

MEIER'S PLATFORM IS GIVEN BRIEFLY

It is Essentially the One On Which the Late Senator Joseph Stood.

Portland.—The platform of Julius L. Meier, independent candidate for governor, is essentially that on which the Republican party nominee, the late Senator George W. Joseph, ran successfully in the primary. Among the issues for which Mr. Joseph fought and for which Mr. Meier now carries on is the development of federal, state or municipal water power plants to the end that cheap power may be made available in abundance for domestic use as well as industries. This platform insists on home rule in the regulation of public utility corporations.

Mr. Meier is opposed to the arbitrary use of the injunction in labor disputes. He would do everything possible to effect a rearrangement of the state economic affairs to the end that industry may prosper and a repetition of our present deplorable unemployment situation may be less liable to occur.

Divorcement of fish and game affairs from the realm of party political expediency, that the propagation and protection of fish and game may be effected economically and efficiently, is advocated in this platform, which Mr. Meier upholds. Enforcement of fish and game laws is, of course, supported.

Mr. Meier stands four square on the Joseph platform. He is for upholding the Hoover law-enforcement program and promises to appoint to office only men who respect and are qualified to enforce law.

It is hardly necessary to say that Mr. Meier is a strong supporter of

the state highway program and advocates early completion of the Roosevelt Highway as he has been for years actively behind road projects from the time prior to establishment of the present fine system. He was president of the Columbia Highway System for four years.

Mr. Meier stands for the direct primary and popular government. He favors an adequate protective tariff for lumber; relief for agriculture including equitable freight rates and re-adjustment of the tax system so that reduction in taxes may be made for the relief and benefit of farmers and small home owners. The canalization of navigable streams, the improvement of harbors, and extension of commerce are favored. Legislation that will aid and protect veterans of all wars is up-held.

He promises strict economy in public expenditures and a business government with efficiency the sole criterion for employment of public servants.

Lindy Is Out Of "Best" List of Famous Aviators

The American Society for the Promotion of Aviation Sunday made public the consensus among aviators who have informally discussed in its offices the ranking of American foremost fliers.

Oddly enough, neither Colonel Charles A. Lindbergh nor Captain Frank Hawks was named as "the greatest" in any one field. The selections follow:

Greatest air hero—Second Lieutenant Frank Luke of Phoenix, Ariz., known as "The Balloon Buster." He lost his life over the German lines in 1918.

Best from standpoint of combined flying and engineering knowledge—Major James A. Doolittle. It was added that Bert Acosta was the peer of any flier if he could be induced to take his profession seriously.

Best woman pilot—Elinor Smith of Freeport, L. I.

Safest pilot—Captain Eddie Brooks of Denver, Colo., who has flown 13 years without a single mishap.

Independent Candidate For Governor Is Late In Returning Papers

Salem.—Hal E. Hoss, secretary of state, following a conference with I. H. Van Winkle, attorney-general, refused to file the nominating petitions of Mrs. Myrtle Puriance Wilson of Portland, who a few days ago announced that she would be an independent candidate for governor at the November election.

The attorney-general ruled that the petitions did not contain the sufficient number of signatures of qualified voters, and that the affidavits were not properly verified. The election laws provide that 6399 signatures of qualified voters are necessary to place the name of a candidate for governor on the ballot. The secretary of state estimated that the petitions submitted by Mrs. Wilson did not contain more than 4000 signatures.

Mrs. Wilson indicated that she might file mandamus proceedings to compel the secretary of state to file her petitions.

Northwest Air Rates Reduced To Rail Basis

Varney Air Line officials have placed a rail plus pullman fare rate on the majority of the system operated by the company. The low rates were effective Monday, September 22, 1930, and will remain reduced for a period of 31 days. The temporary tariff is effective between the following towns: Portland, Pasco, Boise, to Salt Lake City, and also between Spokane to Pasco. The Spokane-Pasco service connects with the main line that runs thru to Salt Lake City. The rate is considered as purely educational and its sole aim is to educate as many people as possible during the allotted time to the many advantages of "travel by air."

The Varney Air Lines operates Boeing built passenger equipment with radio installed. The Varney airways follow the Department of Commerce constructed and maintained air routes to the east. Passengers will be carried along with the mail with regular air mail pilots at the controls.

