

THE JOURNAL'S RECORD FOR COMMUNITY INTERESTS REVIEWED

ACHIEVEMENTS OF A DOZEN YEARS BRIEFLY RECALLED

Newspaper's Stand Since Its Establishment on a Variety of Issues Affecting the Public Good Set Forth in Review Covering Twelve Years.

AIM EVER HAS BEEN JUSTICE FOR ALL THE PEOPLE

SINCE The Journal came to Portland more than 12 busy years of city and state building have passed. Twelve years, and in that time Portland's advance along every industry has been so remarkable as to excite the wonder of the nation. The population has increased from less than 100,000 to over 200,000. The assessed valuation has grown from \$13,360,527 to \$308,975,220 and value of school property from \$1,162,462 to \$6,597,250. The city has changed the skyline, public improvements have been extensive, moral and educational standards have been elevated. More broadly, Oregon has become known to the world through political reforms, the accomplishment of ideals in people's government, direct legislation and consequent greater consideration for public welfare. In those things The Journal has had more than accidental part.

Journal Breaks Monopoly. When the first issue of The Journal was published, March 11, 1902, Portland had been dominated nearly 50 years by monopolistic newspaper organization. The Oregonian had ruled unopposed for almost half a century. Its friends were those who bowed to it.

The Journal attacked these evils and worked for improvement. A record of the things The Journal has stood for, comprises a history of Portland's progress. The paper has tried to be always right and to make it right. It has had no special interests to serve for, no "office policy" to change the account of an affair to exactly the opposite of what it really was. It has believed that its first responsibility was to the people it served and it has practiced that belief. The Journal's independence has been broken. It no longer dictates. The old political convention has been abolished. The direct primary has taken the place of caucus. Frauds are no more; old frauds were exposed and the defrauders punished. Public officials hold public office with a consciousness of their responsibility to the people. They no longer eagerly make their acts known to the public, and the political boss is out of a job.

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Traffic Agreements Exposed. The traffic agreement between the roads that fastened a transportation monopoly upon the city, and prevented extension of lines was exposed by The Journal alone, and was ended. Other lines have now reached Oregon; the genuine competition between them; water transportation has been delivered from railroad control; all but two counties of the state have railroad service. The public service corporations refute their former slogan, "The public be damned," and actually use and practice a new one, "The public be served."

Broad Policy Adopted. From the very beginning The Journal has taken strong grounds in favor of public morality and a higher standard of official accountability. It has shown the reasons for a bigger and greater Portland, a bigger and greater Oregon. It has attacked public demoralizations wherever it found them, and has gone after public demoralization wherever it could not be misunderstood. But in doing all this it has set a new and better standard.

Position on Waterways. Everybody in the Columbia basin knows The Journal's position on waterways improvement. It has worked for a 30-foot channel from Portland to the sea and hopes to see the day when the channel now 10 feet, will be made 40 feet. It led the fight for jetties at the mouth of the Columbia. It upheld the proposition that the north jetty should be a continuing construction work should be on double shift to hasten completion.

would have been less than they are. For the improvement of the upper river The Journal's fight has been equally persistent.

Worth Many Times Cost. As a part of its open river program The Journal made a long fight for the Portland and Lewis and Clark. It has been said that if this road had never earned a dollar it would have been worth many times its cost to the people of the Columbia basin because of its effect in connecting upper and lower Columbia river boat transportation and its influence in reducing railroad rates. The work on the river has been done with no less zeal for the Cello canal which was completed early next year, will permit river boats to steam from the north of the Columbia and from Portland to Lewis and Clark. Then, it is expected, an Open River Steamer line will have a success that was impossible to a first venture, also an expensive unit. Still it must be said of the Open River line that without it the argument at Washington for the Cello canal would not have been crowned with victory. Railroad rates could not have been kept so nearly reasonable.

The Journal Persists. The year to year system of appropriations for government improvements has seriously delayed the work of securing a 40 foot channel, a bar at the mouth of the Columbia river. The Journal believes that when total estimate of cost had been made and the project approved, authority should be given to continue the work without cessation until completed. In 1913 it became apparent that the work on the North jetty going last jetty would not be sufficient to get it through the next working season. On September 7, 1913, The Journal suggested that the emergency should be met. The port commissions of Portland and Astoria together appropriated \$500,000, and this was all that kept the work on the North jetty going last summer. The Journal will continue to urge business methods in the improvement of waterways.

