is being used in the building, the
lumber for which was shipped
from Portland, Ore., to San Pedro,
Cal., and then sent to Death Val-
ley by train, truck and tractor. In
addition to the large building, the
windows of which are protected by
heavy steel bars, there are several
smaller buildings being erected by
Scott.

It is believed here that Scott's
millionaire Chicago friend, Mr.
Johnson, is backing him for the
purpose of establishing a cen-
tral school for the children of the
boys, similar to that at
Bolehevi, near Nunn, of Colorado,
at Deep Springs, on the Nevada-
California border in Inyo county,
California.

RED LITERATURE SPREAD
BOOKS ISSUED TO SUPPORT
BOLSHEVIST IDEAS

(Correspondence of Associated Press)
BUCHAREST, July 24.—Figures
received here summarizing the ac-
tivities of the publishing business
in Russia which is purely an enter-
prise of the Soviet state, indicate
a great effort is being made to
convince the Russian people of the
correctness of Bolshevik political,
social and economic theories.

The Soviet publishing house is-
sued from its premises in Moscow
and put into circulation through-
out Russia during the last 12
months no less than 14,500,000 vol-
umes covering the fields of eco-
nomics, politics, history and even
fiction.

Aside from the obvious propa-
ganda tendencies of the volumes on
political and economic subjects,
the Soviet historians have sought
to show who the wrongdoers were
because of its hostility to
Bolshevik doctrines, and in many
of the fiction volumes, the en-
deavor has been to prove that
opposition to Soviet doctrines has
warped, limited or distorted in-
dividual lives.

A SHADY DRIVE UP THE ENCHANTING MOHAWK VALLEY TO WENDLING

Family Outing for Sunday Is Logged with Jewett Six; Total Mileage of Round Trip Is 47, Along Winding Wooded Road, with Big New Booth-Kelly Mill at End of Trip



Scenes by Baker-Hutton Kodak Shop.

New Jewett Six and Gray at Bringle and Calkins' sales agency. Scene near Hayden Bridge on beautiful McKenzie.

New electrically equipped sawmill of Booth-Kelly Lumber company at Wendling. Dumping logs into large mill pond at Wendling.

Springfield school house, 11.5 miles from Eugene. A favorite picnic grounds.

of fresh water. The little school house, shown in the illustration, is long remembered against its background of towering trees. It almost seems that one hears the happy shouts of the children, as they play tag among the forest giants, and it is easy to imagine the older, bolder boys playing "hockey" under a swim in the creek.

Along here the cliffed folk may begin to absorb that feeling that comes with being out in the natural outdoors. Pheasants and quail are occasionally seen winging their way over the fields, and on this trip a whole brood, mother bird and all, went scampering up the road, to scatter on either side.

Poultry raising is one of the leading agricultural sidelines up this valley, and at 14.4 a neat chicken ranch is seen on the right side of the road. Pen after pen of white leghorns peck away in apparent perfect contentment, and one interested in fowls might stop for a single moment on the care of the birds.

At 14.6 a left turn is taken, and just as the railroad is crossed a deserted sawmill comes into view, with its flume stretching back into the hill like an anchor that is keeping the plant from running away.

Rock Crusher at Donna
Donna, which is also known by its postoffice name, Mohawk, is reached at 15.2 miles from Eugene. This was once a thriving little mill city, but the plant has been shut down for some time now, and only a few of the houses are occupied. The town shows some signs of activity, though, for it has a neat general store, and several small mills make their shipping point. Here also is located a rock crusher that has provided material for the road from this point to Wendling.

The material itself is quite interesting, for it has been found that when ground and spread on the road, the action of rain upon it forms a natural cement, which makes an excellent road—until, of course, chucks appear.

From Donna on, the road is soon to be worked down smooth by scarifying and resurfacing, but just now the work will be under way or completed is now unknown. It was not bad to travel over on this trip, and no grades where gear shifting is necessary were encountered. For a part of this stretch the road runs along a side hill, presenting to the right a beautiful view out across the valley to rising hills on the other side, and offering on the left a grass-covered, tree-dotted slope.

