

AN INDEPENDENT NEWSPAPER... PUBLISHED EVERY MORNING... SUBSCRIPTION TERMS...

in a line of steamships serving the west... It is anticipated to assist in the promotion, organization and operation of corporations for building and operating ships under the American flag.

FALSE?

THE Oregonian says: Major Bowly may be given full credit for honesty of purpose; but the assumption, and indeed the open declaration, of his sole journalistic supporter that he has been removed because he is an honest man, and because the road contractors demanded it, is false.

False? There was the meeting of 25 contractors in Senator Day's office before the primaries, held for the purpose of getting Bowly out and some other engineer in. There was the letter written a Grants Pass friend by H. G. Newport, who had contracts under Bowly on the Hood River section of the Columbia Highway. He declared that the contractors were about to get the "skid" under Bowly. Here is the letter:

What do you know and think of Major Bowly and the methods of his sole journalistic supporter that he has been removed because he is an honest man, and because the road contractors demanded it, is false.

There is a general revolt among all the contractors engaged in this work, and we think we have the skid under him.

A DRY BRITAIN

DAVID LLOYD-GEORGE says Great Britain is fighting three allies—Germany, Austria and drink. The greatest of this trio of deadly foes, according to the British chancellor of the exchequer, is drink.

England is up against an economic problem the solution of which is made more insistent by war. Soldiers in the field can be efficient only when Britons at home are efficient. But, according to Lloyd-George, drink is interfering with efficiency in Britain's industrial life.

A deputator of shipbuilding employers told him that despite the fact that work was being carried on night and day seven days in the week, the total average working time in nearly all the British shipyards was actually less than before the war and the average productiveness had decreased.

A battleship coming in for repairs was delayed a whole day through the absence of riveters who were drinking and carousing.

Lloyd-George's reply to the shipbuilders was significant. He said he had a growing conviction that the method would be "root and branch" availed in dealing with the drink evil. It may mean that Great Britain is on the point of making prohibition an actuality, even going further than have Russia and France.

A dry Britain during the war's period would be strong argument for the enemies of liquor. It would demonstrate on a large scale that the economic loss caused by excessive drinking, is something that threatens a nation's very existence. England is engaged in a life and death struggle; she cannot afford to ignore an enemy at home while warring against enemies abroad.

WHY CITIES SHOULD PAY

THERE is only an apparent injustice that residents of cities should be taxed for the improvement of county roads.

Most cities are essentially dependent upon the surrounding country for their development. The improvement of market roads makes better marketing conditions in the city. In Massachusetts the city of Boston pays approximately forty per cent of the total state highway fund but not a cent of this money is spent within the city limits.

The development of suburban property is dependent on highway improvement. Since the introduction of motor traffic, county highways are used to an increasing extent by city residents. In fact, this has led to the increased cost of maintaining county roads.

Whatever tends to give improved facilities for doing country business from city headquarters is an important factor in the commercial life of a community.

TRUE ECONOMY.

OVER a million dollars has been saved the government by Secretary Daniels in the purchase of steel and other structural material for the new superdreadnoughts Arizona and California. This saving was made as a direct result of competition, something the secretary of the navy insists upon.

The California's structural material recently contracted for will weigh 9,947,000 pounds. Of this the secretary of the navy insists upon.

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actual cost of the material was \$625,774, showing a reduction in cost of \$85,505. The saving on the Arizona was \$378,251, making \$1,013,766 on the two vessels.

While the club is preparing for the presentation one can hear the final instructions of Bottom to his company: "Get your apparel together, good strings to your pumps, meet presently at the palace, every man look over his part for the short and long is our play is preferred. In any case let Thibby have clean linen and let not him that plays the lion's part pare his nails for they shall hang out for the lion's claws.

THREATENING PORTLAND

THERE is a new aspect for transportation in the request of the railroads for lower through rates from the East to Spokane and similar interior points. There is also a new problem for the Interstate Commerce commission.

The lower rates asked for the Spokane zone indicate that the railroads intend to do what they can to build up interior distributing centers. It is their means of meeting Panama canal competition.

Rates via the canal are so low that heavy volumes of traffic are taken from the roads. If the roads can get a lowered rate to the Spokane zone they can hold a heavy eastern traffic for distribution through that zone because of the back haul which canal traffic must pay from coast cities to the interior.

That is to say, the Portland rate for instance, from Portland to Pendleton added to the canal rate, will, if the rates now asked for Spokane be granted, place Spokane in position to bid for Pendleton business and at the same time hold the traffic for the railroads as against the canal route.

It is an extraordinary change by the roads from their former attitude. It is one of the revolutions worked by the Panama canal. It apparently means that, for their own protection, the roads must throw the weight of their influence for the development of distributing centers in the interior.

