

EDITORIAL PAGE

LET'S ALL GET TO WORK.

Small Change

LETTERS FROM THE PEOPLE



THE JOURNAL

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A fair test of increase in population is the vote cast. At the June election of 1938 the vote cast in the state for supreme judges was 81,046, of which number 15,270 were cast in Multnomah county. In 1908 the vote cast for the same office in the state was approximately 100,000 and in Multnomah county 30,000. In other words, basing the population on the usual percentage, it would appear that the population of the state has increased in 10 years more than 120,000. Based on the vote cast, at least 75,000 of this number is accounted for by the growth of Portland alone.

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Hot Weather Housekeeping. THERE are some easy ways of adapting the family meals to the warm weather which has come upon us rather suddenly, and the health and happiness of the family is thereby improved. Another consideration which is not easily overlooked is that if the mother is that it if the mother's beverages and more easily assimilated food are to be had at home then will not be so many calls upon mother or a maid to be spent for ice cream or soft drinks at the nearest drug store.

From toll he wins his spirits
light,
From busy day the peaceful
night;
Rich, from the very want of
wealth;
In heaven's best treasure,
peace and health.
—Thomas Gray.

THE OREGON PIONEERS.

ALL PARTS of the country had one after the other their pioneers, first settlers, foundation layers; but those of Oregon were peculiarly adventurous and interesting in that they journeyed so far, across such a wide waste of country, and remained so long separated and isolated from the more thickly settled and rapidly settling parts of the country. The Oregon pioneers were not only the greatest of American pioneers, in the journey made from old to new homes, and the hardships and perils encountered on the way, but they remained pioneers longer and did more work strictly as such than any others. For these and other reasons their annual meeting here is one of much interest to all our people, and Oregon will have lost something precious, sentimentally at least, when all the genuine pioneers have passed away. Happily, many of them are yet alive and able actively to enjoy their annual meeting.

This showing after 10 of the most prosperous years the country has ever known should excite grave concern and even incline us to hear these disagreeable facts. Our pride should not prevent us giving the matter careful consideration, to ascertain, if possible, the cause. This state has magnificent natural resources of every kind. It has the greatest area of merchantable timber and of unoccupied agricultural land of any state in the union. It produces the very best of all kinds of agricultural and horticultural products. The livestock industry is important. Its fisheries, mines and other resources are well known. It has water powers in abundance, a progressive population and a splendid climate. Yet with all these our neighbor state across the river on the north, with not more than two thirds our area, has in the 10 years under review far outstripped us in population, and now has three representatives in congress with a probability of a fourth after the next census. Is it not time some attention should be given this subject? The reason is not hard to find nor far to seek. It is lack of transportation, caused by the absolute control that one system, one man's domination, has had in Oregon.

This fact is absolutely demonstrable. A glance at the map of the two states will show the difference in this respect. In 1898 the six counties, which together form central Oregon, comprising an area of over 40,000 square miles, cast 5,478 votes, showing a population of about 27,500. In 1908 the vote cast was 7,042, or a population of about 35,000. There was not even one inhabitant to every square mile. This great country, far greater in area than many of the states in the union, is absolutely without transportation facilities. Much the greater part of the state lying west of the Coast Range mountains is also without transportation. Consider what it would mean to this state and city if all this territory was properly served by railroads.

We want immigration, we want the settlers, but where shall we put them when they come? The home builder ordinarily is not looking for nor can he pay for the high priced grain land of Umatilla or the higher priced orchard land of the valley. What he is seeking is unoccupied land out of which he can make a home. Show him that and a way to market his products and he will come. This was proven beyond question when even the rumor of a railroad extension south from Shaniko caused every acre of land on Agency Plains in Crook county to be taken up and cultivated. And those deluded people raised last year alone on that one tract over 1,000,000 bushels of wheat which they could not market because of the lack of transportation.

We have the land—we lack the transportation. With the latter this state in five years' time would have a population of 1,500,000, and Portland would be a city of half a million people. Have the railroad interests entrenched in this state shown any inclination to open up the state and make its opportunities available, or have they shown any disposition to let others do something? In 1898 the Oregon Railroad & Navigation company passed into its present ownership and control and a few years thereafter the Oregon & California railroad was absorbed, so since that date, substantially all the transportation interests of this state have been under one management. Ten years gives a very fair perspective and is time enough to furnish a fairly accurate test of the policy toward the state and its development. Repeated efforts have been made to interest those in power in building new roads and opening new territory, but without avail, and today the mileage is substantially the same as it was 10 years ago.

