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One of the things that have served to consince us that the Prussian autocracy was not and could never be our friend is that from the very outset of the present war if has filled our unsuspecting communities and even our offices of government with spies and set criminal intrigues everywhere afoot.—Woodrow Wilson.

AT LAST

HEY have become suddenly excited at Washington over inlan! waterways

said in his speech that Director Gen- brightly burning. eral McAdoo should consider the waterways in condition for use. For reforms and conquests. the same purpose, the shipping board his speech, Senator Reed said:

in shape and equipped with a fleet of \$50,090,000 It would be possible, by connecting

Chicago and the Twin Cities in the north, and the Pacific coast via the they have been made fools of. Panama canal, with the Atlantic seaoard, to take a tremendous load off

It took a war and the actual breakdown of the railroads to bring about this promise of action. It seems to be the fact that the American democracy is hard to convince. It is wont to run along in the same old rut. It foolishly permitted railroad managers to determine what the transportation system of the country should be. It refused to see that in this vital thing, the railroad managers had selfish aims and obviously could not take the broad view of transportation. The managers, by processes well known, even killed off as far as they could the waterway transportation of the country which at one time handled a colossal traffic.

The war, however, and the actual breakdown of the railroads has at purpose in helping fight the war. Mr. last brought a realization. Germany's improved waterways were a part of her great war preparedness. They do the commercial transportation now and leave the railroads

Even with the frightful vicissitudes of the war on, Germany is as regularly and diligently improving her waterways as she is building cannon and manufacturing munitions.

almost free for war service.

Our unconcern has been as remarkable as lamentable. We had warning. The Rivers and Harbors congress has long agitated the subject. The Journal and a few other newspapers in America have never ceased to urge the waterways as a great and vitally necessary part of the thriving country grange, which a perfected transportation system.

American traffic is to be by a coordinated and scientific system.

What France most needs in help from America, says an arriving French commissioner, is "men, wheat, ships and locomotives." What we called for from France in the American Revolutionary struggle was money, men and ships of war-and we got them.

PROFITEERING IN SHOES

HERE is welcome news in the trade commission will investigate the high price of shoes and other leather goods. A news dispatch says:

Action was determined upon as a result of "exceedingly high prices" hides and leather are now on hand that tanneries, leather factorie short of their capacity.

The stock of hides in America is so large that the sale is dull. Bos- rather than harmonious cooperation. the ships are to come from." ton is reported to be congested with for that on hand.

South American hides are now pouring into this country in immense volume. They formerly went to Europe, but the war stopped newspaper, or a paper published in a the conditions that exist in that terthat. Practically their only market city like Eugene, can do a better ritory. now is America.

There has been an unusual output

tle foods and shortened ranges. the war began.

There is no known reason for shors to be doubled and trebled in price. The enormous dividend of several hundred per cent declared last year into war savings stamps you do not by the leather trust is evidence of brutal profiteering.

The trade commission will render a high service if it probes to the bottom and lays every fact bare.

If the kaiser had real hopes of continued military successes, he would make no peace proposals. He brought on the war, he wanted the war, but for his mad ambition there would have been no war. His proposals for peace mean that he feels he has got all he could out of the war. Since he made the war, it is for those on whom he made war to say when there shall be peace.

THE GENTLE WOLF

clothing looked enchantingly lamblike when he began negotiations for peace with the innogently as a dove. Neither teeth nor ful, unsound economically, a cause claws were permitted to come in sight and terrify the guileless prey. situation.

But now that Russia's armies have been disintegrated and the German pointing out the truth The Journal lines reenforced all along the west- was called "falsifier" and "liar" and ern front the wolf casts off his "railroad baiter" and many other woolly attire. Both teeth and claws uncomplimentary names by Portland are very much in evidence and the newspapers in general. It was es-Bolsheviki begin to understand their pecially anathematized by Portland playfellow a little better.

The kaiser asks nothing from his from the railroad table. beloved Bolsheviki friends but per Immediate investigation of the petual possession of all the principal possibilities of the waterways has fortified places in Poland and the lisher were referred to by one high been ordered by Chairman Hurley Baltic provinces, with strong garri- railroad person as "those anarchof the shipping board. Senator Reed sons to keep the flame of brotherhood ists."

waterways as a means of relieving would shut Russia off from the Bal- tempt and alarm. Some of them appropriation of \$50,000,000 should European nations and cancel all the "a curse to Portland." be made for construction of tow- progress she has made since Peter boats and barges and to put the the Great effected his fundamental If the kaiser has his way in the

may request a special budget. In peace negotiations, Russia will travel In the emergency, every navigable destruction a century and a half ago. waterway in the country can be put Clearly that is the aim he has in barges and towboats in the space of mind and he seems to be within a months at a cost not to exceed stone's throw of winning it. Nothing stands in his way but the tardy perception by the Bolsheviki that

