

FRIENDS RALLY IN WARM SUPPORT OF THE UNIVERSITY OF OREGON

Since Report on Institution by a Committee They Claim Inquiry Superficial.

CAPEN REPORT FAVORABLE

Statements in the Federal Investigation Report Are Quoted in Support of Contentions That Deserves Well.

Friends of the University of Oregon, who might be expected, have begun to rally to the institution's support since the critically phrased report of a committee of the legislature was made public. They assert in their rebuttal that the report was based upon only the most superficial inquiry for facts and that the conclusions of S. P. Capen, specialist in higher education in the United States bureau of education, who thoroughly and impartially investigated the university, were ignored.

Gives It High Rank.
Dr. Capen's report on the university, published by the government, gives it high rank as an educational institution and wonders that so much work could be done out of as small an appropriation as it receives and with a faculty whose members receive an average salary less than is paid in the universities of all other states having less than 1,000,000 population.

The recommendation to abolish the school of commerce, it is further declared, was based on no further inquiry than two five minute conferences with the director of the school, H. B. Miller, by two members of the committee, Representative Charles Childs and Senator W. H. Strayer. No other member of the committee sought any information as to the work of the school of commerce and no committee member took the pains to ascertain that since the school of commerce of the university was established it has been given the recognition of the United States department of commerce which has stationed a man, Ansel R. Clark, in Portland, to cooperate with both the school of commerce and the Portland Chamber of Commerce and to carry forward local and practical work for commerce extension.

Quote Federal Report.

Some of the illuminating statements in the federal investigator's report are quoted to show the committee members and the public that in their adverse criticism the legislators responsible stated much less than half of the case. "The chief obstacle which the university has met in achieving a harmonious and well-rounded development in accordance with the needs of the state has been the attitude of the state itself."

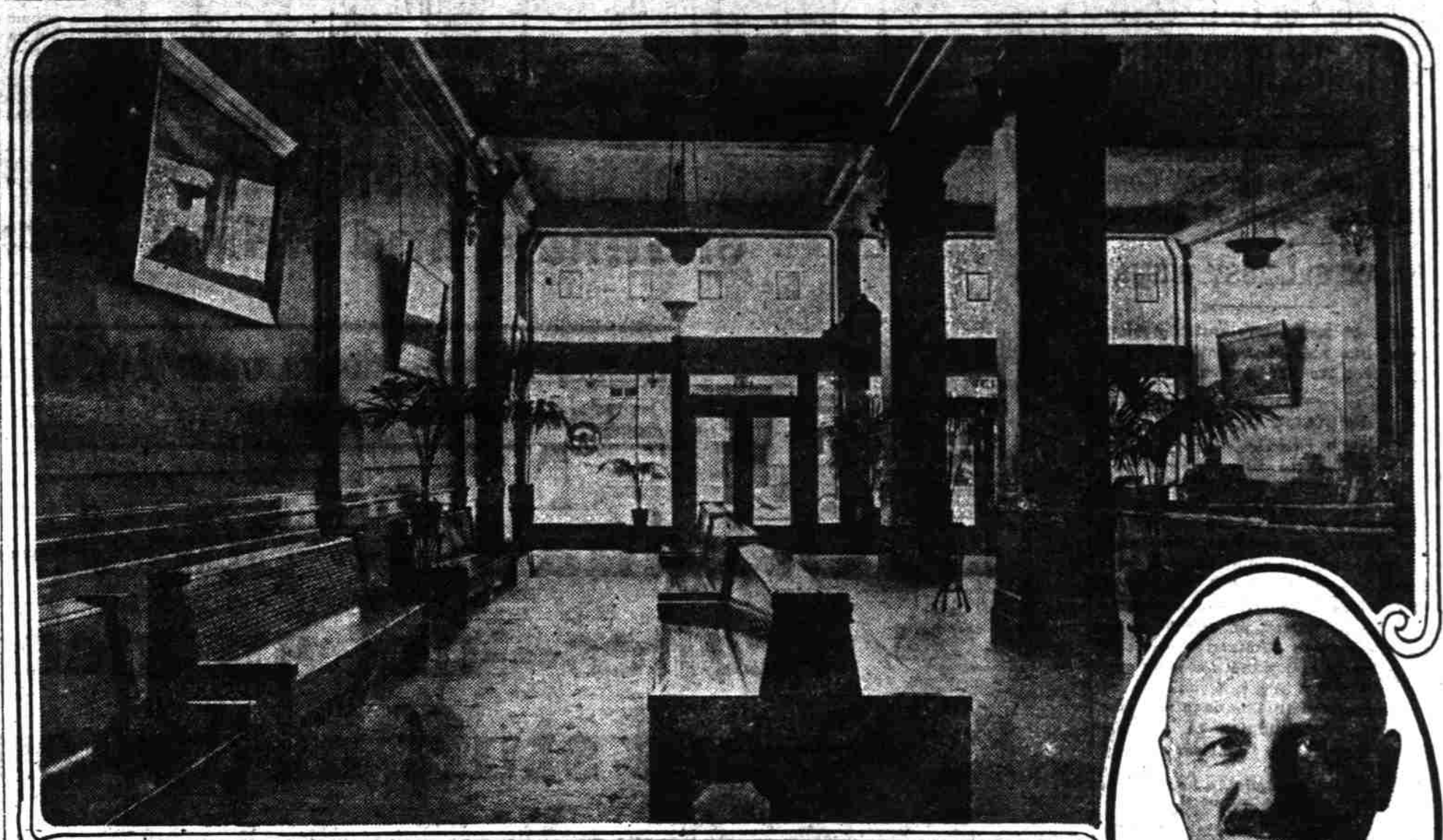
"On the whole, it is evident that the salaries paid to members of the teaching staff at the University of Oregon compare unfavorably with those paid in other first rate state institutions."

