

Morning Oregonian

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PASSENGER LINES FOR PORTLAND. Plans to establish regular line of fast passenger service between Portland and the Orient, in pursuance of which the Columbia Pacific company has applied to the shipping board for two vessels, indicate another great step in establishing the position of Portland as a port. Passenger lines are a necessary complement to freight traffic.

Freight traffic develops passenger traffic by sea as it does on railroads. It causes men to travel in business done at ports at which their business is done in order to establish connections, branches and agencies. It will attract tourists and students from all parts of the world.

China and Japan are the ports to and from which they see goods shipped. By providing means of direct personal intercourse, it leads to extension of business and to establishment of industries.

Portland has laid the foundation for a passenger line in the shape of large freight traffic. It now has two lines operating five vessels each to that region, and a third to Japan by a Japanese company will soon begin operation.

There will be at least two more vessels eastward across the Pacific. In addition, eleven vessels are under charter to a Portland company, a large proportion of which are to be used in the Orient.

There are also fourteen vessels running to Europe and the Atlantic coast of the United States on a triangular route, two running to the Mediterranean, and two to the Mediterranean. Thirteen vessels run to California ports with both freight and passengers, and it is proposed to add two more passenger ships.

In all, forty-two vessels are running on the Orient, and it is proposed to add two more passenger ships. In all, forty-two vessels are running on the Orient, and it is proposed to add two more passenger ships.

Any doubt that this traffic will be permanent is removed by the fact that 60 per cent of it originates in Portland and the immediately adjacent territory. The port is not dependent on the good will of railroads or of shippers in the interior for the main support of its shipping lines.

On the contrary, it provides for its own trade. It is a large proportion of cargoes as transcontinental freight for export and import by giving assurance of regular sailings. It is that the only real Pacific coast terminal on the Union Pacific railroad, and that road will be inclined to carry its export freight to Portland for the reason that it will thereby receive the benefit of the lowest rates.

There is no doubt of ample depth in the channel for them. While the summer freshet always leaves deposits on the bars, dredging always begins when the river is about ten feet above zero, and the bars are cut down as the water recedes. The river is rarely at zero before late fall and early winter, and by that time the bars have been restored to a few points toward the mouth of the Columbia, where vessels can take advantage of a tide ranging from four to six feet. This may be necessary for only about one month, for the river remains at zero stage about that length of time before it begins to rise.

Plans have been made by Major Slattery, chief engineer of the government, and James H. Polhemus, general manager of the port of Portland, for complete pooling of their dredging fleets so that they may concentrate their effort first on the bars below the mouth of the Willamette, where are the highest bars and the least tides, and then to work their way down the Columbia. Even dredges of two of the government and three of the port, will begin work as a team about the middle of July and by the middle of October they should have restored the thirty-foot depth everywhere, except where the fresher shoals the channel least and the tide is highest. At those points work will be completed during the

early winter, after which the whole fleet will clean out the lower Willamette. When the passenger vessels come in September, the way will be clear for them. At the same time the channel will be deepened 100 feet, with the effect that the slope of the banks will be more gradual, there will be less shoaling and the established depth will be more easily maintained during the winter. It is prepared for deepening to 33 and later to 35 feet, a depth which could not long be maintained in the present width of 300 feet.

It is a fact that ocean traffic now coming into the Columbia is held by the government to justify continued large expenditure, and by bearing the expense the port of Portland disposes of the part of congress to make appropriations. Actual traffic has thus assured a channel adequate for the largest vessels.

On U'Ren's latest proposed constitution might, we think, have been written with less attention to gross materialism. The author of the measure that may go on the ballot seems to assume that everybody's first thought is of laws pertaining to the particular jobs of holders of vocation he follows. The membership of the legislature under the terms of this interesting document is to be apportioned on an occupational basis, so many to the farmers, so many to the cooks and waiters, so many to the professional men, and women, so many to the lawyers, so many to the clerks, and so on.

On what basis is the supposition laid that the cooks and waiters, and loggers and clerks and professional men have special interest in laws pertaining to their occupations? Mr. U'Ren, himself a lawyer, has devoted his lawmaking energies in the past not to legislation pertaining to the lawyer's profession, but to laws pertaining to his own vocation. Expertmentation in government being his hobby, he has sought early and late to devise laws that will make experimentation in government easy for him and everybody else.