This is now dawning upon their befogged minds. If we can trust the hauls, the railroads have been taken reports, they decline to play the kalser's game any longer and have broken off the one-sided negotiations Journal's contentions. The governwhere Prussia laid down the law ment found that it could not fight now on the ground 4234 additional in order to observe meatless and wheatand Russia meekly obeyed, where the war with the managers carrying secretaries will be in the service by less days "without relaxation." Anyway, the kaiser demanded Russia conceded it.

It is probably a good thing for the world that Prussia has shown The Journal's position. It says: its hand in the Bolsheviki peace negotiations. The Russian people may be inspired by the betrayal they have suffered to take up their arms again and play an honorable part in other points, former railroad discrimithe war by which their country has more to gain or lose than any other.

In New Years greetings, Samuel Gompers calls upon organized labor to sink individualism into combined Gompers' course is a powerful influence in commending the labor cause to public confidence.

THE RURAL CHURCH

OMMENTING rather gloomily upon the condition of the rural church in Lane county, the Eugene Morning Register ends with the discouraging remark that, taking everything into account and making allowance for shining exceptions, "the country church is rapidly approachgarded as a failure."

The Register pointedly contrasts the declining country church with has made itself both an economic Perhaps at last the movement of and a social power in many up-todate communities. Our contemporary's timely comment moves one to inquire why the church, which theoretically offers so much to mankind. should lose influence while the comparatively modest grange and like or-

ganizations, should continually gain? We are not conceited enough to fancy that we can answer this ques practically useful. Its ministry has shipping situation. announcement that the federal not, as a rule, been educated to unfriends of the church, among whom building I am afraid Alaska will be concerned, the sectarian church has forced to build a warehouse in the "unusually large stocks of opposing innocent recreation, pay store fish while waiting for ships. Greenland coast in search of help.

fess that, so far as country life is ing slight attention to the funda- There simply are not enough ships factories are operating far mental requirements of youth, and to handle the traffic, and, as I under-We have known rural neighbor- That is the testimony of a man

> wicked. We do not believe that a country to know, and doubtless does know, piece of work than to join with the His story tells that Alaska business more progressive clergy in labor is idle, or largely so, because it can

are held for high prices. There is our economic and psychological probevery evidence of manipulation and lems. Every rural neighborhood control of markets. Hides should ought to pray for a minister who has be as cheap or cheaper than before been thoroughly educated, not in Greek and Hebrew, but in rural economics and sociology.

> When you put 25 cents or \$1 or \$5 give it away, or throw it away, but you loan it to your country to help fight the war. In five years the amount you lend will be paid back to you with interest compounded. You can form a habit of thrift by putting a small amount every day or every few days, into the stamps

THE DAY OF CONFIRMATION

N A series of articles early last year, The Journal pointed out that Northwest railroads were discriminating against Portland and in favor of other ports, that artificial barriers in the way of rate discriminations had been raised against Portland's transportation possibilities, that Portland's geographical location wolf in sheep's entitled her to a commerce that she was not getting because of unfriendly railroad influences, and that the duplications of service, the long hauls Bolsheviki. He growled as and the mountain climbs were wasteof inefficiency in the transportation

For its courage and frankness in publications that feed on crumbs

Some railroad advertising was withdrawn. The paper's writers and pub-Select circles close to the railroad throne in Portland's business If this demand were granted it world viewed The Journal with con the railroad congestion, and that an tic, exile her from the sisterhood of went so far as to say The Journal is

In the series of articles The Journal contended that discrimination by the roads, the use of the long haul instead of the short haul and the mountain climb to Puget Sound in the road by which Poland went to stead of routing traffic through the Portland gateway, were wrong and ought to be changed. The day of confirmation of all then

> said by The Journal has come. To correct the very evils The Journa! then complained of, towit, roundabout routings instead of direct routings, long hauls instead of short over by the government.

on their crazy routing of traffic. And now comes the Oregonian with

They (traffic, and rate men) are be ginning to believe the government order will level all artificial barriers that have been raised against Portland in the past and that rates favorable to nation, unsatisfactory rate adjustments by commission, will no longer wield their malign power to retard the progress of this port. Portland's geographical position alone, it is contended, will win commercial dominance for the Columbia river district as against the blandishments of the Puget Sound ports. Government control the railroads is taken to mean the straightening and shortening of rail routes across the continent and the placing under the ban of circultous routing. . . The adcultous level route have been common knowledge for a long time, but they have been offset to a degree by favoritism to other ports by railroad interests. In such words the Oregonian ad-"liar." not a "falsifier." not a "railroad baiter."

