

MILK WAR ENDS IN VICTORY FOR OWNER OF COWS

Better Price Agreed Upon by Portland Distributors —Deadlock Broken On Action of City Council

PORTLAND, Aug. 6. — (AP) — As suddenly as it broke before a surprised city, Portland's milk war came to an abrupt close last night.

After a week of bitter siege in which thousands and thousands of gallons of fresh, pure milk were dumped in streams and roadside ditches, dairy trucks were hi-jacked by striking farmers, and property damaged by marauders, the end came with the blacklisted distributors meeting the terms advanced by the Dairyman's Co-operative association, representing the striking farmer-dairyman.

The distributors agreed to pay a basic price of \$2.17 1/2 a hundred to the producers.

Agree to Co-operative.
Another term of the agreement was that the distributors agreed to the co-operative. An exception is made where distributors have existing contracts with independent sources. These contracts may not be renewed at their expiration.

A permanent arbitrator who will act as final authority in all milk disputes, will be selected by representatives of the distributors and producers.

The strike was called by the farmer-dairyman to force higher prices for their product. They contended they were receiving between \$1.90 and \$2.00 per hundred, while on the quart basis the price ran around four cents, with the distributors receiving from 8 to 12 cents from the consumer.

Council Credited.
Observers agreed that the deadlock which characterized earlier and prolonged discussions in an attempt to break the war, was broken to a large extent by the action of the city council late yesterday in adopting an emergency ordinance prohibiting the importation into the city of any milk no better than grade B. This law alone would have brought an end to the war, it was declared, as it would have forced distributors to use other than the grade C milk which they have been delivering during the emergency. All other supplies were cut off by the farmers who successfully blocked milk trucks destined to the distributors.

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rested with the council, and that authority would remain, no matter how much advisory aid should come from citizens' committee groups.

Desire to Help.
"Pop" Gates in outlining the citizens' group solution plan on Tuesday night, had made it plain in so doing that the committee's desire was merely to help the council by paving the way for some action in bringing the sewage disposal question to the fore again, following the defeat of the \$235,000 bond issue.

During last night's discussion Councilman P. M. Kershaw said that in talking with some members of the citizens' committee after Tuesday night's meeting he was informed that committee had the idea in view of the council calling for another bond election this fall.

Had Much Information.
During the discussion Chairman W. W. Allen and other members of the council health committee, and some other councilmen expressed the feeling that the citizens' committee had not appreciated the immense amount of authoritative information that committee had gathered during its six months' investigation of sewage disposal, before reaching the conclusions placed before the public in the \$235,000 bond issue.

Mr. Allen was not present at Tuesday night's meeting and Mayor Wilson hastened to inform him that the citizens' committee plan merely suggested a solution and offered aid in an advisory capacity, and therefore as he understood it the committee did not desire to study into details, unless its aid offer was welcome to the council.

Mr. Allen and other councilmen stressed the point that the citizens' plan did not suggest anything but what the city council could have done at any time, especially the hiring of an outside sanitary engineer specialist of wide reputation, and that the health committee and other councilmen always favored this, but could not see their way clear to employ such an engineer before a bond issue was passed, because of lack of finances.

Had Expert Advice.
However, the health committee went ahead as best it could, he said, and had sought the advice of several competent engineers and instructed City Superintendent Scheffel to make preliminary survey and

plans and preliminary estimate of costs. The state board of health engineer and other officials had also been consulted.

When the engineers and the others looked over the survey and other work done by Mr. Scheffel, Chairman Allen stated that each of them praised it as well and accurately done.

Mr. Allen and some other councilmen questioned the feasibility and legality of borrowing money from the banks to employ a special sanitary engineer in advance of a proposed bond issue, since the estimated cost of such employment in the budget for next year and pay it out of next year's taxes, as suggested in the citizens' committee solution plan, but others assured them that similar procedure had been followed by city governments sometimes in past years.

Cooperation Indicated.
Altogether, the outlook, in view of the citizens' committee solution plan, and the debate on its reception by the council in last night's discussion, seemingly indicates that the council and advisory committee of the citizens' committee may soon be working amicably together in solving the sewage disposal problem.

City Superintendent Scheffel in remarks during the discussion, declared that for some reason to him unknown, he seemed to be the target around which the disposal bond issue centers, and said that in all public improvement work of the municipality or other semi-public body, it had been the custom for years to have the regular engineering department of that body do the preliminary work connected with the improvement. He also stated that Engineer Schilling of Ashland, an engineer of wide experience, had been offered a job by Russia at \$15,000 salary annually and expenses for two years' work in that country, had added him in the technical work in the sewage disposal matter.

STEP ON THE GAS AND WATCH YOUR OIL BILLS MOUNT

Few Miles Per Hour Make Big Difference in Oil Consumption Auto Association Tests Disclose

CHICAGO (AP)—You "step on the gas" to increase an automobile's speed, but it's the oil that takes the real punishment.

Every motorist knows, vaguely, that the faster he drives his car the greater the oil consumption. Now the American Automobile Association has discovered just what a big difference a few miles per hour make.

A collection of many definite facts on the subject is the result of 9000 miles of tests conducted by the board of the A.A.A. over the Indianapolis speedway track.

