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NUMBER CARS REGISTERED IN OREGON GAIN

More than the usual increase is noted in motor vehicle registrations for the first six months of 1929, the records of the Secretary of State showing a total registration of 226,293 passenger cars and trucks against 212,474 for the first six months of 1928. This is no doubt in part the result of the new amendment effective June 4, 1929, providing for the issuing of licenses at the three-quarter fee between April 1st and June 30th of the year, many motor vehicle owners taking advantage of this privilege of putting their cars into operation a month earlier at this small additional expense over the usual half-year fee. The total receipts to June 30th of the current year, from motor vehicle registrations and kindred transactions, amounted to \$6,885,452.31, compared to \$6,291,417.42 to June 30th of the previous year.

Notwithstanding the number taking advantage of the reduced fee in June, the July registrations still show a substantial increase, with 22,008 passenger cars and trucks, and receipts for the month amounting to \$369,591.29. This brings the total receipts for the year up to well over \$7,000,000.

A tabulation covering "new" registrations, referring to new cars, or cars which have not heretofore been registered in this state, includes 28,387 passenger cars, and 3,359 trucks from January 1st to June 30th. This is an increase of 6,755 passenger cars and 883 trucks over the same period in 1928.

An interesting comparison has also been made covering passenger and commercial car license fees from 1923 to 1929, inclusive, showing average license fee paid, computed on the basis of full fee collected during the first six months of each year with the exception of 1929, where the first five months only were used. The receipts from this source for 1929 are double those for the year 1923, but in addition to the increase in number of registrations from year to year, the study discloses that there has been a decided increase in the average license fee paid for passenger cars and a decrease in the fee for trucks. The average fee for passenger cars in 1923 was \$24,199, with a gradual increase each year to \$28,012 for the year 1929, and for trucks, a fee of \$51,932 in 1923 decreasing to \$48,156 in 1929. Talking into consideration the large majority of passenger car registrations, it is not unlikely, according to those who study the statistics, that the advance in average fees has much to do with the yearly increase in receipts. At the same time, this tabulation also bears out the theory that the growing tendency is toward a larger and better class of car for pleasure purposes, and the lighter truck for commercial use rather than the cumbersome, heavily loaded vehicle of the past which has caused so much grief to our state and local road building departments.

Tourist Registration
The increasing popularity of Oregon as a vacation ground is forcibly shown by the tourist registration figures in the office of the Secretary of State. July, usually the banner month of the season, closed with a registration record far beyond all expectations, the registrations for that month exceeding those for the same month in 1928 by 4,507. This brings the total registration for the current year so far to 58,750, or 5,423 more than for the first seven months of 1928. Having in mind the wonderful autumn weather still to be enjoyed here in Oregon, and our splendid network of improved highways, it is confidently expected that by the end of the year all previous records will be broken. Forty-six of the states of the United States are represented in these registrations so far this season, as well as the District of Columbia, Alaska, Hawaii, Canada, Canal Zone, England, France, Germany, Java, and the Philippine Islands. Our neighboring state of

LUMBERMEN HIT BY JULY FIRES—FARMERS SECOND

With a total of \$126,387 in 62 fires, farm properties, with the single exception of lumber industries, suffered the greatest damage in the total state losses inflicted by 132 fires during the month of July outside of Portland, according to the analysis of incomplete fire loss reports made public by state Fire Marshal Clare A. Lee. The July farm losses constituted 47 per cent of the total number of fires and 29 per cent of the volume of losses. Of the total farm losses, dwellings and contents were damaged in the amount of \$89,475; barns and outbuildings, \$29,129, and hay and grain, 7775.

The total losses for the month of July amounted to \$436,252, which with the exception of 1927, the record low-loss year of the past seven years were \$883,000 less than that of July, 1928, and \$405,000 less than the average July loss for the previous five years. Last month's fire losses were 239,000 in excess of those for the month of June preceding and \$23,000 more than for July 1927. For the seven months' period ending July 31 the state losses amounted to \$1,846,000, which is \$56,000 below that for the corresponding period of the record year 1927; 909,000 less than that of 1928 and \$665,000 below the average seven months' period for the previous five years.

Of the July 1929, losses the lumbering industries suffered the heaviest, with \$179,950 in six fires; farm properties were next with \$126,378 in 62 fires; city dwellings and contents followed, with \$47,684 in 41 fires; hotel lodging house and restaurant properties were damaged in the amount of \$42,000 in four fires; mercantile and other mercantile and other business establishments, \$22,675 in 10 fires; and garages, filling stations, etc., \$5525 in six fires.