The irrigation men are holding their annual convention in Portland. ing a point where it must be re- They are trail blazers. They are Oregon. When the work on which they are engaged is finished, the of Multnomah-county will be doubled in value by making productive lands now barren.

THE CALL FROM ALASKA

WOHN R. BEEGLE, a former resipast twenty years engaged in business in Alaska, made some Register hits the nail on the head Portland recently. They are parwhen it suggests that the country ticularly interesting because of their ners of the world. Before I went to church has failed to make itself direct bearing upon the Portland college I was an able seaman and had

"Alaska, all year, has felt a great thize with rural needs. And the best of the new vessels that are now we hope to be counted, must con in a bad way for transportation.

tism and the future state of the which he has been engaged in salmon packing at Ketchikan. He ought

dise there from the outside world. ships. The docks are idle. The rograding.

What a difference there would be along the Portland waterfront if the stagnation of Alaska business were being cured by Portland ships link ing the northern ports with the docks of the Portland harbor. Wooden ships, made in Portland

and owned in Portland, could ply days." between Portland and Alaskan ports. The war work objections raised Alaskan service. It would be a good move for Portland business men and towards supplying Alaska with the ships she needs to move her progovernment in the prosecution of the war, and that Portland built wooden ships for Portland-Alaskan service would be of war time assistance to the government. It is worth check ing up, and following up.

JOURNAL MAN ABROAD

By Fred Lockley.

New York .- Probably there is no busier place in New York city than Relaxation at All." Now, let us just the international headquarters of the consider a few things, and, first, meat-Y. M. C. A. at 124 East Twenty-eighth less days. We are ordered to use such street. In the past this office handled approximately a million dol- sea foods. Now we have to pay for poullars a year. Last May it was realized that the work would be greatly Well, it makes one meal for us. One enlarged on account of the war, and plans were made to raise \$3,000,000 to carry on the work. It was soon seen so plentiful, we have to pay at least 20 that this sum would be utterly inade- cents. A pound makes one meal, and quate, and the limit was raised to 5,000,000 and later to \$10,000,000. Almost every soldier who wrote home spoke of the value to the men in the army and the navy, of the work done so high it is impossible for us to get i To care properly by the Y. M. C. A. for all the armed forces of the United Rye flour, the same. Nine pounds of States, it was decided that at least \$35,000,000 was necessary. Meanwhile the French army, seeing the value of He receives \$21.50 monthly, and is 71 the work, asked the United States to years of age. I have sons in the army give the same service to the French soldiers, and so a whirlwind campaign was conducted and \$50,000,000 raised to carry the work on up to July 1, 1918. have received none. Now, because it is Every army officer from Secretary Baker down, as well as the naval officers, including Secretary Daniels, saw the value of the work of the Red Triangle, so the government asked further service of the men wearing this come. What else can we do? symbol. It has asked the Y. M. C. A. to take over the tremendous task of operating the army canteens in France. This will involve the handling of many additional millions of money a year. The canteens are to be run by the Y. act cost will be charged to soldiers on the facts related, to answer this for all supplies. Some idea may be mother's question of what to do. it is realized that in addition to the people of Silverton do not expect a more than two thousand secretaries mother with sons in the army to starv July 1. One rule has been made and The Journal does not.] is rigidly enforced-no worker is sen for war service at a salary greater full admission of the soundness of than he has been receiving in other work. find plenty of secretaries who have narket is retailing at from 38 to

> Y. M. C. A. secretaries will soon soldiers at home and abroad, the French and the Italian armies. It is such a tremendous proposition that it is hard to get a grasp of it. I have met most of the heads of the depart ments, and if I had the time I could give an article on the work being done by each of them, but I am going to confine myself in this article to describing the work of a single one of the scores of activities carried on by the national war council.

