

THE JOURNAL

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A ROBBERY

Why didn't the Washington legislature pass a measure providing that a citizen could sign initiative petitions only when looking into the muzzle of a cocked revolver? Or only after giving a bond to keep the peace for 99 years? Or only after taking the oath of allegiance to the Sultan of Sulu?

What the legislature did was to pass a measure requiring the citizen to go to certain designated places of registration to sign initiative and referendum petitions. It is a scuttling of direct legislation. It will throw the system into disuse. It is the next step to a repeal.

Governor Lister did all in his power to beat the measure. He applied the veto, and used all his reasoning powers with the legislature.

But the Republican majority seemed drunk with its power and lined up almost solidly. Last night it passed the bill over the veto and the measure will go into effect unless vetoed by the people under the referendum.

The people of Washington are without an important newspaper to challenge this scuttling of direct legislation. That is why the legislature was so bold, and why the people of that state are about to be robbed of an important right.

WHAT IS TO COME

Edward D. Toland has returned to Philadelphia after six months' ambulance service in France. He says there have not been enough wounded soldiers in the last three months to keep the ambulances busy. He came home because there was no work for him to do.

For the last three months we have had almost no wounded to care for. The armies are so well entrenched that even if a shell should drop directly on top of a trench no one is injured. The shell merely blows away the three-foot layer of dirt which covers the logs on top of the trench.

Behind every little hill the French have dug small villages in the earth and connected the various huts and caves with brick paths. They even have gone so far in some places as to erect Italian pergolas and plant vines and flowers.

But Kitchener says the war will start in May. Mr. Toland said many officers of the French and English armies, with whom he talked, said it was suicidal for either army to advance. The men would be mowed down by companies and regiments.

AN INCIDENT

The Columbia Highway is the greatest highway ever built in any country for a million dollars. It has a value of which its cost gives no adequate idea. Though not yet even completed, it is nationally known. No similar stretch in the world surpasses it in its extent and variety of natural wonders of mountain, river, waterfall and the other things that make up scenic sublimity.

Curiously enough, an episode in connection with it is the advance of land values along its way. An eighty-acre tract, of comparatively small value before the road was built, has been sold for \$25,000. It was land which the owner had held for many years, and on which he had expended little or nothing that contributed to its increase in value.

The highway brought the change. Those who supplied the money for the expenditure on the road created the handsome competence and threw it into the lap of the owner. Was he entitled to all?

The incident is interesting food for reflection. It is of kind with many others to have origin out of the construction of the Columbia Highway. It is of kind with others less marked, perhaps, that eventually come from the construction of every first class road.

comes from failure to build roads harmonious with civilization. Shall we refuse to vote bonds for surfacing the Columbia Highway and completing trunk lines in Multnomah county?

THE MEANING OF CELILO

NOBODY knows in how many stealthy ways the many are taxed to enrich the few. Here is the case of the Morris and Essex canal. The Lehigh Valley Railroad Company pays \$367,000 a year to prevent independent mine owners from securing and using the Morris and Essex canal as a water route by which to ship coal to tidewater. The money is taxes and interest the company pays annually on the abandoned canal, which does not return a dollar of revenue. The sum thus paid out has, of course, to be collected back from some source by the company, and obviously it comes from the public.

The canal was a competing water route. The company leased it in 1871. The use of the canal was at once abandoned, and the coal transported by the company's railroad. In the period from 1871 to the present, the railroad has paid out nearly \$14,000,000 to keep the water route in disuse.

The year the railroad took it over, the canal carried 707,572 tons of freight and the income was \$391,549. The entire property soon became a wreck, and it has been years since a boat passed through it. Yet, to prevent the property from reverting to the state and a consequent re-lease to independent mine-owners, the Lehigh Company has continued to pay its great toll of \$367,000 a year in interest and taxes.

This \$367,000 a year is the price the Lehigh pays to stifle competition, and it knows exactly what it is doing, and exactly how it is getting the money back.

How could there be a more convincing proof of anything, than is this proof of what a waterway would be worth to the New Jersey public if kept open and unmonopolized?

How could there be a more powerful argument for anything, than is this argument for the public to always keep its waterways open, uncontrolled and utilized. With the Lehigh paying \$367,000 a year to keep the Morris and Essex canal closed, how much is the Celilo canal, opened, ultimately to be worth to the shippers of the Pacific Northwest?

THE REAL REGULATOR

FORTY-ONE western railroads are demanding advances in freight rates, saying they must have the increase to provide adequate return on their investments. Eastern roads secured an advance, but the Interstate Commerce Commission refused to sanction a raise in Great Lakes rates. Transportation by water, said the commission, was adequately compensated by existing rates.

