

THE JOURNAL AN INDEPENDENT NEWSPAPER

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THE PRESIDENT'S DAY

A President of less poise could have embroiled the United States in war with Mexico, and have had us in hostile relations with that country and all Pan-America, which would have been a most unfortunate status for us at the time the European war broke upon the world.

A president of less poise would have embroiled us with Europe before now, and, instead of having peace, we too would be in the deadly embrace of a horrible conflict.

There is thankfulness throughout this broad land that our firesides are intact, that our homes have no boys in the bloody trenches and that a joyous peace and tranquility rest over the country.

TRUTH IN ADVERTISING

TEN thousand advertising men will attend the eleventh annual convention of the Associated Advertising Clubs of the World in Chicago this week. It will be a notable gathering, for the sessions will be given over almost exclusively to promoting the truth, that honesty is the best policy.

This sentiment is country-wide among advertising men, and the fight has been started and will be continued against fakers. Business men are generally beginning to see that advertising is more than a mere game, it stands for a great business principle, and the only way to make it effective is to make it believable, and that means sticking to the truth.

THE SOUTH'S PROGRESS

SOUTHERNERS intend upon their own affairs have formed the habit of looking toward the South with a spirit of toleration. They are inclined to think the land of cotton unprogressive, tied to old ways and supremely satisfied with itself.

THE SOUTH'S PROGRESS

Most remarkable of all, in the attempt to depose State Engineer Lewis is the fact that Governor Withycombe himself, in his inaugural message recommended placing of the state highway engineer's department in the office and under the supervision of State Engineer Lewis. Here is the governor's recommendation to the legislature:

Increased from \$1,564,059.000 to \$3,397,000,000, the equivalent of 110 per cent. The value of mineral output jumped 209 per cent. Railroad mileage increased from 61,880 to 90,930; national bank resources from \$705,282,000 to \$2,112,717,000, or 199 per cent; national bank capital from \$106,504,000 to \$282,800,000, or 127 per cent, and deposits in national banks jumped from \$234,650,000 to \$1,059,068,000, or 454 per cent.

all that "concerns state highways," but now that it has been so ordered, Governor Withycombe joins with State Treasurer Kay and, over the advice of the attorney general, attempts to depose State Engineer Lewis as head of the highways and install his deputy as head of the highways.

The governor and the treasurer are not only making Governor Withycombe's recommendation to the legislature ridiculous, but they are trying to compel State Engineer Lewis to commit unlawful acts by surrender of his authority by his chief deputy and at the same time forcing him to give a bond of \$10,000 for the faithful performance of duty by such chief deputy.

OUR NEED FOR SHIPS

CONGRESSMAN ALEXANDER told members of the Portland Chamber of Commerce that passage of the ship purchase bill is necessary to an adequate expansion of the country's commerce. He is chairman of the committee on merchant marine and fisheries and has made an exhaustive study of the problem.

A BEAUTIFUL MESS

THE full opinion of Attorney General Brown on this page throws remarkable meaning around the act of Governor Withycombe and Treasurer Kay in the attempted deposing of State Engineer Lewis and the placing of Chief Deputy Cantline in charge of the road work. Attorney General Brown holds:

1.—The powers and duties of the state highway engineer are transferred to the state engineer. The state engineer must give an additional bond of \$10,000 to guarantee the faithful performance of his duties by the chief deputy engineer.

LETTERS FROM THE PEOPLE

Communications sent to the Journal for publication in the "Letters From the People" column should be written on only one side of the paper, should not exceed 200 words in length and must be accompanied by the name and address of the writer. If the writer does not desire to have his name published, the initials should be given.

A FEW SMILES

Officer (Instructing recruit in signaling)—Didn't you get that message? Recruit—Yes, sir; three tabs, a Zepplin com'in' hover 'ill. Officer—Then why the heck didn't you sell it? Recruit—Well, sir, it couldn't hardly believe it.