Every secretary who sails for France

sees Dr. H. W. Dunning at least several times. Dr. Dunning is manager of transportation, and in addition to this takes care of the department of passports and insurance. For weeks he has been working from 9 a. m. to mits that The Journal was not a midnight. I asked him the other day fornia and are staying at the Cornelius. to give me a 10 or 15 minute interview on his department. A long line of men was waiting, so he said, will give you 15 minutes. Come here fonight at 11:30 and I will talk with you until I have to catch my train, which leaves at 11:55". That night I turned up for my appointment and found Dr. Among those at the Cornelius are: Mrs. the outposts of a great movement. Dunning busier than a bee, arranging to H. H. Weber of Great Falls, Mont.; F. They are the prophets of a mightier get a bunch of men off on a boat M. Kowri of New York city, Elford J "What do you want and said to me, taxable property of Oregon outside me to say and where shall I start?" "Who are you, where were you born, what have you done, how do you hap-pen to be in charge of this department?" I asked. His eyes twinkled as he said, "It seems to me if I answer those questions I will covered the ground pretty thoroughly However, I promised you an interview, so I am going to make good. I was dent of Portland, but for the born in Boston 47 years ago. I graduated from Yale in 1894; received my Ph. D. degree in 1897 and became a member of the faculty, having the tion fully, but one or two points very interesting statements regarding chair of Semitic languages and teachare pretty obvious to everybody. The Alaska shipping conditions while in ing Hebrew, Babylonian and Assyrian.

"I have always had the restless foot and a desire to see the far corbeen around Cape Horn twice, so you see I received the degree of A. B before I went to college. Immediately derstand rural problems or sympa- need of ships. Unless we get some upon my graduation from Yale in 1894 Dr. Cook employed me as purser of the good ship Miranda to go on an Arctic exploration trip. Our ship was wrecked on the Greenland coast about "This year our companies were 72 degrees north latitude, at a place called Sukkertoppen. We went aground ple are forced to pay for shoes. It is too often played the part of a killjo, middle of the street at Ketchikan to the ship's boat and went up the Kangerlerduakfjord we ran across hallbut fisherman who took us aboard and back to the Miranda. The Miroccupying itself with academic probestand it now, no contracts are being and a was abandoned in a waterlogged lems of theology which lead to strife made because we don't know where condition, though her master took the precaution to have her towed some distance out to sea and sunk. This haliexisting stocks with little demand hoods to be broken up into warring who has spent 20 years in Alaska land banks. It took our party to tut boat had been fishing on the Icefactions over such subjects as bap- business, during the last six of Cape Breton and from there we made our way to Halifax and thence back to the United States. "After this adventure. I was willing

for a while to settle down and teach deen are registered at the Portland. Hebrew at Yale, but soon the call of the southern seas and of far ports the Oregon. got me again and I started the H. W. Lunning Tourist agency. We finalbecame one of the largest touris' J. H. Phillip agencies of the world. Dorsey Smith, at the Oregon of American hides. Slaughter of ing to upbuild the rural church, It secure no ships in which to send at the corner of Third and Washing-

cattle has been forced in extraordi- is needed. Its decline implies a cor- its products to market. If there are ton, at Portland, handled our Oregon nary percentages by high priced cat- responding decline in spiritual en- no ships to carry produce away it Paris, Cairo, Jerusalem, Constantinople ergy. It means decaying ideals and would seem to follow that there and Yokohama, and had agents in the In spite of a glutted market, hides a progressively darkening outlook on would be no ships to carry merchan- principal ports and cities of the world. When the war broke out we had about 70 men employed as conductors of par-While Alaska business is stagnat- ties. My work in the tourist agency ing for lack of ships the harbor of has taken me across the Atlantic some Portland is comparatively bare of thing over 70 times. I have picked up a good many languages in my travels whole water transportation system ferent tongues. The ones I speak most of the river is marking time and ret- iluently, however, are French, German Spanish, Norwegian, Swedish, Italian. Danish, Japanese, Mandarin Chinese and for ordinary conversation I can get along very comfortably in Turkish, Hin and modern Greek. I came dustani to the Y. M. C. A. to enlist as a secretary for Russia, but they switched into the transportation bureau and I guess I will stay here for a while, for we are getting off parties of from 50 to 100 secretaries every few

The next day I went down to thu French consular office with Dr. Dunagainst them would not apply to ning's assistant to secure my visa. He "Dr Dunning is a wonderful linguist. wish I spoke as many languages as he does." I said, "How many do you speak?" He speaker. years I lived in Constantinople, Jerusalem and Cairo, where it is necessary ducts. It might be discovered that to understand a large number of lan Alaskan products are needed by the guages. I speak 12 languages. Dr. Cunning and myself occasionally talk Arabic, so as to keep in practice."

Letters From the People

[Communications sent to The Journal for sublication in this department should be written on only one side of the paper, should no exceed 300 words in length and must be accepted by the name and address of the companied by the name and address of sender. If the writer does not desire to the name published he should so state !