17 Cars in Tests.
Seventeen stock cars, representing 12 different makes—a fair cross-section of the 1931 automobile crop—were given the test.

The cars consumed an average of one quart of oil per thousand miles when driven at 30 miles an hour, but the average jumped up to 6.3 quarts per 1000 at 55 miles an hour.

The latter amount varied greatly, however, in the different machines, some showing as low as two quarts per 1000 at the higher speed and others jumping to around 19.

Heavy Oil Cuts Gas Duty.
Using heavier oils at high speed

LINDBERGH'S ARRIVE IN OTTAWA



Col. and Mrs. Charles A. Lindbergh shown after their arrival in Ottawa, Canada, the first foreign city they touched on their vacation flight to the Orient.

Associated Press Photo
is that there is no good reason for motorists to vary from the recommended viscosities.

High-speed driving was found to be more expensive from the gasoline-consumption standpoint, also. Miles per gallon averaged from 12.94 to 13.13 at 30 miles an hour, and from 10.24 to 11.06 at the higher rate.

AVIATOR CHARTS TRANS-ATLANTIC AIR MAIL ROUTE

CLEVELAND, Aug. 6.—(AP)—Officials of trans-American Air Lines corporation today confirmed reports of the charting of a new trans-Atlantic air mail route, in the course of which Parker D. (Shorty) Cramer landed his Diesel powered Bellanca monoplane yesterday at Angmagssalik, Greenland, after crossing the Greenland ice cap.

Taking off unheralded for an unannounced destination July 27 from Detroit, Cramer and his radio operator, Oliver Paquette, stole some of the world's attention that has been riveted on the other spectacular achievements of aviation for the last two weeks.

A meager announcement from authorities at Copenhagen was the first intimation of their hazardous journey.

Cramer was scheduled to take off for Reykjavik, Iceland, today.

The route from Detroit to Copenhagen is 4369 miles, 2600 miles of it over land.

In the establishment of the air mail route it is planned to make 13 hops, with the plane refueling at each stop to carry as large a payload as possible.

Greater internal friction caused by the heavier oil is held responsible for the drop in gasoline mileage. The lesson in this, the report points out,

reduced consumption, it was shown by the tests, but this saving in oil was at the expense of a loss of 7 per cent in gasoline mileage.

Of course they're friendly to your throat—they're FRESH!

THERE are three things about a cigarette that sting the tongue and unkindly burn the throat.

- (1) Harsh tobaccos.
- (2) Particles of peppery dust left in the tobaccos because of inefficient cleaning methods.
- (3) A parched dry condition of the tobacco due to loss of natural moisture by overheating or evaporation.

Camels in the new Humidor Pack are fine cigarettes kept fine, free of every one of these drawbacks to real smoking pleasure! They are blended of the choicest tobaccos — fine Turkish and mild

Domestic tobaccos — the choicest that money and experience can buy.

They are kept free from the sting of peppery dust by a special vacuum-cleaning process.

They are perfectly conditioned, factory-fresh wherever you buy them, thanks to the new Humidor Pack.

This scientific germ-safe wrapping — not plain ordinary Cellophane but moisture-proof Cellophane which costs nearly twice as much — seals in all the natural freshness and aroma — seals it so tightly that wet weather cannot make Camels damp, nor drought weather make them dry.

As a favor to your throat try factory-fresh Camels for just one day, then quit them — if you can.



Tune in CAMEL QUARTER HOUR featuring Morton Downey and Tony Wons Columbia Broadcasting System—every night except Sunday

Smoke a FRESH cigarette

CAMELS

Mild... NO CIGARETTY AFTER-TASTE

JACKSONVILLE FAMILY THANKS FIRE FIGHTERS

JACKSONVILLE, Ore., Aug. 6.—(Special.) Mr. and Mrs. Vivian Beach wish to thank all who so kindly helped in saving their home from the fire which broke out Saturday evening, burning their shed and chicken house estimated at about \$1000.

The Jacksonville fire immediately called but to reach the fire from the hydrant with their hose assist, and many volunteers from Jacksonville including the local Boy Scouts, and his hard fighting the fire

How to make delicious ICED TEA

There is one simple rule to follow to be sure your tea is FRESH. Stale affects the flavor of iced tea even more than hot tea. The only way to be sure your tea is fresh is to buy it in vacuum tin just like your coffee.

The U. S. GOVERNMENT TEST EXAMINERS found that tea flavor, like coffee flavor, evaporates from a cardboard or tin box — the tea keeps freshest when sealed in vacuum. Schilling Tea is the vacuum sealed tea. What a rare discovery when coffee was first packed in vacuum. You have the same treat in store with Schilling Tea. You will discover what you have missed all these years a fresh fragrance new and delightful. Look for the round red vacuum tin

Fresh Schilling Tea



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SEALED IN VACUUM
LIKE YOUR COFFEE

COFFEE • BAKING POWDER • SPICES • ETC.

Hupmobile Straight 8 Roadster. \$1500
A real bargain

Chevrolet Lubrication Service

You will find that it will pay to have your Chevrolet serviced in our shop. . . . Here expert Chevrolet service men do the greasing job thoroughly, change your oil if necessary, using exactly the right grade and amount specified by the factory. You'll find this service moderately priced, too!

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