If we are going to apportion legislative membership according to class interests, let's make it on the avocation or avocations of the members, and let's make it on the avocation of the people whose mind is always on his job is usually so prosperous and contented that laws regarding his kind of employment worry him not a whit. But there are thousands of people whose minds are on the baseball game, the boxing match, the fishing stream, the automobile road, the evening dance, the motion picture or something else, and who are not interested in getting what they want. Let them be protected against undue encroachment by having votes of their own in the legislature.

It is necessary to include in a given enterprise. Recently in the east a party had been organized which is hoped will overcome some of the obvious difficulties. It consists of organization of a joint stock company, financed in the manner usual for the operation of apartment houses. The plan is to have a certain number of apartments of varied size. Subscribers receive assignments of shares in accordance with the number of apartments which they desire to own. It has not been shared hard to pro-rate these shares equitably, taking due account of the proportion properly claimed to each apartment. It is a common enjoyment—the roof, the hallways and staircases, the elevators, the basement, the janitor's quarters, and so on. So in theory the apartment owner, who owns an apartment in which he dwells, together with the necessary share of its appurtenances. To that point all goes well.

Complications are introduced when the owner desires to sell. It is plain that title without the right to dispose of it is a mere fragment, and it is found in practice also that apartment houses become a nuisance to owners of detached homes are under obligations of equity to the neighbors with whom they are in so close contact. The value of the property is thereby gravely affected if one of their number sells his interest to an undesirable individual. Those who live in (and move out from) the apartment house, if they are candid with themselves, that they are themselves influenced by this consideration, that they like to choose their neighbors, and that they do not wish to have the knowledge to "run down" appreciably as the result of negligent management in this regard.

In the effort to meet this situation the apartment owner practically makes himself a tenant of himself. He pays rent, but this is returned to him, less running expenses, in the form of dividends. He is not free to sell his stock, but he can sell only in marketable form. He retain this if he chooses to do so, whereupon the vacant apartment is rented by the managers, and he continues to draw dividends, if there is any, in proportion to the amount of his stock. He continues to be a landlord, though no longer with himself as tenant.

The obvious obstacle to successful cooperative ownership of homes on a considerable scale is inherent in the nature and the habits of the people themselves. Apartment house ownership in particular constitute a perpetuating factor in the population. They lack the permanency of folks who are rooted in the soil. Changes of employment necessitate moving, which even stock ownership in not likely to be a permanent co-operatively built apartment sooner or later becomes a renting enterprise. The outs then cease to be advocates of low rent and become persons who are interested in investments. The ins are mere tenants as before the enterprise was launched. No enduring solution of the housing problem is found.

The durable satisfaction of home ownership are derived from intimate connection with the soil. The plot of ground in which to potter, and over which to exercise the right of disposal, is the real basis of pride in title. The stockholder in the hotel or apartment house is not and cannot be the same as the owner in fee of a city lot, however humble. The stockholder's interest is a mere title, and the drift of population toward the result of concentration of effort to escape from irksome details that attend living in real houses, but

it entails sacrifices that those who are imbued with the ancient sense of ownership will seldom be willing to make. The best that probably can be said for the new co-operative scheme is that it symbolizes awakening of the people to the needs of the land, and it misses the main point. We do not like, as a matter of fact, to co-operate in matters that involve our privacy; we move from a whole apathy into great confusion. If any bees, or a colony of bees, can gain access to these substances, they will be looking for more for a number of days, and many of the old bees will try to get into nearby hives. Just a taste of "something for nothing," it will be noted, disrupts the whole economic scheme. But the honey output suffers, of course, and there is no evidence that those lost days ever are atoned for. As a pleasing occupation for a philosopher, or a budding sociologist, we are inclined to commend apiculture. The bees, however, are in a shortage of production if only a small proportion of our social reformers would consider the example of the bee.

DAYLIGHT SAVING STILL AN ISSUE. The veto by Governor Smith of New York of the bill intended to repeal the daylight saving statute is interesting because it exhibits daylight saving as still a live issue and because it indicates that the popular is impressed by the contention that it would be impossible for farmers to adjust their schedules to the new order. The popularity of daylight saving indeed, had been so general in New York state that a great many cities and towns had enacted daylight saving ordinances and were prepared to continue them in force regardless of the action of the legislature or the governor.