When the transcontinental lines asked permission to make lower rates for long than for short hauls they said it was necessary to meet competition by the Panama canal. Permission was given, the commission saying.

It is evident from the whole record that, whatever may have been the degree of competition in the past between the rail carriers and the water carriers, we are witnessing the beginning of a new era in transportation between the Atlantic and Pacific coasts. To secure any considerable percentage of coast-to-coast traffic rates on many commodities must be established by the rail lines materially lower than those now existing, if the railroads are able to make such rates from the Atlantic seaboard to the Pacific coast as will hold to their lines some portion of this traffic with profit to themselves, they should be permitted to do so.

Water competition is the best regulator of freight rates. The fact has been officially recognized by the Interstate Commerce Commission, and transcontinental roads have admitted it. The rate hearing now on at Chicago is illustration of the fact that absence of water competition means higher rates. The entire record should stimulate waterway development.

It is a convincing appeal to everybody to let waterways. The railroads will meet such competition if they have to. That is proven.

What a moral for the city which has the vast advantage of nesting at the point where the waters of the Willamette and Columbia meet, waters that are one of the great waterway systems of the world!

UNSHACKLE THE SENATE

A COMMITTEE is going to re-visit the rules of the United States Senate during vacation. The purpose is to propose rules which will expedite business and prevent purposeful delays.

It should have been done long ago. It was done in the house, and public business has not suffered. The majority, which is expected to legislate and is charged with the duty of carrying out its promises to the country, has in the House been given the opportunity of fulfilling its obligations. The house rules make it possible to cut off dilatory debate and pass a vote.

There has been great impatience with the senate on the part of the people. It has been called the millionaires' club—almost everywhere except a deliberative and representative legislative body. Its abolition has been demanded, and

probably the only reason it exists today is conservatism as to our form of government.

The senate has been reformed to the extent of making its membership directly responsible to the people. That change was made in order to make it more responsive to public opinion by action carried out through the majority of its membership.

To complete the reform, the body must not suffer itself to be ruled by a minority, as was done through filibuster and riot at the late session. It must have majority rule or it cannot be representative. It must unshackle itself from government by a set of rules in use in no other parliamentary body in the civilized world, and which would be characterized as silly anywhere else than in the Senate of the United States.

A REJECTED MILLION

MULTNOMAH county recently offered to tax herself a million a year to help build roads in other parts of Oregon. That is what was proposed in a road bill pushed by Multnomah county citizens at the late legislative session.

But legislators from other counties refused the offer. They declined to accept Multnomah county's million a year for road building on the terms offered.

Then, why not spend the money on Multnomah roads? There is a proposal to bond the county for \$1,250,000 for building trunk lines of the best type within county limits. Is not this the plan, since outside counties decline Multnomah's money, on which Multnomah county should make the expenditure which we all know ought to be made on roads?

Multnomah is better able than any other county to build paved trunk roads. Her wealth fits her for this kind of enterprise. It is a way by which Multnomah can demonstrate to the rest of the state and the economy of perfect highways. It is an avenue through which to show leadership.

We were going to contribute a million a year to roads in other counties. Instead, we are proposing to expend a total of a million and a quarter on our own roads and for our own particular benefit.

Under the circumstances, can there be any doubt about voting the bonds?

INCREASING EXPORTS

EXPORTS of crude foodstuffs and food animals increased from \$9,985,370 in January, 1914, to \$49,798,769, in January, 1915, and foodstuffs partly or wholly manufactured jumped from \$29,179,696 to \$41,143,468. Manufactures, the products of American factories, increased from \$52,415,369 to \$64,038,743.

The latter item goes directly to the question of general prosperity. While this country is selling its wheat and flour to hungry Europe, it is also selling an increased amount of manufactured products, meaning that American factories must be kept busy to supply the foreign demand.

Comparative figures on exports to the principal countries are interesting:

Table with 3 columns: Country, Jan. 1914, Jan. 1915. Includes Austria-Hungary, Belgium, France, Germany, Italy, Japan, etc.

The total increase in exports for January, compared with that month a year ago, was \$63,812,710, and imports decreased \$23,370,696. Figures in detail for February are not available, but they will augment rather than diminish the favorable showing. The fact is that the country is enjoying a foreign trade which is stimulating American industries to a remarkable extent.