Now can they be seriously blamed. They are driven to it by the inexorable force of canal competition. It was to secure competition in transportation that the canal was built, and the request of the roads is prima facie evidence of how well the severed isthmus is working out its destiny. It is proof of how the canal not only brings lower rates to terminals, but opens up new and unexpected competitive forces for the interior.

The situation is of serious interest to Portland. It changes the fact of things. The roads propose a differential between Portland and Spokane of only five cents on various commodities on which Portland now has a rate advantage of 17 to 28 cents. If granted, the proposed rates would place Spokane and kindred points in position to dispute aggressively for business in a large territory in which this city is now almost without a rival.

The new development is one more accentuation of the appeal to Portland. It changes the fact that the city has adopted the Columbia river as one of its great assets. That river can be made the answer to such a change of rates as is proposed. It is a highway of commerce on which this city can confidently stake its future with full assurance that no Interstate Commerce commission, no railroad commission, no railroad company can put rates into effect that Portland cannot meet.

Portland will yet see the day when to save herself, she will be driven to fall back on the Columbia, and then after all these years of traffic the best reliance and the most dependable resource she ever had.

CULTIVATE THE BRAIN

THERE trouble with our brains, says Charlotte Perkins Gilman, is that we do not use them.

Only a very small portion of the mind is ever cultivated. About three-fifths of it lies fallow. When one stops to think that the two-fifths used is chiefly given over to envy, fear, worry, hate and remorse there is wonder that anything is ever accomplished.

A well known essayist has said: As you wander through your mental pleasure grounds, whenever you come upon an ugly intruder of a thought which might blossom into poisonous emotion there is only one way to treat it. Put it on a weed drop it on the rubbish heap as if it were a stinging nettle and let some harmonious thought grow in its place.

A SWEET COMEDY.

THERE is much interest in a social and dramatic way in the forthcoming presentation of Shakespeare's Midsummer Night's Dream by the Portland Shakespeare club.

Thouss has said "I will hear jurors for their service—no man should be paid for his service—service is desirable, yet enough to attract the idle, incompetent and corruptible. Jury service should be placed in the light of a duty, a solemn privilege which each citizen owes his community, not a means of livelihood for undesirables.

Revisers of state constitutions ought also to consider the adoption of "ten-juror" verdicts in civil cases. Four out of seven judges may usually say that the best law has already been enacted, but it takes unanimous agreement of twelve jurors to determine the value of a chattel or

the amount of compensatory damages. "Jury unanimity increases the corruption," said Jeremy Bentham, one of the profoundest minds of English jurisprudence. The stock jobs about the foreman's order for "meals for eleven jurors and a bale of hay for the twelfth" has a frequent foundation in fact. The compromises requisite to procure the agreement of one or two jurors work more injustice and absurdity than any other phase of the jury system, and the retrials due to an obstinate juror are a burden to taxpayers and injustices to other litigants.

After all, the primary responsibility for the right working of the jury system is on the man chosen to preside over our courts. The jury is likely to do about the same kind of work, and to approach its task in about the same spirit, manifested by the presiding justice. A trial judge who takes the time to explain to the jurors the nature and public importance of their duties, the essential reasons of the rules of law charged by the court in the causes tried, and the need that they as jurors should give to the parties the same justice which they would expect were they at the counsel table with their counsel and the parties in the box as jurors, does not often appeal in vain to the sense of fair play which is inherent in the heart and mind of the average man.

When real troubles refuse to come a man's way, he is apt to be in his mind to get busy and make him some.

It's a safe bet that the man who barely escapes being run over by an automobile does not take to his chauffeur.

One reason why people are not interested in your ancestors is because the ancestors are so far away.

A boy with his first pair of trousers is almost as proud as a woman who is protective mother-in-law for the first time.

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PERTINENT COMMENT AND NEWS IN BRIEF

SMALL CHANGE

The middle-class third party causes many a divorce.

A cripple has a fine expense the same as other people.

Bitter medicine, like bitter experience, must be the best.

When you expect an opportunity it usually misses you.

It is never too late to blame your mistakes on the other fellow.

A fool woman abuses her husband to assert her independence.

The easiest way for a girl to catch a husband is by not trying.

If a man has a wife he always knows what to do with his money.

steamer Yale, San Diego, 4:10 p. m.: American women are thoughtful; all mirrors are false.

How many people do you know—including yourself—who can repeat the Ten Commandments?

Of course, your neighbor has his faults, but you should have enough self-control not to mention them.

The average woman treats a new acquaintance better than she does an old friend—so the old friend thinks.

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OREGON SIDELIGHTS

"The pulpit," says the Mafias man of the Albany Herald, "has become a great advertising agency. Recently a many ministers have made announcements at one service."

The Stanfield Standard is publishing a series of standard stories, the characters being people of Stanfield living at the time of the death of Andrew Kopacz, who was a hired man five years ago, and who now has an improved 10-acre irrigated tract that nets him hundreds of dollars already, with a fine orchard coming on fast.