Governor Smith admits that there is a "sharp conflict of opinion" on the subject. The opponents of daylight saving cling to the contention that they will be unable to keep help on the farm for the hour in the afternoon beyond which day workers are not needed, and that it is impossible to start work an hour earlier in the morning because of atmospheric and other conditions. The latter probably is in some cases; but the governor evidently does not believe that farm hands will refuse to abide by a work schedule that is in their own interest because workers in other places are not subject to the same rule. With daylight saving, as determined to save daylight by local law, he sees no reason why there should be two sets of laws on the subject.

The result in New York will be that the cities will move their clocks ahead and the country districts will do so or not, according to individual preferences. It is evident that the government does not intend a food famine will result. The chances are that the farmers who are in the situation will discover that they are much less injured than the self-appointed spokesmen predicted they would be.

"You may tell your people in America that the president of France is a man who is physically and mentally sound, Premier Millerand, said in the episode in which President Deschanel fell off a train. Well and good. But the premier needn't rub it into the ears of his people.

A shipment of California champagne is on the way from San Francisco to Chicago to be used for medicinal purposes. If the boys are able to get it to Chicago, it will be on its way to the rest of the world. There are the society buds, the golf players, the stoney dancers, the bathing beach swimmers, and parades the police have had to handle, and numerous others, to say nothing of those before mentioned, who ought to have a voice of their own in government. Work and play are the least of our worries. Down with materialism and on with the dance.

The warden at Joliet penitentiary claims the honor system is a failure, twenty prisoners having escaped under it. The success or failure of the honor system depends not a little on the warden who administers it.

It is hard to realize that an ounce of gold costs the producer \$5 or \$10 more than the government buying price of \$20.67, but such is stated as the price of the owner of a gold mine. The rest is profit.

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The high cost of bridges is shown in the plans for the new Burnside bridge, which will be about a million, while the old bridge, which was depressed, figured at \$400,000.

The cooks and waiters are getting in line with their employers, just as the boys are getting in line with the owner of a gold mine. The price of the owner of a gold mine is poorer than the rest of us.

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Stars and Starmakers. By Leone Cass Baker. Liane Carrera, Anna Held's daughter, has changed her name legally to Anna Held Junior, and, having come into \$25,000 of the million-dollar estate her mother left, she has become a whole apathy into great confusion. If any bees, or a colony of bees, can gain access to these substances, they will be looking for more for a number of days, and many of the old bees will try to get into nearby hives. Just a taste of "something for nothing," it will be noted, disrupts the whole economic scheme. But the honey output suffers, of course, and there is no evidence that those lost days ever are atoned for. As a pleasing occupation for a philosopher, or a budding sociologist, we are inclined to commend apiculture. The bees, however, are in a shortage of production if only a small proportion of our social reformers would consider the example of the bee.

While Sarah Padden's act was playing in the Orpheum in Denver last week, the girl in the act with Miss Padden received word of the serious illness of her mother in Los Angeles and asked for her salary, \$55, so she could go to Los Angeles to look after the combined affairs of several Denver officials and the Orpheum manager, Max Fabish, to secure the money for the girl, Elizabeth Page. It seems that Joseph Hart, the New York lawyer, had been asked to collect all of Miss Page's \$65, save \$15, and apply the money on the railroad fare of the girl who took Miss Page's place. According to a Denver account, the girl was asked to go to the state stage Labor Commissioner Morrissey, Deputy Attorney-General Hogg and other officials were swearing a solemn oath to the effect that they would not be held responsible for the act of the girl who took Miss Page's place. According to a Denver account, the girl was asked to go to the state stage Labor Commissioner Morrissey, Deputy Attorney-General Hogg and other officials were swearing a solemn oath to the effect that they would not be held responsible for the act of the girl who took Miss Page's place.

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Traveling from Salt Lake City via California in a touring car, there arrived at the Multnomah Mr. and Mrs. W. E. Sutton and son, Mr. J. H. Alford. Mr. Waters and Mr. Sutton are owners of one of the largest hotels in Salt Lake City. Alford is a resident of the island and the highway, they departed last night for Puget sound and British Columbia.