THE TIMID EASTERNER

It is said that many eastern tourists contemplating a transcontinental tour this summer are fearful that it will be attended by many dangers. Their fear grows out of their knowledge of the west gathered from tales of outlaws and bandits, wild Indians and wilder cowboys, road agents who lurk in the shadow of sage brush trees and "bad men" who lie in wait at crossroads to make the tenderfoot dance to the accomplishment of discharging pistols.

The editor of a prominent motoring publication in order to get the real "dope," has written to the adjutant general of Wyoming and asked him if it is safe to attempt the trip. He also made the suggestion that the leading highways in the "bad" states be protected by a patrol of militia to prevent thousands of prospective tourists from becoming the prey of bandits and outlaws.

He must have been surprised when he received in reply a four-page letter filled with quotations from Tennyson and Browning relative to the arcadian character of the west and the comment that the farther one proceeded from the effects east and the larger cities thereof the safer he is.

Perhaps some day the easterner will realize that he need not carry a 44 revolver when he enters Wyoming or a sawed-off shotgun when he crosses the line into Utah. He may learn, also, that it will not

be necessary to cross the great American desert in an armored automobile to ward off the poisoned arrow of the Indian or the winged bullet of an unseen foe.

With an overflowing solicitude, the Oregonian fondly avers that the Pendleton Tribune is "wholly devoted to the public interest." So it is. So is the Oregonian. Some years ago, for instance, the Pendleton Tribune charged the public \$1175 for printing a delinquent tax list of about the same length of other lists that before and after, another Pendleton paper printed for about \$325. It was a high example of being "wholly devoted to the public interest," as was the case of the Oregonian about the same time when it charged Multnomah county more than \$50,000 for a similar service, a charge that was a state-wide scandal at the time. Some kinds of being "wholly devoted to the public interest" come high.

When men become superannuated or disabled they should be provided for by a retirement allowance. Provision for such an allowance can be made by deducting from each month's salary a sum which, put at interest, will produce a sufficient annuity thereafter, as computed by life and annuity tables. The government can well take charge of this fund, but the establishment of a permanent and general system of pensions at the sole expense of the government is accomplished by dangers too great to receive the unqualified approval of the country at the present time.

Letters From the People

(Communications sent to The Journal for publication in this department should be written on one side of the paper, should not exceed 200 words in length and must be accompanied by the name and address of the writer. The writer agrees to have the name published, he should so state.)

THE JOURNAL NATIONAL EDITORIAL

KEEPING DRY ROT OUT OF THE CIVIL SERVICE

BY WILLIAM DUDLEY FOULKE, Former U. S. Civil Service Commissioner. ANY are asking: "How shall we keep the starch in and keep the dry rot out of civil service? How shall we get rid of the 'has-beens' who are protected by the civil service regulations and kept in positions of responsibility for years after they are worn out?"

The problem is not so hard as it seems. It has already been measured in Illinois and can be completely solved by remedies that are not difficult of application. For instance, in my travels covering the greater part of the territory west of the Mississippi river I failed to meet a single man of intelligence who after a moment's thought believed that any of 700,000 Russian soldiers transported to France in Archang, when it first appeared. Yet they used a lot of perfectly good electricity to tell us the other day that Kitchener started the story and that he had actually fooled the general military staff of the German empire. "It is laugh," I suppose, when the truth about the "fall" of the forts around the Dardanelles comes out Kitchener will tell us that the "fall" of the forts was caused by a drop in the price of wheat.

When it comes to the breed who expatriate citizens of the United States because they vent their displeasure in news resources, and stronger in good deeds." Let the record speak to tell how well these promises have been kept and the hope realized.

The Journal came to a city of 100,000 people; Portland now has a population of 250,000, and an assessment that has grown from \$43,360,000 to \$208,975,000. It found widespread political corruption in the city and state, which it endeavored to awaken the public boss and corporation governed convention system has been destroyed; the Oregon system of direct primaries, equipped with a referendum, proposition No. 1 and actual people's government has come to stay.

Most nothing has been done for the extension of transportation or the development of government owned and operated railroads were invited to Oregon; trade extension, channel improvement and the cause of awakening the people. Today Portland is a railroad center, a recognized seaport, and before her lie the added responsibilities of reaching more effectively Alaska, the Atlantic coast, the Orient and European markets in the development of a commerce warranted by her immense tributary area and facilitated by improvements that have cost many millions of dollars.