100,000 VISITORS AT CRATER

At 10:12 a. m. Monday the 100,000th visitor at Crater National Park for the season of 1929 heaved in at the Anna Springs entrance.

This number of park visitors was reached last year on September 4th, when, at the end of the day 100,320 visitors were recorded for the season.

A travel comparison over last year to date shows an increase of 3,172 cars and 10,455 people.

A penny for your thoughts" pays no here when one wants to buy a legal opinion.—Springfield Letter.

California leads with 36,591 registrations during the year and the state of Washington second with 9,971. The largest number of registrations for the year was at the Ashland station, with 13,934, Grants Pass second with 13,546. An outstanding registration was made at Grants Pass during July with a record of 7,125 cars during that month, compared with a total registration of 6,432 cars at that point during the first six months of the year. This marked increase is due largely to the recent extensive improvements on the Redwood Highway in Southern Oregon and Northern California.

Traffic Activities

The summarization of activities of the officers of the State Traffic Division as reported to the Secretary of State for the month of June, 1929, brings out some facts well worth serious consideration, particularly reference being made to the report covering accidents. This classification shows during the month a total of 2,548 accidents with 369 persons injured and 19 persons killed. Of these accidents, 2,115 were caused by collision of motor vehicle with motor vehicle, resulting in 298 people being injured and 7 being killed; 99 by collision with pedestrian, with 10 injured and 1 killed; 94 by collision with electric car, and 13 with railroad train.

Carelessness on the part of the operator is given as the contributing cause of accident in 1,128 cases; 36 usurping right of way; 245 failing to give signal; 117 speeding; 101 cutting corner; 84 from reckless driving 56 from driving while intoxicated; 55 skidding, 22 improper lights 12 defective brakes. In addition to these were the usual number of minor faults and hazards.

County Fair Promises To Be Big Event

This year, with enlarged buildings, greater entertainment program, the co-operation of all the grange units of the county and general spirit of enthusiasm for the annual exposition which the board of directors have encountered, the Jackson County Fair and Oregon Pear Show, scheduled for September 11-14, inclusive, promises to eclipse all former records.

Again this year, the granges of the county will co-operate in collecting and arranging horticultural and agricultural exhibits for their respective districts, which insures the success of this department.

A comprehensive entertainment program has been lined up. The track will be improved and it is expected a large number of horses will be present to compete daily in harness and running races for the edification of the grandstand crowds. There will be a rodeo featuring Roman races, trick riding and fancy roping stunts.

There will be several other free attractions and grand display of fireworks every evening. There will be plenty of music, while riding devices and concessions will provide amusement for the midway and there will be dancing in the large pavilion throughout the four evenings of the fair.

The premium list, containing a list of everything on which there are prizes offered, amounting to \$8,000 or \$10,000, has been out some time and can be secured at the Chamber of Commerce, banks or newspapers, anywhere in the community. Get a list and prepare to help the fair.

The interior of all the buildings are being prepared for the coming fair, and the exteriors were repainted this spring.

The special days this year are as follows:

Wednesday, Sept. 11—Children's day.

Thursday—Medford day.

Friday—Sept. 13—Ashland day.

Saturday, Sept. 14—Grange and Grants Pass day.

The first day is to be a regular day, with one of the best programs of sports of the whole week. The children of school age are to be admitted free on Wednesday this year and school will close for the day.

Another special feature will be the change in price of season tickets from \$2.50 to \$1 for everybody. This ticket will admit the owner to the fair every day and night, the regular price of which, paid each day and night, would be \$3. Everybody is asked to buy a season ticket. There is to be no free list, except children on Wednesday.

The office of R. G. Fowler, secretary, is in the Liberty building now. The office will be located at the fair grounds later on. Dan Herring is the assistant secretary again this year.

GOOD RACES WILL FEATURE THE JACKSON COUNTY FAIR

Horse racing will be one of the outstanding features of the Jackson County fair this year and already the entry list is quite large. Horse-racing in Oregon has received considerable impetus this year and has been featured at most of the shows over the state. The lovers of horse racing will find much to attract them to the Jackson county fair this year according to reports from the county seat.

OILING CREW RETURNS

The state highway oiling crew arrived in Bandon last week from the Myrtle Point-Roseburg highway, where they completed the second application for a number of miles, says the Bandon World. They are now patting the second coat on the highway between Bandon and Denmark. After finishing here they will return to the Myrtle Point-Roseburg highway for additional work.