When summer visitors tire of bathing they can have all the dancing they want at Rockaway, Or. this year, according to John McGraw, who arrived from the Tillamook beach resort at the Puget sound, the other big dance pavilion is being built in the heart of Rockaway, facing the beach. The dance pavilion is being erected across the street from the church. All the cottages on the beach are now occupied.

Unfortunately for Portland, Mr. and Mrs. J. J. Consetto arrived at the Hotel Portland on the 26th of May, in the census. The family arrived from the east yesterday to settle in Oregon. There are three children, a son, a daughter, and one of the kids stretched out on a lounge in the lobby told everyone that he was glad to see the family through with a railroad car.

L. L. Peets of Moro, who contracted 6000 sacks of wheat at \$2.20 a bushel, is registered at the Imperial. Mr. Peets is considered one of the tip-top wheat growers in Sherman county and he was one of the sagesbrush pullers. The sagesbrush is nearly all gone from Sherman county now and has been supplanted by vast areas of wheat.

Rod McHaley of Prairie City, an extensive operator in the Grand county, is registered at the Imperial. He formerly was a breeder of good horses, which were in demand throughout central Oregon. Mr. McHaley's father was a republican politician and at one time served in the state legislature.

All there is in this town are guys trying to get a job. The guys are Emil Bernegar, former manager of the Benson, to a friend on the desk. This town is a mess. I have just returned for one day. It is an oil town, but all they have is one well which is bringing 50 barrels a day. Bernegar has left for Fort Worth.

When the roll of the house is called in January, 1920, J. A. Westerland will not be there to answer "present." He was the only house member of Jackson county who did not run for re-nomination in the primaries last Friday. Mr. Westerland, who is a hotel man at Medford, is patronizing the Benson.

Operating in Kansas City real estate is said to have made J. F. Houlihan worth about a million dollars. Any man who can make a million dollars in a year is a success, whether or not Mr. Houlihan rode over the highway yesterday from The Dalles with his wife and baby. They are at the Imperial.

For a couple of years George L. Batchelor was testing airplanes in France for the United States. He arrived at the Hotel Portland yesterday with his mother, Mrs. J. F. Batchelor, of Hood River, and they are making a tour of the coast. Mr. Batchelor returns to New York, where he is connected with a trust company.

All there is known about refining vegetable oils in Portland is that the first person who adapted to the process is supposed to know Mr. Boehme arrived at the Benson yesterday and was taken around town to interview a few people who might be interested in having him start a refinery for vegetable oils in Portland.

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Those Who Come and Go. For three months there was a strike in the Tacoma shipyards and the people who complained most loudly were the automobile dealers, who had sold the strikers cheap cars. All during the strike the strikers, when they could buy gasoline, were running the cars to death, hurrying the depreciation and not making payments, while the dealers wept and wailed. This is the saddest sight developed by the Industrial Code commission of Washington, according to W. L. Dimick of Yakima, Wash., one of the five members of the commission, who was at the Hotel Portland yesterday on his way to Vancouver for a hearing of employees last night. Mr. Dimick declares that there are some things which are certainly wrong in the industrial world and the commission hopes to discover a remedy. At home in Yakima, Mr. Dimick says that the last of the old cars has been cleaned up. \$25,000 and he says it is now being contracted for at \$25 a ton. While fruit is the big asset of the industry, it is being sold at a great deal of a profit. In the way of roads, Mr. Dimick says, the industry is doing very well. He laid this year. The pavement consists of a four-inch concrete base with a black top, the road is eight feet wide with three-foot shoulders.

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Operating in Kansas City real estate is said to have made J. F. Houlihan worth about a million dollars. Any man who can make a million dollars in a year is a success, whether or not Mr. Houlihan rode over the highway yesterday from The Dalles with his wife and baby. They are at the Imperial.

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All there is known about refining vegetable oils in Portland is that the first person who adapted to the process is supposed to know Mr. Boehme arrived at the Benson yesterday and was taken around town to interview a few people who might be interested in having him start a refinery for vegetable oils in Portland.

Mr. George R. Barnhart arrived at the Multnomah yesterday on her way to Klamath Falls. She is the wife of Miss R. Roberts. They will spend a few days shopping before proceeding on their trip. Mr. Barnhart is in charge of some government work in Klamath Falls.

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