Value of Research.

"Practically no definite provisions for research have been made at the University of Oregon. . . . The state and the university governing authorities appear not to have recognized its value. The investigator expected to find that the university faculty had done practically no research. To his intense surprise reports gathered from the faculty proved that its members had been uncommonly productive."

"Curricula of the new schools of commerce and architecture and the department of journalism are planned to combine the recognized fundamental subjects of such courses with subjects especially applicable to the needs of Oregon and designed to be of practical value to the graduates of these courses who are to carry on their professions in this state or this section."

SOUTHERN PACIFIC OPENS SPLENDID DOWNTOWN STATION



Above—Interior view of new ticket office and station looking toward Fourth street. Below—Exterior, showing artistic new marquee and tiled entrance doors. At right—General Passenger Agent John M. Scott in genial mood.

Portland's newest and most modern railroad ticket office was formally dedicated to the public last night. It demonstrated a new idea, in fact, in arrangement and use to which such an institution may be put, for it is a downtown combination of ticket office and station.

The Southern Pacific has been trying to get into the heart of things in Portland ever since it was sundered from the Union Pacific's north-ern lines. And City Ticket Agent Charles Stinger and their aides have been devoting a lot of thought and

time to the idea of making the new office quite the best thing in the northwest. They claim for it the distinction of being the largest and best arranged of any.

The interior is finished in cream and oak effects, with massive oaken seats for waiting passengers, built after the plan of church pews only more comfortable. Everything blatant or gaudy has been eliminated. Even the old familiar ticket cabinet was absent from behind the long counter. In its place is a revolving drum, filled up with infinite compartments, all

concealed under the polished wooden slab.

Last night's celebration of dedication included an orchestral program under direction of W. E. McElroy, beginning at 8 o'clock. A three-car all-steel electric train stood parked in front of the ticket office throughout the evening for inspection by public.

The big room was tastefully decorated with palms and cut flowers and throngs of people sat or stood listening to the music and meeting the various officials of the railroad who were there to bid welcome.

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Sweden Conserves Iron.
Stockholm, Jan. 27.—(I. N. S.)—Sweden has prohibited the export or transportation through the kingdom of

articles of iron sheets not specially mentioned, except parts of machines, coppered, enameled or otherwise plated.

Larger Brokers to Be Called to Stand

Counsel Whipple Has Asked Prospective "Leak" Inquiry Witnesses to Secure Permission to Give Names.

New York, Jan. 27.—(I. N. S.)—At the resumption of the "leak" inquiry here Monday morning, several of the larger brokers in Wall street will be called to testify. These prospective witnesses were asked today by Sherman L. Whipple, counsel for the house rules committee, to request their biggest customers to permit their names to be used in the conduct of the inquiry.

"It appears to me," said Mr. Whipple tonight, "that any decision for peace of the continuance of war would have depressed the market. On Monday I shall ask the witnesses, brokers and patrons, if any advance information of any kind was received."

Mr. Whipple, commenting upon stock exchange activities preceding the publication of the peace pronouncement, stated that the records show that the whole capital stock of the United States Steel corporation of 5,000,000 shares was turned over in 12 days.

"This will be taken as a basis of the inquiry," he said. "It appears, however, that if there was a tip of any sort, no particular stock was named. Anyone could take his choice and go short on what stock he might choose. Steel was the leader, and one stock shows the whole trend."

U. P. Officials Believe Snow Blockade Over

Heavy Drifts Pack in High Wind Is Out, in Some Places 30 Feet High, and Every Rotary Plow Is in Use.

Laramie, Wyo., Jan. 27.—(U. P.)—The Union Pacific railroad is contending with difficult conditions in Wyoming. Heavy snows of the last few weeks have covered the plains and high winds are packing the snow in the railroad cuts. In some places these have reached a height of 30 feet.

Every rotary plow owned by the Union Pacific has been put to work in western Wyoming and today it was announced that the plows have succeeded in opening one track over which all traffic, both east and west-bound, is being moved. Every train, however, is from one to twelve hours late.

Union Pacific officials today believed the blockade was permanently raised. At one period during the tie-up 20 passenger and 10 freight trains were stalled on this division.