The Prices of the Substitutes Silverton, Or., Dec. 31 .- To the Editor of The Journal-I have just been reading the article in today's Journal entitled "Food Conservation Must Go on With No has things as game, poultry, fish, eggs and try, say, a small, old chicken, 50 cents. pound of beefsteak at 16 cents will make small one at that. We have been paying impossible to get here, as far as I know. Second, wheatless days: Cornmeal i only as a change once in a great while.

> buckwheat costs 70 cents. My husband is a Civil war veteral now, one unmarried. They told me must not let my 14-year-old son work as the government would help. But we for food allowed us on these two days, it becomes necessary in the public interest to decide what particular character we are called unpatriotic. Who is to of shipments shall be given priority of movement. doing our best to live on our small in-

ONE WHO WANTS TO KNOW. (You ought not to be called "unpatriotic." Mothers who have given their Willard May 25, said: sons to the army are going to do all in their power to sustain those sons by any self-denial that is possible, this one in M. C. A. on the basis of service. Ex- cluded. The Journal is not in position.

Ham, and Ham

Portland, Dec. 31 .- To the Editor of As a matter of fact, you will The Journal-Cured ham on the Portland been drawing from \$50 to \$100 a week cents a pound, while one meat company in private employment who are going doing business in a small Oregon town to France on a salary of \$100 a month. is selling ham of its own curing and far superior in quality, delivered in Portland, for 30 cents a pound. Will you be serving the Russian armies, the kindly inform me why the inferior prodtroops in Mesopotamia, the American uct sold in Portland costs from 8 to 1 cents more than the excellent interior A READER. Oregon product?

PERSONAL MENTION

Visiting Here From Mosier Dr. C. A. Macrum, formerly a Port land physician, is at the Portland hotel for an extended visit. Dr. Macrum lives on a fruit ranch at Mosier.

Army Officer at Portland Lieutenant Colonel and Mrs. F. G. Knabenschuh are guests at the Portland hotel from American Lake.

Mr. and Mrs. George Laals from Spokane are in the city en route to Cali-Mr. and Mrs. H. A. Wallace of Medford are guests at the Multnomah.

Mr. and Mrs. C. D. Martin of Walla Walla are registered at the Portland. Many tourists are in Portland en route to California for the winter months.

that had dropped in unexpectedly. He Jaqueth of Libby, Mont.; Miss Effie turned the work over to his assistant, Nickleson of Tracy, Mont., and Mr. and Mrs. George F. Bruce of Boise, Idaho. Frank A. Rowe, a banker of Wheeler, Or., is staying at the Multnomah. R. A. Barr of Kelso is a guest at the Perkins. D. A. Clarke from Corvallis is at the

> Oregon. Mrs. F. M. Otten from Hood River is at the Nortonia. Miss Helen Sullivan from Chicago staying at the Washington.

> Mr. and Mrs. D. G. Keys from Salem are guests at the Oregon O. H. Holmes from Clatskanie is registered at the Perkins. Mr. and Mrs. L. G. Sifert from Tillamook are guests at the Cornelius.

> O. W. Loomis, an insurance man Seattle, is at the Multnomah. Mr. and Mrs. F. E. Judd of Pendleton are staying at the Portland hotel. S. A. Rassier from Pickleton, Wash. guest at the Washington hotel C. L. Monson from Albany, Or., is at the Oregon.

the Perkins. Lieutenant James D. Fletcher, U. S. A., is in the city from Camp Lewis and is a guest at the Portland John H. Bauer of Walla Walla is registered at the Nortonia. E. D. Harris from Los Angeles is

G. H. Boone from Albany, Or., is

At the Washington. R. H. Houston from Hood River at the Perkins. Mrs. J. G. Hornburger from Seattle s registered at the Multnomah. Mr. and Mrs. R. H. Smith from Pen

dleton are staying at the Perkins. C. H. Warren from Cathlamet is guest at the Washington. Frank Patterson of Astoria is at the Ben Waorsley from Astoria is staving

at the Multnomah. From the Eugene Register (December 29). Western Oregon is enjoying spring Mr. and Mrs. J. D. Wilson from Aber weather in midwinter. The maximum temperature yesterday was 65 degrees M. A. Richard from Corvallis is a and the minimum during the night be J. U. McFearson from Seattle is fore was 55 degrees. Frogs in the ponds are croaking, grass guest at the Multnomah. J. H. Phillips of Tacoma is a

Mr. and Mrs. Rogers from

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

The Huns put the "hun" in hungry.

Are you saving for Sammy? The newly married man in the office asn't yet come back to earth. Seems that General Mann wasn't the nan to command the Rainbow division. The gambling hells may be no more,

ere are still some chips that pass in the night. with little savings. Thrift begins Learn economy and you start on the

Sir Cecil Spring-Rice has probably cound that being British ambassador to found that being British ambassador the United States is no rice pudding. "Twill be perfectly all right with us if the Huns in Italy are completely snowed under.