Marcola 18.5 Miles Away
The Marcola hill is reached at 18.5, and topping this rise, the little city comes into view. The main support of the place is the Fischer sawmill, although the country about is also quite extensively cultivated. The town itself has been rather badly treated in the last year or two, for a couple of disastrous fires have left ugly gaps in its main street.

The prosperity of the place is shown, however, by a long row of lock-up garages, that stretch half way down one side of the center street. Marcola also has a nicely

equipped garage, and two small service stations where motorists can stock up.

At the edge of town, a sharp turn that leads onto a bridge must be made in order to get to Wendling. The road to Mabel, where there is also a modern sawmill, goes straight ahead, and the town is but three miles away. Wendling is 4.2 miles from here, and though the road is just a bit "chuck-hole" it is very pleasant to drive over.

Wendling End of Road
Wendling is first glimpsed when the motorist is about a mile and a half from the town. The sawmill is seen nesting down at the foot of a series of hills that enclose it on three sides. Wendling is the "end of the line" for the Southern Pacific, and at first glance it seems that the railroad must run right into a hill and stop. But the Booth-Kelly lumber company has a railroad, which, following the creek, winds back into the hills many miles after the river. The road into Wendling is being worked at present, and a giant "cat" pulls a scarifier that tears up the gravel along there. Where this has been freshly done, the going is rough, but this lasts only a short distance.

The town proper is reached at 23.5. This little city has often been described as a model "rural" town. Its neat bungalows all painted white or cream, stretch away in uniform rows, all nearly the same size. The mill is in the center of the town, and nearby are the bunkhouse, the cookhouse, store and barber shop. A large Y. M. C. A. hall with an excellent gym floor, pool tables and bowling alleys has also been provided for the men.

Big Mill Now Running
An hour or more may now be spent examining the brand new sawmill here. Over 200 of these are now working in the mill proper and in the planing mill. An overhead runway is provided for spectators' use during working hours, but on Sunday it is possible to go through the plant thoroughly.

The best way to realize the working of the plant is to follow a log, from the time it is dumped with a big splash into the large mill floor, until it comes out as smoothly planed lumber ready for shipping. The log enters the "log well," is drawn up on the rack, from where it is placed on the carriage. Here the work begins for the log now becomes several slabs, some of which go to the edger, others to the slash gang, the outside barks portions to the slab-utter, and the larger timbers out on the timber chute.

From the slash gang and from the edger the lumber now goes to the air trim saws, fast-whirling circular saws operated by compressed air that are controlled by a touch of the finger. Here all the bad spots are trimmed out of the

BRITAIN NOW POSSESSES UNDERSEA WAR CRUISER

MYSTERY SHIP SUBMARINE
X-1 IS LAUNCHED

New Vessel Last Word in Sub-
mersibles, in Reality a Sub-
mersible Battle Cruiser

(Correspondence of Associated Press)
CHATHAM, Eng., July 9.—"Mystery ship," submarine X-1, was recently launched here, newspapermen and spectators were rigidly ex-
cluded, and the approaches to the dockyards were heavily guarded to make sure no unauthorized per-
son should see her take the wa-
ter. Nevertheless it can be said
the launching was in all ways suc-
cessful, and the latest addition to
under-sea power was at once
towed to the dockyard for com-
pletion.

The new vessel is the last word
in submersibles; she is really a sub-
mersible battle-cruiser. Her dis-
placement when submerged will be
3,600 tons, 1,400 tons greater than
that of the largest German subma-
rine and considerably greater
than that of the existing Ameri-
can types. On the surface the X-1
will use steam for navigation, but
when submerged will use electri-
city.

There is great diversity of
opinion regarding the size of the
new vessel's armament. In some
quarters it is said she will mount
a gun of 12 or 13.5 inch caliber.
It is possible, however, that the
X-1 has been designed for a high
surface speed, enabling her to
work with the grand battle fleet.
If this is true, a big gun would
not be carried.

The cost of the new submarine,
apart from armament and ord-
nance stores, will be nearly \$5-
6,000,000. At present there are 63
submarines in the British fleet,
and of these the M class, which
mount a 12-inch gun, are the most
powerful.