The Baker Democrat inquires: "Can't some local genius have achieved lasting fame by inventing the automobile—a car that will glide swiftly through the air when approaching the bumps or taking a hill? Buck up, fellows, you've got to try it."

Weather report in Gardiner Courier of March 27: The high section of the state is having some very warm weather at the present time. The thermometer for the past four days having registered between 85 and 90 degrees, and the low section of the state for this time of the year, in fact, for any time of the year.

Hillsboro Independent: Logging operations can't some local genius have achieved lasting fame by inventing the automobile—a car that will glide swiftly through the air when approaching the bumps or taking a hill? Buck up, fellows, you've got to try it."

Medford Mail-Tribune: During the brief absence of the last week it became the custom of boys to go swimming in the city pool. They were so busy they defied the laws of health and good sense, and the city ordinances were violated. The boys, who would plunge in at the first opportunity, were not deterred by the city officials who were building on the bank.

German-Americans celebrate today the hundredth anniversary of the birth of Carl Otto Eduard Leopold von Bismarck-Schönhausen, duke of Lauenburg. While the deeds of the builder of the great German empire are well known to all, the stories of his life are not so generally known. Such stories, coming just at the present time, add strength to the general belief that it is agitation and simple to ignore the United States in the present European war. If the reports are true, it only tends to show the price Christian nations must pay for their religion and their principles of government and an entirely different religion in this country? Suppose the principles of the century of his birth. Another coincidence strikes the student of history, who learns that Bismarck had planned an impressive ceremony for next June in memory of the unknown dead who fell on the field of Waterloo in 1815. The whole world is now entering the century of his birth. Another coincidence strikes the student of history, who learns that Bismarck had planned an impressive ceremony for next June in memory of the unknown dead who fell on the field of Waterloo in 1815. The whole world is now entering the century of his birth. Another coincidence strikes the student of history, who learns that Bismarck had planned an impressive ceremony for next June in memory of the unknown dead who fell on the field of Waterloo in 1815. The whole world is now entering the century of his birth.

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His prestige as the foremost citizen of Germany continued until Wilhelm II was elected to the throne. It became apparent that he and Bismarck were not harmonious. So in 1890, the prince resigned his resignation to the Kaiser on July 31, 1898.

Princess Bismarck then entered upon what was the most remarkable part of his career. He saw that the progress of the nation's resources. Under his encouraging aid, Germany blossomed into one of the greatest industrial nations.

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THE OREGON COUNTRY

By Fred Lockley, Special Staff Writer of The Journal.

If you will turn back to the old files of the Oregon papers published during the sixties you will see a heading, "The Money Market." Under this heading you will see such items as this: San Francisco, Sept. 10, 1862. The New York gold quotations, 133 and 13 1/2.

The price of money in those days rose and fell just as the price of wheat or pork does today.

Looking through the report of the secretary of state for 1864 I ran across in the appendix the following interesting letter from J. G. Campbell relative to the operation of Oregon's first and only mint. It is dated August 4, 1866, and reads as follows:

"Sir—in reply to yours of 17th ult., stating a history of the mint established in 1849, I beg to inform you that upon the discovery of the gold mines and the consequent rush of miners for nearly every mile that went to California, that time discovered a miner, and the great demand for supplies to clothe and feed them, Oregon naturally sent a great number of her population, together with all the supplies that she could spare from her immediate wants, receiving in turn a large quantity of gold dust, some of the most superior quality taken from the Feather and Yuba rivers principally.

"Nearly every man brought gold dust to the mint, and the great demand for supplies to clothe and feed them, Oregon naturally sent a great number of her population, together with all the supplies that she could spare from her immediate wants, receiving in turn a large quantity of gold dust, some of the most superior quality taken from the Feather and Yuba rivers principally.

"The design of the dies was drawn by myself at the first meeting of the company, and immediately adopted as being appropriate. The tariff on goods exchanged with the United States was for furs (of which beaver money was the main item in Oregon) being much less than for gold, beaver orders on the Hudson Bay company were considered the best money in the country.

"As soon as we commenced making the coin, gold dust rose to \$18 per ounce for coin, when so requested. "After having issued some \$10,000, the gold dust rose to \$18 per ounce, with much trouble only been able to procure two), and having effected our object, we raised the price of gold dust to \$18 per ounce, and the American currency, and every place that we coined by at the expense of the company, we concluded to cease operations under the present arrangement.

"I send you an assay made for me at the United States mint at Philadelphia in 1850; the first mentioned on the assay is the gold dust of the first year, and the contents of our last crucible when it broke, together with some very fine Yuba dust; the second assay was from the mint of 1851. I assure you that every coin in this assay was so abraded, that the design was almost undistinguishable from the original, and the gold was, of course, harder coin. I also send you the dies, which, if you see proper, I would like to have deposited with the mint, as they were made by W. H. Rector and Hamilton Campbell in Oregon."

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