When you look upon this food controller idea as being something new in your experience, haven't you forgotten that you were once a baby

Is this fine weather for the irriga-tion congress? Or does it tend to dis-tract the irrigator's mind from the comfortably dry seclusion of a movie; The made-in-Germany peace pill was oo much for even the Bolsheviki to swallow. It wasn't even sugar coated because the Huns couldn't spare the

end starting out again with a nice clean deck, why not replace the old tattered and grimy flags about the city with spanking, sparkling ones? Looking about for sugar substitutes comeone has discovered that the sweet-

ening in a dried prune is sufficient to half, a copper rivet, a bolt, a washer give a semblance of sweetening to a cup and 18 nails. The chemical action on of tea or coffee. And many are so full some of the nails had reduced them to

OREGON SIDELIGHTS

George H. Baxter, who recently ceased while the East is in the grip of the publishing the Creswell establishing a new paper storm king," cautiously remarks the Pendleton East Oregonian, "the North-west is enjoying all the pleasures of spring—thump, thump on wood."

A hot air heating system has been installed in the school building at Por Orford, which has hitherto been heate by the primitive and unsatisfactory stove method. As if to taunt luckless Easterners

Sheridan Sun in its last issued this: "Eating Christmas dinner the on the open porch and sleeping little covering and the doors and violets blooming on the lawns may not appeal to the Eas but it is a condition that suits the Western Oregonian, even though he knows not the presence of icicles and

In order that the people of the cor munity may become better acquainted with one another, and to foster the spirit of good fellowship, the business ss? Or does it tend to dis-irrigator's mind from the on Thursday, January 10, and at that hand, and urge him to the time will entertain the farmers of that community and their wives. The occa-sion is denominated "community day." sion is denominated "community day."
A feature will be addresses by various agricultural experts.

"George Tetzie while butchering cow at the City meat market slaughter yards this week decided to do a little research work," says the Brownsville Times, "and he opened the stomach of the cow. He was surprised to find While we are turning over new leaves that the animal was Hooverizing and was nice and fat. The stomach tained two rocks, the largest of measured one inch by an inch and of prunes that a sugar shortage needn't the size and sharpness of needles. All I'll not land."
work them in the least.

A NOTE OF WARNING

On numerous occasions, The Journal has pointed out that the railroads

are unable to take care of the transportation interests of the country. It is time to sound another warning note. Shippers may as well make up their minds to face a more serious condition within the next few months, if the war continues. If proofs are desired, the official records of congress and the statements of transportation managers supply them.

There is now pending before congress a bill to amend the act to regulate commerce so as to give the president authority to discriminate between I've got the girls. classes and kinds of freight and, as required, preferential movement. In other words, it is officially recognized that the railroads can not promptly handle all the traffic, and some will have to wait. Nothing else is mean, than in this proposal for the president to be authorized to grant preference I've got her now. of movement.

With the bill, a report was submitted, and as part of the report, state ments of the railroad managers were included. If any have thought The Journal unduly alarmed, they can read what railroad managers have to say. and draw their own conclusions. Thus, D. Willard, president of the Baltimore & Ohio and advisory chairman of the Council of National Defense, sald: They (the railroads) are not able to handle all the business offered. Inasmuch as there is more business to be handled than the railroads are able to handle.

If this is the existing condition, what will the situation be when the new crops have to be moved and military necessities in transportation have

to be met? But there is other testimony. Howard Elliott, in a speech at the New

The railroads, even in a time of profound peace, cannot furnish adequate transportation at all times. • • The country, for its own interest, ought to permit us to spend at least a billion dollars a year in new additions to our plants. I am afraid there may be a shortage of transportation. In discussing the bill granting authority to the president for prefer That was substantiation of The had of the expansion of the work when tainly, the food administration or the ential movement of traffic, Senator Hollis said on the floor of the senate: The facilities of the railroads are at present inadequate to perform all the

business of the country. There must be discrimination against some classes of traffic and the discrimination should be applied to help the government win the war. It is well known • • we have not cars enough, we have not omotives enough, we have not tracks enough, Some one has got to be given authority to discriminate because we cannot all get their work done. Senator Hollis added that different industries would be complaining bit-

terly on account of delay for their shipments, but that the delays cannot he helped. Senator Robinson said:

The railroads have found themselves unable to transport all of the property endered to them for transportation, and just as surely as you live and this war continues, that condition is going to grow worse and more acute. There is plenty more of the same kind of testimony in the congressions

ecords. The last circular issued by the National City bank of New York says: The weak spot in the industrial organization is the railroads. The railroads are undoubtedly Joing better, but the volume of traffic is in excess of their Such is the condition. It will become more acute. There will be bitter

complaint. Undo notedly, the stress will be brought home to Portland along with the rest. There ought to be preparedness for a situation which the highest authority proclaims must come.