In 1903, five years ago, the building of a road into central Oregon was definitely promised, but not a spadeful of earth was ever turned. The building of this road was abandoned through local influences under the specious plea that a road from the south would be more serviceable and better located. Five years have passed and that section has neither a road from the north or the south or the east or the west and as securely bottled up as it was before the promise was made. A start was made toward Coos bay and Tillamook, which in time no doubt will be built. Not content with not building themselves, the interests dominating the transportation of this state have bitterly contested the building of roads by others in "their territory." They would not build themselves and others should not if they could prevent it. To add to the difficulties and to still further discourage development, about three or four years ago the land grant of the Oregon & California Railroad company was withdrawn from sale and the development of the Willamette valley badly handicapped.

Some new lines have been projected into southeastern Oregon from California, the building of which will attach that portion of the state commercially to the latter state.

During the past 10 years no new country in the state of Oregon has been opened up to settlement by the building of railroads. In short, a dog in the manger policy has been adhered to.

These are statements of fact known to all. After 10 years of experience, have not the people the right, are they not bound to assume these acts are the result of a settled, fixed and defined policy, or do they want to wait 10 years longer? Portland cannot grow as it should unless the population of the state increases. With the state's growth the city's follows. If Portland were not so situated as to get the benefit of the development of Washington and Idaho how much larger would it have been in 1908 than in 1898? The answer can be found by looking at the other cities of the state not so fortunately located.

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"PRINCIPLES"—AND VILLAINY.

THE CORVALLIS REPUBLICAN in what little it says editorially is enjoyable—up to a certain point. It so gravely warns Republicans of Oregon that they are allowing factionalism to "bear the party along to destruction." This is comical, with 40,000 Republican majority, 75 out of 90 members of the legislature, and nearly all the other offices in the state except a few sheriffs. Aren't the 30,000 Democrats entitled to a little something? As to senator, that was largely a fight outside of party lines, and properly so. But the Corvallis newspaper has some hope still that the Republican party will yet be saved, for it says, "Republicans are yet as one on all the principles of the party." This is naive. What principles? Nothing on earth can be mentioned that Republicans, or Democrats, agree on except the desire to get the offices. Do Roosevelt and Cannon agree? Or Platt and La Follette? This word "principles" is being greatly overworked. Nobody attempts to define or even mention them any more.

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Oregon Sidelights

Even Lake county went about half dry.

A Sisters young man has trapped six bears this spring.

In the recent election 584 votes were cast in North Bend.

In the East Cottage Grove precinct 463 votes were cast.

The Hermiston public school will employ five teachers next year.

Out of the 24 votes cast in Fossil not a single ballot was spoiled.

The county seat vote in Wallawa county was: Enterprise 987, Wallawa 884.

The wheat crop of Morrow county promises to be a little above the average.

A proposed new electric railroad will run through Jacksonville if that town raises \$2,500.

Already most of the Grant's Pass saloon buildings have been rented for other purposes.

The prolonged cold weather last month made strawberries and cherries rather scarce in portions of the Willamette valley.

A ranchman near Wedderburn with his dog killed a bear weighing 300 pounds that had destroyed many sheep.

A South Dakota buyer has bought 65 head of the best sheep in the county. For one lot of 15,000 yearling wethers he paid \$2.25 per head.

Cottage Grove, Western Oregon: The rose show has come to stay and its fitting annual celebration for Oregon and should become a state holiday.

A ranch of 500 acres on the Umatilla river east of Echo has been sold for \$25,000, that a few years ago was agricultural waste worth only \$2.50 per acre.

Climatic and soil conditions are such as to make the Umatilla valley almost proof against perdition, but the heavy rains which have ruined peach orchards in California and other sections.

Work at good wages for at least 100 able-bodied men is now to be found at the wood camp at Kamela and Meacham. Wood dealers find it impossible to secure men to cut wood for the winter market.

A Bonanza saloonkeeper will hereafter run a billiard room and cigar and soft drink store and announces that people who are expecting that he will do a "blind pig" business will be disappointed. He no longer drinks in violation of the law, and expects to make more money and do it more pleasantly than heretofore.

Prinsville Review: The break in the big dam last week washed thousands of out doors the creek and as soon as the water cleared fishing began, many fine catches being made, until the trout were almost taken out of the creek once more. Even the irrigation ditch was being fished and, and then, but one party made a haul of 250 in 30 minutes.

Lakeview Examiner: Strangers are coming into the country by the dozens. There seems to be a powerful force at work in the interest of Lake country, and nature offers the chief reason for this great influx of homesteaders. Not only homesteaders are looking toward Lake country, but men looking for business locations are eager to get a foothold here. Men who have no money to bring inquiries from men in pursuit of business locations. The lack of rail transportation here makes the country hard to reach. Men are assured of one or two railroads through the center of this county investment-seeking capital is turning this way.

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