Astoria's Cause Upheld. The Journal defended the position of Astoria and other cities at the mouth of the Columbia river in the fight for railroad terminal rates on a parity with Puget sound ports. The Journal was before the interstate commerce commission, the one that affects the interests of the entire Columbia basin, and success will mean much to business development and future commerce of this region. From the earliest years until the present time, The Journal continually urged the opening of the upper Columbia to the coast, and the commercial venture, The Open River line, the portage road, the Cello canal, were essential units.

Channel Improvements Urged. It was urged also that the channel be improved, that produce the advantage of the opportunity for cheaper water transportation, that feeder roads be built leading back from the river to the producing districts on either side. More recently has come the now authorized project for surveying the upper river with a view to its canalization and the development of hydro-electric power for manufacturing and agricultural purposes.

Trade With Alaska. In early days Portland had the trade with Alaska. Apathy took it. Puget sound profited. The Journal urged the resumption of Alaskan trade relations, but to induce the commercial interests of the city to renew activity in Alaska extension and ship lines. The campaign for a Portland-Alaska steamship line has been stubbornly carried on. The fact that Alaska is a rich source of raw materials, and the fact that the Alaska trade was \$11,000,000 in 1905 and approximately \$19,000,000 in 1912.

Energy Backed Propositions. The Portland-Alaska service has been established. The progress made in the development of the Alaska trade is a credit to the Journal. The fact that the Alaska trade was \$11,000,000 in 1905 and approximately \$19,000,000 in 1912.

Common User Fight Won. The question of common user franchises asserted itself during 1906. The Journal declared against granting an exclusive franchise on Front street either to the United Railways or the Willamette Valley Traction company. The fight was protracted. It involved the public interest in the city. The Journal's position was that it was a charter requirement under commission government.

Railroad Commission Fight. The very serious need of state regulation and control of railroads was pointed out. The Journal's position was that it was a charter requirement under commission government.

Strangle Hold Averted. Portland was growing swiftly. Water front prices advanced. Two roads were showing. The Journal urged the resumption of Alaskan trade relations, but to induce the commercial interests of the city to renew activity in Alaska extension and ship lines. The campaign for a Portland-Alaska steamship line has been stubbornly carried on.

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The Journal has always believed that public utility corporations holding grants of privilege from the people should give accounting. It made a campaign to require quarterly reports to the city by holders of public franchises, covering receipts and disbursements for the purpose of determining the value of the franchise. The campaign, started in 1906, broadened until the demand for such reports filed with state officials annual reports of their business, in accordance with a request by Governor Chamberlain. The report was included against the regular annual call for reports and the failure of the railroads to extend branch lines to meet the needs of Oregon's development.

Steam Abolished on Fourth Street. For many years the Southern Pacific railroad had used Fourth street, one of the most important business thoroughfares of the city, without due compensation. The Journal took up the matter in 1907. The fight was continued until the noisy steam locomotives were taken off the street, modern electric trains were installed and some compensation to the city provided for.

Good Road Legislation Secured. It was necessary to work fearlessly against the system that made appropriations for roads mean annuity to politicians. The Journal's campaign was renewed from year to year. Finally legislation permitting the state to issue bonds for the establishing of a state highway department and the construction of state-aided trunk highways, was enacted, and actual road building is under way. The Journal will continue to urge business methods in the improvement of waterways.

Attempt to Recover Foreshore. The dock commission's experience in buying dock sites showed that by legislative acts and judicial decisions the people had actually lost their right to use that part of the bed of the river called the foreshore in aid of commerce and navigation. Instead of having authority to use the area between low water and the harbor line, without cost, an average of \$30 a front foot was paid. The commission was restrained by the supreme court from using the foreshore without compensation to the upland owners.

Milk Crusade Begun. The Journal's crusade for pure milk in Portland is admitted by other health officials in the country to have been one of the best and most sustained efforts in a public health cause ever undertaken. The Journal's crusade for pure milk in Portland is admitted by other health officials in the country to have been one of the best and most sustained efforts in a public health cause ever undertaken.

Death Rate Reduced to Half. Investigation showed only 2 per cent of the milk served in Portland was safe for babies. As a result of the crusade, the tightening of regulation by health authorities was recorded, a new milk ordinance was passed, government inspectors were stationed at the docks for disease was established, the milk supply was improved 75 per cent, and, most important, the death rate among babies under 2 years of age, reduced to one-half.

Capital Punishment Opposed. The Journal took a position in favor of the abolishing of capital punishment and supported Governor West in his campaign to this end. An amendment at the last election abolishing the death penalty was defeated. A similar amendment has been submitted for vote November 3.