Water transportation could go a long way in affording deliverance. The Council of National Defense, the secretary of war, congress and all others in authority should have their attention directed to the inland waterways an! present location of Walla, Wash to the necessity of aiding in their navigation. Public bodies should vision the situation and urge action.

Portland, with a few ships that she could control, could be largely independent of the railroads. With steamboats on the rivers, Portland could carry on her business with much of the interior undisturbed and unafraid. Not in alarm, but in a hope of helping the local community prepare

itself for whatever is to come. The Journal points to unimpeachable testi mony herein, and submits that testimony to Portland's sober reflection.

HOW TO BE HEALTHY

is a sign that some condition is out define it. Upon analysis her worries of harmony with the best welfare of vere simply an emotion without reason real outside circumstance. This is not suggesting that her stomach was out of by any means the usual thing, however. Outside circumstances are more often played a coated tongue. She admitted merely the peg upon which a person hangs his real troubles. These are generally within. Witness that the person with the heaviest woes or environment is not the one most afflicted with her relatives. worry, in many instances; whereas, these whose circumstances seem to us to be quite without hardship may be constipation. It is characteristic for the cironic victims of this mental state. A maiden sister of advanced years

while a man with his wife went for a visit to Canada. Two things were new to her, a special kind of cooking which they had in this household, and the loneliness of the village in which she for a day or two. Then it suddenly oc- pelier. curred to her that it was strange she had not heard from her brother and sirter. She began at once to worry, and went around to neighbors telling them of her great troubles. There was no particular reason why she should have a letter in such a short time; they were grown-up people traveling in the midst of a civilized country in constant centact with telephone and telegraph. foot column eight, this page.

B. C., are guests at the Portland. Mr.

Rogers is the owner of the Rogers

L. M. Howe of Roseburg is staying at

J. A. Miller of Fossil is at the Perkins.

A Midwinter Spring

L. A. Austin from St. Helens

Victoria, cold spell early in the winter are again

chocolate factories

guest at the Portland.

the Perkins.

"DON'T WORRY "-Worry is not a, Yet she worried. Questioned as to th lisease but a symptom of something, ground of her worries, she could not This condition may be a Incidentally she yawned continually erder, and when she did so she dis constipation, and consented to take measures for clearing up the condition In a few days she forgot her worries although she had still not heard from The emotion of worry may be awak

ened by fatigue, or by indigestion, or by emotion to reason some outside cause into it, but as fast as one "cause" is placed in charge of a household renoved the victim of the worry ailment finds another to fasten his worry While reasoning and the en upon. listment of the will by this means may he effective in overcoming the condition in some cases, the cure of body was staying. She got along all right derangements is generally the best dis-With an abstemious diet, some inter

esting work, outdoor recreation, freedom from constipation-then, no matter what outside circumstances bring to you, as the paradoxical saying goes, should worry!"

Tomorrow: Fellowship. See another story, "How to Live,

ing up and fruit trees are showing signs of budding out. This winter has been particularly

bleoming. Other vegetation is spring-

free from frost and cold weather. The summer was a long time departing and

at no time during the fall and winter has the weather been uncomfortably cold. The rainfall up to the month of December has also been deficient bu it appears to have made up for los during this month. For the mos part it has been a warm rain and very little snow has fallen in the mountains Farmers are able to do all of their rork in the open during these days and they are compelled to work in their shir is growing fast and roses that were all sleeves at all times. They say this has been the warmest December for a num

Ragtag and Bobtail

Stories From Everywhere

¡To this column all readers of The Journa are invited to contribute original matter—patory, in veras or in philosophical observation—or striking quications, from any source. Contributions of exceptional merit will be paid to at the editor's appraisal.]

Contributory Negligence

"AFTER one of the famous fairs at Tipperary a man was found guilty of murdering another man by striking him with a blackthorn," said former President Taft, illustrating a point in contributory negligence." asked the usual question-had he anything to say why sentence should not be passed upon him?" "Well, my lord," answered the pris-

oner, "all I can say is that a man with a thin skull had no business at Tip-

Some Husbands Wife-Can you let me have a little. oney, John? Hub-Certainly, my dear. little?