In addition to being constructed by the government, the roads, extended railways, channel improvements, public docks, jetties and barge dredging. The Journal pioneered the cause of awakening the people under way in Oregon now more construction of better built highways

We need the help of newspapers guided by clear brained and clear vision editors. The newspaper should be a straight, unvarnished truth, whether it appears to us good or bad news, and whose editorials are "on the square." The newspaper should be a lot of misunderstanding, among them the one of the British minister and the one of the German minister. The newspaper should be a straight, unvarnished truth, whether it appears to us good or bad news, and whose editorials are "on the square." The newspaper should be a lot of misunderstanding, among them the one of the British minister and the one of the German minister.

A FEW SMILES

Benevolent Individual—Yes, sir; I hold that when a man makes a little extra money his first duty is to make his wife a present of a handsome dress.

"No, I'm a dry goods merchant."

A countryman in Savannah observed a gang of convicts laboring on the streets, each wearing a sign that read "Get out of here." He asked one why the ball was chained to his leg.

"To keep people from stealing it," said the man. "Heap of thieves about."

"Even animals show their feeling," remarked the comedian to a friend. "Only yesterday an animal showed me how to get out of a jam."

Being a Neutral. From the New York World. No neutral ever yet met the expectations of both parties to a quarrel or a treaty, and never was there a proof that the other will be dissatisfied. To disappoint both is a perfect triumph of neutrality.

The higher places, both in the federal government and in our states and cities, ought to be open to promotion from the lower grades rather than filled by political influence from outside. Many of the best men in the

civil service seem to get better places open to them in private business, but they will not much less frequently if they can reach the highest places in the public service by remaining.

Where men become superannuated or disabled they should be provided for by a retirement allowance. Provision for such an allowance can be made by deducting from each month's salary a sum which, put at interest, will produce a sufficient annuity thereafter, as computed by life and annuity tables.

When a man is really interested in another man's troubles unless he's a lawyer. Pity is akin to love, but a girl is never willing to accept it as a substitute.

If a woman has a really good husband the neighbors nearly always say he is henpecked.

When a wife gives her husband a piece of the house she loses that much, and he gains nothing.

The true poet is able to distinguish between the first genius in his bosom and the gnawing of hunger in his stomach.

It is surprising how many really good people are overlooked in the old world of ours—if we can only take their word for it.

If everybody agreed with you on everything it would be evidence of a very wise old world, but you would be a very young man.

Newspapers, like man, hurry on under time's resistless urge. The Journal is 13 years old today.

Congratulations are merited to this Journal. Thirteen years have witnessed steady progress. The Journal's steps have been all forward, not backward.

The measure of its strength and success has been its support, and it has expected and received support in proportion to its publication in the interests of its readers and for public service.

The first issue contained these promises: "All affairs of human interest will engage its attention in a truthful, terse and lucid fashion."

On July 23, 1902, the present publisher, C. S. Jackson, assumed control and in a salutatory to the Oregon public he expressed the hope that The Journal might become "stronger in news resources, and stronger in good deeds."

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PERTINENT COMMENT AND NEWS IN BRIEF

SMALL CHANGE

It is easy to fall in love with the figure of an heiress.

All things come to the other fellow if you sit down and wait.

There are times when the world looks better in the facts.

You may just as well tell your wife the truth; she'll find it out anyway.

Women are supposed to be vain, but no man is as handsome as he thinks he is.

No man is really interested in another man's troubles unless he's a lawyer.

Pity is akin to love, but a girl is never willing to accept it as a substitute.

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OREGON SIDELIGHTS

Baker's postmaster makes the pleasing report that February's stamp sales in the multnomah county post office exceeded over \$100,000.

The Farmers' and Fruitgrowers' league of Medford has undertaken a campaign against predatory animals, and the swat them early war cry has been raised.

Astoria Budget: Sand is today being pumped into the broad streets and fill at the intersection of Bond and Twelfth streets. The dredge is making progress. The flooded area will soon include Commercial street.

Medford Sun: A legal document of 216 words filed recently with the county court there were 36 "aids."

The man with the box, says the Eugene Register, is a familiar sight in Eugene's back yards at the present time. The warm weather of the past few days has attracted to the ground some localities sufficiently to permit of gardening.

Baker Democrat, on moving into new and larger quarters, in the new Eagles' building, has moved today and today moving days at the office of the Morning Democrat. In leaving the former quarters, the Morning Democrat is quitting a structure which has housed it for the past 14 years. The ownership of the paper has not changed for double that period of years.

A JOURNAL ANNIVERSARY

The Journal was first to lift up a voice against the extortionate prices asked whenever the public desired to purchase private property. The public benefit. It opposed tax frauds, fought for a fair census, demanded efficient administration of public affairs, broke up a paving combine. It has stood against the removal of arid and logged off lands, for improvement in agricultural methods, for development of hydro-electric energy.