Consolidation of Colleges Opposed. It opposed the plan for their consolidation in the proposed Willamette university and McMinnville college. It has believed in modern public schools and well trained teachers, and as a means of their training has constantly urged the improvement of the normal schools of Ashland and Monmouth.

Secured Better Streets. Portland had great need of street improvement. The Journal's position was that it was a charter requirement under commission government.

War Against Weeds Waged. Weeds were a menace to the city. The Journal's position was that it was a charter requirement under commission government.

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THE JOURNAL NEWSPAPER

(An editorial which appeared in The Journal July 23, 1902, when the present publisher assumed control)

The Journal property has been purchased and has passed under the control of the undersigned and the paper will be conducted on lines of greatest benefit to Portland, to Oregon and to the great Northwest, and in many ways conducted differently, as to men, measures and methods, than those of its contemporaries which follow narrow grooves of newspaper habit. The Journal in head and heart will stand for the people, be truly democratic and free from political entanglements and machinations, believing in the principles that promise the greatest good to the greatest number — to ALL MEN, regardless of race, creed or previous condition of servitude. Exuberant assurances are cheap and empty. I wish to make none. Performance is better than promise; action more fruitful than word. The columns of The Journal from day to day will better reflect the spirit behind the paper. It will be a FAIR newspaper and not a dull and selfish sheet. In short, an honest, sincere attempt will be made to build up and maintain a newspaper property in Portland that will be a credit to "Where rolls the Oregon" country and the multitude of people who are interested in its development and advancement.

Portland, Oregon, July 23, 1902.

refused to offer the first issue of bonds for sale, a campaign was inaugurated by The Journal, cooperating with the Chamber of Commerce and other organizations, to vote an issue of \$2,500,000 in dock bonds. The people in their two to one vote for the issue's importance. The pure milk campaign has not ended. It will not end. Constant attention is necessary but the public has been informed and the general attitude on the subject has been changed from ignorance or indifference to keen concern and decisive action.

Excess Prices Fought. The Journal was scarcely a year old when it began the fight which it has waged consistently ever since, contending that whenever the public acquires private property for public use, the price paid must bear some relation to the assessed valuation. The first instance was in 1903 when the Port of Portland was considering the purchase of the site for a dry dock, the price asked being about 23 times the assessed valuation. The Journal's fight against this proposal led to its abandonment.

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NEW CONDITIONS ARISE AS CITY GROWS LARGER

Past Decade Has Seen Phenomenal Progress in Physical Development of Portland—New Buildings Replace Old—New Issues Confront Public.

Opposed to Taxing Farmers. A movement in 1905 to tax farmers who brought produce to town to sell was opposed. The people were asked to patronize home industries and The Journal then voiced the policy which it has continued ever since, that one of the ways to promote agriculture and manufacturing in Oregon was for Oregon people to buy Oregon products. Aid was given the exposure of fraudulent Southern land transactions, and the sale of lands generally at inflated values. Legislation was proposed that would result in selling lands to settlers at the lowest possible price.

Reclamation Projects Favored. Along with its general policy of encouraging state development, The Journal worked steadily for the development of reclamation and irrigation projects. The Journal believes that the movement of the reclamation of the people because most of the funds received by the government from the sale of national lands in Oregon were spent outside the state. It is constantly campaigning for the Umatilla irrigation project and the west Umatilla extension for which \$800,000 has now been appropriated. The Journal has urged the movement for irrigation in the Willamette valley; it supported the plan to have the state take over and complete the Columbia southern river Umatilla irrigation project and this project, the first to be state financed in the country, is almost completed.

Fought for Free Canal Tolls. Believing that the exemption from tolls of American vessels in coastwise business when passing through the canal would encourage American shipping and be within the rights of this nation that had built and paid for the canal, The Journal supported the free tolls campaign. When the State canal is formally opened the Oregon will lead the fleet of battleships through it. The campaign to have the famous warship take the lead was commenced by The Journal, August 6, 1911.

Conservation Commission. In 1911 Jay Bowerman sought to have the Oregon conservation commission established. The Journal's position was that it was a charter requirement under commission government.

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VIGOROUS STAND TAKEN ON ALL VITAL QUESTIONS

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Police Abuses Cured. There were a lot of police abuses. Chief of Police Hunt had a habit of being kangaroo court and liberating prisoners as he desired without even pretense of trial or justification. The police station was itself a gambling den and vice flaunted itself. Closed boxes were permitted in saloons and were the most efficient means of promoting it. It can be fairly said that today no city excels Portland in quality of street car service and that is evidence tending to continue to meet traffic demands.

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