News Gleaned From all Over The Nation

Mamer and Walker, the pilots of the Sun God, on their epochal trip around the United States from Spokane on a non-stop trip will be at Lakeview, Oregon during the Rodeo which opens there Saturday of this week.

Deisel engines will be used to increase the power facilities at Lakeview, Oregon. The installment of the new equipment will be soon.

The Arabs and Jews in Palestine are having a miniature war. The disturbance has been the occasion for several nations to send troops to the affected districts. The outbreak threatens to expand to other territories.

The Portland team in the Pacific Coast League is receiving the congratulations of the fans of the state upon their meteoric rise to the top of the percentage lists. The Portland team has equalled the win record of the Coast League and expected to go further.

A half million dollar fire visited Spokane last week destroying several buildings including a sanatorium.

Cleveland, Ohio is staging one of the greatest aviation circuses ever attempted. Air derbys from many points in the United States have been features of the show. Among the flyers to partake in the celebration was Col. Chas. Linberg who thrilled the spectators upon the opening day with a series of hair-raising stunts.

Tex Rankin, Portland flyer took second place in the Portland to Cleveland air derby.

A Paris doctor claims to have discovered a method to rejuvenate men without an operation. He has done considerable experimenting with roosters but has never tried his extracts upon mankind yet. He expects to eventually produce a tablet which may be dispensed by a physician.

GASOLINE TAX SHOWS SUBSTANTIAL INCREASE

Notwithstanding the steady gain in gasoline sales which has been apparent each succeeding month during the current year, an added acceleration seems to have been apparent each succeeding month during the current year, an added acceleration seems to have been given this industry during the month of June, according to the tax collected by the Secretary of State. The sales of gasoline alone for this month reached 15,257,874.9 gallons. This is an increase of 1,953,326.4 gallons over the same month in 1928, and 3,127,701.5 gallons over the sales for June, 1927. The receipts for June covering gasoline and distillate sales total \$460,490.58 under the two laws imposing this tax, bringing the accumulated total to June 30th of the current year to \$2,098,473.84. The tax to June 30th of 1928 amounted to \$1,883,733.15 and the total tax for the entire year was \$4,308,417.07. With the substantial sum already collected, there is no doubt but that the receipts by December will be far beyond those of any previous year.

From February 26th, 1929, when the first gasoline tax law became effective, to June 30th of the present year, more than \$24,000,000.00 has been collected in gasoline tax. After payment of necessary administrative expenses, and the refunds authorized covering tax on fuels used for other purposes than in the operation of motor vehicles upon the highways, a total of \$22,919,386.96 has been transferred to the State Highway fund to be expended in road construction and improvement under the direction of the state Highway Commission.

I see that you've given up teaching your Joan to drive.

Yes, we had an accident.

Did you? What happened?

I told her to release her clutch, and she took her hands off the steering wheel.

UNIVERSITY STUDENTS TAKE INTERESTING ALASKA VOYAGE

Their "campus" the whole southwestern Alaska coast, from the southeastern-most point on north to the interior beyond Skagway, the University of Oregon summer session held on board the S. S. Queen of the Admiral Line was a complete success in every way, it was declared by the students and faculty members of the cruise who returned to the U. of O. at Eugene recently.

The S. S. Queen was chartered by the University of Oregon for a two week's trip and carried 170 students and a faculty of 15. Students on the cruise, the first of its kind to ever be sponsored by an American university, received full credit for all courses taken and regular classes were held on board the vessel during the trip.

Subjects that were enhanced by the cruise were offered to students, and included Art of Alaskan Indians anthropology, geology and geography of Alaska, Literature of the Pacific Northwest, feature writing, camera reporting and others. Two weeks of intensive study on the campus at Eugene will complete the session.

Students made remarkable progress in every subject, instructors declared upon their return. Long hours on the waterway, free from noises and distractions, were very conducive of concentrated study and with zest added by the excursions ashore, no one had difficulty in keeping up in work.

The cruise was arranged by Campbell Church, Jr. of Seattle, and university work on board was under the direction of Karl W. Onthank, executive secretary of the University.

A second cruise, in a larger vessel and with a route that will include additional points of interest, is already being planned for next year, Onthank declared upon his return here.