DAYS OF BAD MAN ENDED
OFFICERS TRACE CAREER TO
GRAVE IN CEMETERY

(Correspondence of Associated Press)
SPOKANE, Wash., July 24.—
Four years of searching for W. J.
Clink, alleged bad man of this
city, apparently have ended at his
grave at Greenwood cemetery, near
here.

In 1914 Clink got into trouble
on a cattle stealing case and was
sent to the reformatory. Five years
later, it is said, he told a 17-year-
old boy that it was "easy" to get
away with store robberies, and the
two successfully held up the stores
of Hans Nordhorst and of C. Wynn.
They were on horseback, mas-
querading in the uniforms of
American soldiers.

Sheriff Clarence Long then be-
gan his search. Clink's young com-
panion was captured and given a
five-year reform school sentence,
following a battle in which Clink
was shot in the foot. For four
years Clink's trail was lost, being
picked up again only last week
when the sheriff received a mys-
terious phone call which resulted
in his tracing Clink's body to a
grave here. Clink was believed to
have died at Tomahawk, Wis., on
July 3, and the remains, it was
stated, had been shipped to his
relatives here under an assumed
name.

CLAIM ALIEN LAW IS O. K.
HAWAII WILL CONTINUE TO
DEFEND SCHOOL ACT

(Correspondence of Associated Press)
HONOLULU, T. H., July 15.—
The territory of Hawaii will con-
cede that the law adopted by the
last legislature to regulate
alien language schools is rendered
invalid by the recent decision of
the United States Supreme Court,
declaring unconstitutional the alien
language schools of twenty states,
according to territorial Attorney
General John Mathewman.

The territory will continue to
defend its status in the pending
petition brought by several Jap-
anese language schools on the con-
nection that the law is unconstitu-
tional.

The Hawaiian statute provides
that no alien language school may
be conducted without a license;
that all teachers must be licensed
after examination; that text books
used in the schools must be com-
piled on the basis that the pupil's
usual medium of expression is
English; and provides also for the
elimination of the first two grades
of the schools.

The petition of the Japanese
schools to have this law declared
invalid is before the territorial
supreme court.

PAPER REPLACES ICE
BEING USED TO SHIP FRESH
FISH TO MARKET

FRESNO, Calif., July 27.—Paper
mache is now being used in-
stead of ice to ship fresh fish to
outside markets, according to P.
B. Scott, of Scott's Fish Co., Calif.,
coverer of the new shipping meth-
od. Fish are now being shipped to
Pacific Coast cities and to the east
without the use of ice or refrig-
eration, Mr. Scott says.

The paper-mache containers,
placed in ordinary wooden boxes
are in layer form, and indented
in shape of fish. When a layer is
filled, a cover of paper mache is
placed on top, forming a perfect
fit and placing each fish in an
individual compartment.

Mr. Scott declares the iceless
shipments are a success. He says
he is now shipping 210 boxes of
fresh fish each day without re-
frigeration, and, he adds, they
are reaching the markets of the
south, north, and east in perfect
condition.

This method of shipment, fruit
growers here state, will open up
a limited market for fresh fish.
By eliminating the cost of icing
or refrigeration, growers state, fish
men will be able to place their
product in the eastern markets at
a profit.

ARCTIC FLYING TERRAIN
ONCE ABOVE MOUNTAIN ALL
MIST VANISHES

(Correspondence of Associated Press)
BERGEN, July 25.—Giving his
opinion regarding the Arctic as a
flying terrain, Lieutenant Dietrich-
sen is quoted as follows by the
Aftenposten:

"Once one has risen above the
mountains, the mists vanish and
weather conditions become extra-
ordinarily even and free of wind
pockets. The further north one
proceeds the better becomes the
possibilities of good and safe land-
ing places among the vast flat
tracts of ice and snow fields."

The lieutenant also expressed his
firm conviction that the Arctic
flight was only a matter of time.
Lieutenant Dietrichsen is one of
the airmen sent up to Spitzbergen
by the Norwegian Government in
connection with relief measures
for Amundsen.