Mrs. Wilson Invited To Make Pilgrimage

Washington, Jan. 27.—(I. N. S.)—Mrs. Woodrow Wilson was invited tonight to make a pilgrimage to Thomas Jefferson's home at Monticello, Va., tomorrow with a delegation of senators and representatives and members of various women's patriotic societies.

The trip is to be made in connection with the movement to purchase Jefferson's homestead for the federal government.

Contract Prison Labor Abolished.
Indianapolis, Ind., Jan. 27.—(I. N. S.)—The contract labor system in Indiana prisons will be abolished. The trustees of the institutions have decided that at the expiration of the present contracts a new form of employment will be instituted.

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HISTORY OF COLUMBIA RIVER GORGE IS GIVEN BY STATE GEOLOGIST

Observations Show That the Cascades Were Built Up by Series of Lava Flows.

HOW GREAT PEAKS GREW

Highway Affords Unusual Opportunity for Scientific Study of Formation of Mountain Range.

Life along the Columbia river must have been one grand succession of surprises in those days of yore when the Cascade mountains were in the making, judging from the report of Professor Ira A. Williams on the history of the Columbia river gorge in the current bulletin of the Mineral Resources of Oregon series, published by the bureau of mines and geology.

Were it not for the highway constructed out of Portland through the heart of the vast gorge made by the river in breaking through the mountain barrier, Professor Williams could not have prepared his report in so romantic and yet so scientific a manner, because the people could not so easily have compared the report with their own observations. But the gorge, like a surgeon's incision into tissues, has severed the continuity of the various layers that compose the mountains and has exposed their edges. Thus, one may travel comfortably along the highway and tell by side glances at the rock walls approximately how the massive piles of substance were laid and why the Cascades are among the most wonderful mounds in the world.

In his resume of observations, Pro-

fessor Williams concludes that the Cascades were built up by a series of early lava flows and successions of sedimentary beds whose exact source is not known. Up beneath and through these earlier formations welled the liquid lavas that gave what today are the principal elevations of the range.

This paragraph summarizes the geological history of the Cascades as disclosed by the long research: "Study of particularly the northern portions of the Cascade range of mountains in Oregon discloses, therefore, that a part of its apparent height is due to the previous elevation of the underlying formations which served as a massive uplifted foundation upon which grew the great peaks of the present time. Perhaps the two processes continued together, uplifting and outpouring of molten lava. Doubtless also were lines of weakness developed and even breaks in these slowly rising rock beds through which the lavas from beneath rose to the surface in voluminous seething streams, or were discharged in clouds of explosion fragments to drop upon the surrounding country and to build to the skies the many cone-shaped peaks that now strike awe and wonder to our gaze; the seething craters of yesterday the Mount Hood, Mount Adams, the St. Helens, even Larch mountain and Mount Defiance of today."

Now Highway Has Aided.

How the Columbia river highway has aided the geologist in the intimate study of the world's anatomy is described by Professor Williams as follows:

"The life history of a mountain range, as in the case of animate beings, can be worked out only by intimate study of its structure, its form and its extent and its relationship to other and neighboring land features. The geologist looks carefully at all surface indications and must very often be content to reach conclusions without the information that a cross-section of the mountain would afford. He searches diligently in river canyons, mine shaft and road cut for every possible evidence of order of arrangement and character of the rock materials that compose the range."

"What a wonderful stroke of good fortune, therefore, that instead of such scattered and often meager opportunity to actually observe the

nature and the deeper makeup of so vast an earth structure as a range of mountains there should be found ready-made and waiting for the interpretative eye of the geologist so grand a section of the Cascade range, from top to bottom, as the Columbia river has made.

Quite Across at Right Angles.

"It has cut directly across and at right angles to the axis of the range a gigantic trench in the walls of which on the north in the state of Washington and at the south in Oregon every characteristic of rock formation may be studied, each chapter in the growth of a mountain range may be read in its entirety. From the very roots of the range to its summit heights are the records thrown open for our reading and appreciation. And no peer is there among the chronicles of human history to compare in wealth of revelation, no testimonial of human achievement one half so inspiring as the story that may be read there."

Professor Williams has outlined a tour of the Columbia river highway from Portland to Hood river, with comments on the geology along the way. He finds Mount Tabor the site of an ancient volcano long since covered by deposits of water-borne gravels and earthy sediments. For 10 miles along the Base line road the highway traverses a level gravel plain.

Sandy River Cliffs Discussed.

Discussion is made of the great lava cliffs along the Sandy river at Troutdale, followed by the gravel and sandstone cliffs farther on; with the inclined gravel strata along the Columbia is found a characteristic stratum of Sator gravel rising upon the top of a westward sloping bed of basalt. At places hard lava is found resting upon coarse gravels. Conversely, in places are found layers of the same basalt resting upon layers of gravel. All along the highway the same strata are found at various levels and in various relative positions, indicating the probable process of construction, showing how the original layers of gravel were forced upward and pierced by the earth's movements and buried under andesite outpourings.

It is probable that an extra edition of this report, which is profusely illustrated, will be printed for general distribution.

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