Polk County Irrigation. Keen interest in crops irrigation has developed in Polk county recently, according to J. R. Beck, county agent. Of the 1972 acres in the county for which permits to irrigate have been issued, 600 are on the farm of Louis Lachmund of Independence, who uses most of the water for hops. On the Ziesch farm at Parker 120 acres are to be irrigated for pasture and alfalfa, while many other farmers are planning to irrigate small fruits and other crops.

PERSONAL AID FOR STUDENTS IS URGED

Kerr of O. S. C. Deplores Hard Boiled Attitude; Report Due Soon.

Oregon State College.—The hard-boiled attitude favored by some educators of adopting a "take-it-or-leave-it" plan with college students will not be countenanced at Oregon State college, according to the regular fall address to the faculty made by President W. J. Kerr. He told the teaching staff that every student is entitled to personal attention and helpful guidance from his instructors regardless of the size of the institution.

The college adopted a policy some years ago of only admitting those who appeared capable of high grade college work, particularly from out-of-state, and then doing all possible to insure success for those accepted. This year 156 applicants had been denied admission up to the middle of September because they failed to meet the high standards.

President Kerr told the faculty that the federal commission that has surveyed Oregon higher education expects to complete its report in October and have it printed for distribution early in November, according to information from the chairman, Dr. Arthur J. Klein of Washington, D. C.

Prize-Winning Livestock Will Ride in De Luxe Train

St. Paul, Minn.—Barnyard pulchritude of the midwest and east will travel de luxe in a special train half way across the country next month to find new fields to conquer.

Twenty carloads of livestock which have taken awards at the nation's leading fairs this summer will travel from St. Louis to the Pacific International Livestock Exposition at Portland, according to John W. Haw, director of the agricultural development department of the Northern Pacific Railway. The special train, which will be made up at St. Louis on October 18 at the close of the National Dairy Exposition, will be routed via St. Paul-Minneapolis to Portland. Along the Northern Pacific five stops of from three to four hours duration will be made to unload the livestock bluebloods where public exhibitions will be a feature. The exhibition livestock will represent herds of beef and dairy cattle, hogs, sheep and horses owned by midwestern and eastern breeders.

The train will reach its destination, Portland, late on Friday, October 24, and the western show will open the following day.

To accommodate breeders who will accompany their shipments the consist of the train will include passenger equipment.

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A STUDY IN AUTOMOBILE CONTRASTS



"Mother and Twins" might be the title for this photograph, which shows one of the new motor stages recently put into service by Union Pacific Stages and a couple of the little American Austins which have been creating interest in automobile circles. The motor stage weighs 18,000 pounds while the Austin tips the scales at only 1134 pounds. An average load for the big fellow is about 4,500 pounds while the little car is designed to carry a maximum load of about 600 pounds. A new tire for the stage sets the Union Pacific Stages company back about \$100, while the Austin people claim the cost of tires for their equipment will average about \$6.90 for 25,000 miles.

The motor stage shown above is the last word in modern stage equipment and is helping the company to maintain frequent schedules on all divisions of a constantly growing stage operation, according to W. L. McCredie, general agent of Union Pacific Stages, with headquarters in Portland. The stage company now maintains direct service to Chicago, New York and all eastern points and serves a large portion of Oregon, Washington, Idaho and Utah. Its entry into the Montana field was marked this month by the establishment of a trip between Butte and Idaho Falls, connecting with the through service between Idaho Falls and Salt Lake.

Forty-Nine Prisoners Moved From Walla Walla Pen

Walla Walla.—Forty-nine men, prisoners in the Washington state penitentiary, were started Sunday night for Monroe reformatory, where they will serve the remainder of their terms. The majority of the transfers are first timers or men who have only a short time to serve before being eligible to parole.

The move was made necessary by the addition of prisoners this past week, five arriving Saturday night, bringing the population to 1199. With men sleeping in corridors and other conditions of overcrowdedness worrying officials, efforts are being made to roof the new trusty building so that it can be used for sleeping quarters at least.

In the meantime as many men as are available under statutory regulations will be sent to the reformatory.

Stanfield Injured

R. N. Stanfield, ex-United States senator of Oregon, suffered painful bruises and cuts about the head when his car ran off the grade near the R. H. DeArmond ranch near Vale Friday. He was not seriously hurt. Stanfield has large sheep interests in Malheur county.

Flocks Leave Reserve

Sheep are being moved down from the Umatilla forest reserve because of unusually dry conditions. Albert Baker, district forest ranger, stated that cattle will not come out before November 1.

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