Terrifie!

In certain parts of the West Indies there are negroes descended from slaves of early Irish adventurers. Hence many of these blacks today speak the English language with a broad Irish brogue. A Dublin gentleman, arriving at a West Indian port, was accosted by a burly black, a fruit vender, who said "The top uv th' mornin' to ye. an' would

ye be afther wantin' to buy a bit o'

fruit, sorr's "An' how long have you been here? said the Dublin man in amazement. "Goin' on three months," said the peddler, thinking of his inland home. "Three months, is it? Only three onths and as black as that? Faith,

Speaking of War Now Dick and Earl—they're both my pals— Have gone to fight the foe, And left in my care both their gals,

Old Dick just handed me And Earl he gave me Ross; Now just where do I get my pay The good Lord only k tried to join the army too, But the officer said "No." Still I've no reason to feel blue

Dick's 'fraid that while across the sea Some guy might steal his de He never thought at all of But he need have no fear-

And show her a good time, For if you don't I have no doubt

My pals said, "Keep 'em from all harm.

And I said, "It's a go." So with a lady on each arm, I trot off to a show. lf s not half bad. talk of warships on the deep, Of plots and German spies.

The girls upon my shoulders weep—
Yes, Rose she sobs and Paye she sighs.

I only hope the war will last Until I can decide, Which one of 'em I'd rather ask

To be my happy bride

-Paul Kunker 695 East Seventy-first etreet north

Uncle Jeff Snow Says: While some of our brainy agitators is a-cussin' the farmers fer not raisin' more sheep they might look up the price of land as havin' somethin' to do with it. Neffelfinger wanted to buy that hillside half section tinin' his upper field, and Tightwad Henderson wanted git \$3200 fer it. Neff wanted it fer goat an' sheep an' Tightwad don't want it at all. He sold all the timber an' all the wood offen it, an' lets it lay there. It's 'sessed fer less'n \$2 a acre. If Uncle

fer what it is assessed fer, up' glad to git rid of it. Then Henderson could let his little herd out onto it. Olden Oregon

Sam put a stiff war tax on that half

section I reckon Tightwad would let go

Massacre of Dr. Marcus Whitman and Others, by Indians. Telgukite, Tomahas, Clokamas, Isiaasheluckes and Klamasumkin were the names of the five Indians who massacred Dr. Marcus Whitman, Mrs. Whitman and 12 other white residents of Oregon on November 29-30, 1847. The scene of the hideous butchery was the Whitman mission, six miles west of the The Indians, after being tried and found guilty, paid the penalty of their crime on Monday, June 2, 1850, when

capital of Oregon.

Stage and Screen

they were hanged at Oregon City, first

By Getta Wasserman David Belasco will send Miss Frances Starr out on a spring tour in a new drama he is preparing for her, before it is given a New York production, which will probably not be until next season.

Lionel Barrymore, last seen on Broadway as Colonel Ibbetson in John Raphael's dramatication of George du Maure.

ael's dramatization of George du Maur-

ae's dramatization of George du Maurier's novel, has been engaged for one of the leading roles in "The Copperhead," Augustus Thomas' new play.

Arthur Byron, now playing with one of "The Boomerang" companies, is a nephew of the late Ada Rehan and a son of Oliver Dowd Byron, famous to playgoers of a generation ago as the producer of "Across the Continent."

Minnette Barrett and Margaret Smith, daughters of Mme. de Fonfride all former residents of Portland mong the most popular members of the theatrical profession who make their home in New York. Miss Barrett, for that is her stage name, has appeared in numbers of film attractions as well as umbers of film attractions as on the speaking stage.

New Viewpoint of Eugenics Approved

Rules of Living Set Forth in "How to Live" Have Received Approbation of Country's Most Famous Men.

Education on health—the most vital of all subjects—is the lofty and humanitarian purpose of "How to Live"—the newest and most popular of books on personal hygiens. This splendid work has been author by and prepared in collaboration with hygiene reference board of the Life tension institute by IRVING FISH Chairman, Professor of Political Economics of the Life tension in the contractive and Eligibus 1.49 with the Yale university, and EUGENE

Some of the finest brains re sponsors for "How to I some of the linest brains in America are sponsors for "How to Live," among whom are such men as William H. Taft, General William C. Grogas, surgeon general; Dr. Rupert Blue, U. S. public health service; Dr. H. M. Biggs, health commissioner, state of New York; Dr. Harvey W. Wiley and Dr. Alexander Graham Bell These men donate their services to the Life Extension institute and collaborated with Professor Fisher and Dr. Fisk in preparing

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