Every point of interest ordinarily seen by tourists to the territory was enjoyed by the students, and in addition Captain A. W. Nickerson took the vessel to many out of the way places that are of special interest. These included an unusually close visit to Taku Glacier, a trip into Glacier Bay, stops at Excursion Inlet, a voyage on open sea from Sitka north and many side stops.

Special permission was obtained for a stop in Victoria B. C. for sight seeing, and from here the vessel went to the metropolis of Southwestern Alaska, Ketchikan. Here students had their first glimpse of totem poles and studied with interest the natives and the industries such as fish canning and packing.

From Ketchikan the queen steamed to Wrangell, picturesque village that abounds in Alaskan lore. Here a lecture on Totemism was given by Rev. H. P. Corser, noted authority, and students visited the famed shack of "Chief Shakes." Petersburg, thriving fishing village that is noted for its community management of industries, was an interesting stop the same day.

Taku Glacier, mighty bed of ice that is constantly in conflict with the sea, was visited early in the morning and the vessel wound its way among huge icebergs to within a few hundred feet of this spectacle. Blasts of the ship's whistle would occasionally bring down huge fragments of ice that parted from the mother bed with a great noise, and which sent waves all the way across the bay.

Several hours were spent in Juneau, the capital city of the territory. Here students went through large mines, studied in museums and saw other nearby sights.

Parties of students visited the famous Mendenhall Glacier. With a river gushing full born from a deep marine blue cavern in the face of the ice, the glacier is one of the most thrilling sights to be seen anywhere in the world. The historic city of Skagway, once a city of 15,000 but now a village with but the ghosts of early gold rush days remaining, was enjoyed for a day.

From the northern point of Skagway the vessel came south to Sitka, ancient Russian capital of the territory. From Sitka the S. S. Queen took to the open sea bound for the Glacier Bay region. This gave many students their first thrill of open sea voyaging and gave the ma-

BUSINESS IS BETTER THRU 12th DISTRICT

Business activity in the twelfth Federal Reserve District reached a high level during July. The agricultural outlook improved moderately, price movements, on the whole, were not unfavorable, and the supply of credit continued ample, although the price of credit advanced slightly.

Increased prices for many farm products and favorable weather, which benefited growing crops and facilitated early harvesting operations, were important developments in the agricultural situation during the month. Substantial advances in prices of wheat, potatoes, and deciduous fruits pointed to an improvement in aggregate farm income. The announcement, on August 19, by the recently created Federal Farm Board, that it had agreed to extend substantial financial aid to California organizations engaged in handling raisin grapes, was an additional factor in the improved agricultural outlook.

The number of unemployed in the District is estimated to have decreased during July and was smaller than a year ago, a natural accompaniment of increased activity in industry. Perhaps the most noteworthy production figures of the month were those pertaining to the record output of oil in California. Average daily output during July, 1929, was 868,165 barrels, an increase of nearly 10,000 barrels or more than one per cent over the previous record output of September, 1923. This record flow accentuated the problem of temporary overproduction which has faced the oil industry for some months past.

The usual mid-summer recession in trade failed to appear during July of this year. Railroad and waterborne traffic was well maintained and a relatively large volume of goods was distributed at wholesale and at retail. Contrary to the seasonal movement, sales of new automobiles increased during the month and established a new monthly sales record.

There was a large outflow of funds from this District to New York during late July and early August. This was a delayed seasonal movement which ordinarily occurs early in July and which is related to the customary June 30 adjustments of banking position. This year the movement was evidently postponed by reason of credit needs growing out of the curiosity demand for the new small-size currency which was placed in circulation on July 10. Deposits of member banks declined during this period (July 17 to August 14) while their loans increased, as did their borrowings from the Federal Reserve bank. The discount rate of the Federal Reserve Bank of San Francisco was unchanged at five per cent, but the Bank's rate for short term banker's acceptances was reduced from five and one-fourth to five and one-eighth per cent, on August 13.

NEW CHANGES IN HUNTING LIMITS ARE MADE BY DEPT.

With the opening of deer hunting season on September 15 sportsmen will be called upon to observe a change in the limit laws. Each hunter will be allowed but one mule deer. He may kill one mule deer and one black tail or two black tails. Reports indicate that deer will be more plentiful in all sections of the state than they have been for years. Heavy inroads upon cougar have in no small degree been responsible for this increase of deer.

With the opening of sea-sickness.

Fishing parties at Excursion Inlet, then stops at Juneau, Petersburg, Wrangell and Ketchikan on the way home completed the cruise. Fair weather almost all the time was enjoyed.