THE PUBLIC MARKET MATTER

Portland, Or., June 16.—To the Editor of the Journal.—In Monday's Journal the spokesman of the Retail Grocers' association criticizes Mr. Bigelow and others associated with the public market. It is strange, after the revelations of Ivy Lee's publicity campaign in Colorado in behalf of the Rockefeller interests, how anyone associated with the Retail Grocers' association can come out and work against an institution that is of so much benefit to the public.

INDEX OF ADVANCING TIDE OF PROSPERITY

From the Chicago Herald. Specifications were received in Chicago for the Central railroad yard today asking for bids on 3,500,000 feet of yellow pine and approximately 200,000 lineal feet of cypress. This is the largest single railroad inquiry received in the local market for several months, and according to the estimates it may be used in preparing freight cars.

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THE WATCH DOGS OF THE BATTLE FLEETS

From the New York Evening Post. LISEK, dark, rakish, the three divisions of the Atlantic torpedo flotilla added a new note of interest to the fleet of war vessels lying at anchor in the North River. Escorted by the scout ship Birmingham, the destroyers glided up to their stations on the Jersey side of the river, opposite the battleships, and anchored in single file. As with the submarines, crews of these venomous-appearing craft are of a class apart from the men of the battleships.

supplies. On their march to Paris the German armies got too far away from their base and had to stop. It was the same with the Russians on their way to Vienna. And now the Teutonic allies on their way to St. Petersburg are getting a long way from their base.

SMALL CHANGE

A man never does what his wife expects him to. First love breaks hearts and second love mends them. It takes a self-made man a lifetime to correct his bad grammar.

OREGON SIDELIGHTS

No newspaper in Oregon can excel the Baker Democrat in picking up items like this: "Fruit growers in the coast country are looking at the situation with a very grave face. It will be a record breaking crop of peaches this year and of the finest ever."

STATE ENGINEER CONTROLS STATE ROADS

OPINION BY ATTORNEY GENERAL BROWN

Following is the full text of the opinion of Attorney General Brown rendered in response to interrogatories presented by State Engineer Lewis. Lewis concerning the respective and relative powers and duties of the state engineer and the state highway engineer under the provisions of the Oregon legislature, section 337, laws of 1913, State of Oregon, legal department, Salem, Or., May 8, 1915. Honorable John H. Lewis, state engineer, Capital building.

showered his shoulders. Proceeding, he pointed out that, aside from affording protection to battleships, the destroyers do valuable work on their own account in the way of torpedoing capital ships of the enemy. He said that maneuvers had pretty well demonstrated that two destroyers can make a lot of trouble for a battleship, and that when you place four destroyers against one dreadnought, you are placing odds in favor of the success of the smaller craft.

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The general directions of the state engineer and be approved by him before inviting bids under section 12, chapter 337, laws of 1913. This question is covered by the answers to the foregoing questions. It is a part of the duty of the state engineer to prepare plans and specifications, to have the same passed to the state engineer by his substitution as state highway engineer; or in other words, "to have the same prepared by a highway engineer by virtue of his office."

one good turn deserves another. Colonel Roosevelt took boxing lessons from Mike Donovan, Mike's son, Archibald, the former president's son, \$25 with which to pay his fine for speeding. Cast your bread upon the waters and after many days it shall return to you.

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I have before me your favor of the 16th ultimo, received during my absence, and will endeavor to answer the questions therein submitted in their order. 1. Will the state engineer have the powers of the state highway engineer under chapter 329, laws of 1913, when the contractor fails to take part in the proceedings relating to the answers to the foregoing questions.

of the state highway engineer under the provisions of the Oregon legislature, section 337, laws of 1913. It will be noted from the provisions of the section quoted that the state engineer is vested with the powers and duties of a state highway engineer and wherever in any law now in force in this state the words "state highway engineer" appear it shall be considered that the same shall refer to the state engineer.

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