It has worked for the building of more schools, for progressive educational methods; it has demanded higher standards among and better salaries for teachers.

It has never faltered in insistence upon official and civic organization in behalf of public health. The pure milk crusade of the Journal, and the Journal has led to such a revolution in methods of production and handling of milk that Portland is now known as a university.

The recreational side of public life has been constantly prominent in The Journal's columns. This paper's efforts to demonstrate to the people of Portland that charity may be found more efficiently without loss of sympathy and human kindness.

The Journal believes that a city is known by the character of its citizens, and that the people are known by their civic pride and righteousness. It has endeavored to exalt the virtue of civic pride, and has urged the people to the front in achievement, to make both state and city better places in which to realize the finest ideals of citizenship.

The first Journal consisted of four pages. It was published in offices in Gooding's building at Fifth and Yamhill streets. The Journal's first more working space was leased. During 1911 and 1912 The Journal building at Broadway and Yamhill streets was built. The Journal's headquarters moved into its present quarters and began publication with one of the best equipped newspaper plants on the Pacific coast.

The Journal hopes to go on, stronger in its usefulness, persistent in its ideals, steadfast for the right, progressive in its methods, optimistic in its outlook, empowered by wisdom, born of experience, endeavoring each day to publish in the terms of "what is best for the people and whatever is nearest just and right to all concerned."

BUILDING AND LOAN ASSOCIATIONS

By John M. Oakison. New York, N. J., is about the size (considering population only) of Washington, New Orleans, Milwaukee or Cincinnati. According to the last census the city has 38,693 dwellings and 77,029 families—nine persons to a dwelling and 4.5 persons to a family.

The other day I read in one of New York's newspapers an account of the month's activities of 29 building and loan associations. It was all to the effect that the associations had enjoyed a prosperous year, and were increasing in number and flourishing. Fifteen of the 29 were opening new series of stock for sale; one was paying out \$30,000 to close a series that had matured, and another reported that the profits earned for members amount to 8 per cent on the investment of members.

Newark is one of the strongholds of the building and loan idea. Remember that nine persons to the dwelling is the rule in Newark; consider that in Cincinnati 7.3 persons live in a house, and in New York the average figure is 4.2, for Washington 5.7, and

ents should notice. We have fed the Belgian for months. This Belgian army is fighting with the British and the French, but the Belgian nation is never, and has never been, helped. In this unexampled charity we help the ally by succoring millions of their own people who are practically penniless and who are being helped by many, who is responsible for them, by taking a very costly job off its hands. Expressions of gratitude thus far, however, have been wholly confined to Belgium. Being a neutral—especially a decent, kindly and helpful neutral—seems to be poorly rewarded nowadays.

Stealing a Comma. From the Ohio State Journal. The lower branch of the New Jersey legislature, during its session, was asked after it left the house and was on its way to the senate a comma was lost out of it, which so destroyed the sense that the bill will have to go back to the house and be voted all over again. There ought to be a

Wanted a Premium. From the Philadelphia Record. "Dear, dear," said a mother to her 7-year-old insurgent, "Uncle Edward will be here for dinner today. Be sure to wash your face and hands before coming to the table."

"Yes, mother," heatingly—but-but suppose he doesn't come?"

THE OREGON COUNTRY

"IN EARLY DAYS" By Fred Lockley, Special Staff Writer of The Journal.

In a recent address to the students of Willamette University, Chief Justice Thomas A. McBride in speaking of the early days of the university, said: "In a retrospect of the work of almost a century, it is a pleasure to find that I do not have to travel into these grounds to find a man whom history has done scant justice. I refer especially to William Wilson, who came here in 1837 in connection with the mission, and upon a part of whose original donation claim the buildings of Willamette University now stand. The state house grounds, the park west of them, and the postoffice and court house blocks, together with the spacious grounds occupied by Willamette University, show the institution's mission purpose from the beginning. The grounds, including the university grounds above, the citizens of Salem still realize the debt of gratitude they owe to the man who first brought to Oregon Salem remains the state's first, and to his wise foresight in dedicating the necessary grounds first. Our beautiful parks and grounds, the reservation of this institution, the grounds of the university, which excite the admiration of all visitors to the capital, show his ability to properly focus the future. In the day of the Indian trail passing among the foothills of the mountains, and in the day of the Indian trail passing among the foothills of the mountains, and in the day of the Indian trail passing among the foothills of the mountains, and in the day of