ROADS TO OPEN LARGE AREA OF FARMING LAND

Bids For Construction of 150
Miles Railway Opened

LOWER CALIFORNIA SITE

Construction of Roads, Officials
State, Would Make Available
2,000,000 Acres Land

(Correspondence of Associated Press)
MEXICALI, Lower California,
July 4.—Bids for the con-
struction of 150 miles of railroad
through Lower California by the
National Railways of Mexico were
opened July 1, according to an
announcement of Jose I. Lugo,
military government of the north-
district of Lower California.

The construction of this rail-
road, government officials state,
will make available more than
2,000,000 acres of farming land,
particularly adapted to cotton, for
which water can be obtained from
the abundant flow of the Colorado
River. A total of \$2,000,000 has
been set aside in the treasury of
the northern district of Lower Cal-
ifornia for future work.

Is Big Enterprise
This pioneering railroad con-
struction, according to Mexican
officials, is the biggest piece of
constructive work since the United
States built its Alaska railroad.
The conditions contended with are
equal in hardships and opposite
from nature, but at extremes in
their variety. Cold snows, and the
conquering of mountain fastnesses
prevailed in the north. The
southern operation involves com-
bat with terrific heat in the sum-
mer seasons, death dealing sand
storms, miserable chill in other
portions of the year, and at all
times absence of water or living
thing upon which to subsist, ex-
cept at the shores of the gulf,
where water fowl, fish and shell
fish abound.

In addition to opening up farm-
ing lands, government officials
state, the construction of this rail-
road will make possible the devel-
opment of a wonderful area of
mineral lands, rich in surface
showings of gold and silver, heret-
ofore too isolated to permit of
profitable operation. It will also
bring within the reach of rail
transportation several million acres
which have been passed upon by
the geologists of the Mexican gov-
ernment as potential oil bearing
lands, carrying live oil seepage,
structure, and oil sands yielding
petroleum at surface tests.

Oil Lands Vested in Road
The control of all potential and
unexploited oil lands in Mexico has
been vested in the National Rail-
ways of Mexico government, on
the grounds, according to official
published notice, of according ad-
equate fuel supplies for all of the
needs of the railroad lines in Mex-
ico.

The terminus of the new rail-
road will be at Port Gonzales, 150
miles south of Mexicali. This port
has 18 feet of water, and the line,
and ships of large tonnage are
expected to carry from this port
the products from the Imperial
Valley.

The railroad enterprise is the
first step in a program of coloniza-
tion and development worked out
by Governor Lugo, with the ap-
proval of the federal government. A
large part of the plans being carried
out include the establishment of
gins and handling of the cotton
grown on the new lands.

AIRPLANE LOCATES FISH
MOSES LAKE YIELDS CARP IN
GREAT QUANTITIES

EPHRAATA, Wash., July 25.—
New York for some time has been
receiving a considerable supply of
fish from one of the driest counties
of Washington. Moses lake, near
here, is the scene of an odd fish-
ing business which makes this pos-
sible.

Moses lake, though situated in
the midst of a very dry country,
is said to be the third largest lake
in the state. In it schools of carp
are plentiful. Both motorboats and
airplanes are used to locate
schools of these food fish. The
"airplane" fishing is a new turn in
the business and is said to be most
successful.

The locations and directions of
schools of fish may all be com-
pleted so speedily by using the
plane, I. N. McGrath, the com-
pany's president, explains, "that a
little danger of losing them after
they have been sighted. With the
motor boat alone much time is
lost in returning to direct the tug
from the camp."

As the fish are best caught in
the early summer, and best sold
in the fall, they are "stored" alive
in a separate pond after being
caught. They are fed on cracked corn through the late
summer and shipped to New York
when the market is good.

CHEAP LIVING IN BORNEO
REALM APPEARS TO BE NEAR
APPROACH TO PARADISE

(Correspondence of Associated Press)
LONDON, July 14.—British
North Borneo appears to be as
near paradise as it is possible for
a tax-burdened man of today to
get.

No income tax is collected in the
district. There is only a nominal
land tax, railway fares have not
been increased since 1911, tobacco
is cheaper than in any other place
in the world, chickens sell for a
shilling a dozen, and whisky for
eight shillings a bottle.

These facts are not taken from
the circulars of a colonization
agent, but are found in the official
report of the British government
authorities in the district.

Incidentally, the report says the
natives have given up their old
habit of head hunting.