

AN INDEPENDENT NEWSPAPER

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After seeing nothing it goes about and hurls the sea which is powered by the sun. Then any other animal which is directed.

—Clarendon.



IN FIVE YEARS

There are 6,500,000 automobiles and trucks in the United States. It is estimated that there are unfilled orders today for 2,000,000 more. In 1917 there were produced 4,800,000 cars. In 1918, when production was curtailed by the war, only about 1,400,000 were made. In 1919 about 1,200,000 were produced. As a result of this under production of motor "prospective buyers were disappointed last year. Their number has been increased another million since. Manufacturers say they will fill the demand if labor and material conditions permit.

These staggering figures give some idea of the automobile industry, which is yet in its infancy.

The cost of operating these 6,500,000 of motor vehicles runs into the billions. At an average cost of 8 cents a mile, allowing an average of 10,000 miles to each car, the yearly cost would, roughly, approximate \$2,500,000,000.

In 20 years from now there are said to be 40,000,000 of cars in use. With our narrow streets already congested what will be the result? Also what will be the car of the future. Within the next five years it is predicted that it will follow along present lines with the addition of more conveniences and comfort, but after that no one hazards a guess.

One great problem of the future is that of fuel. According to mining experts, there is not enough oil in the bowels of the earth to supply the soaring demand for gasoline for more than a few years at the present rate of consumption. What will take its place? Is it to be electricity, steam, alcohol or some new force as yet undiscovered?

Even now motor fuel is far from as good as it was a few years ago, being less volatile. But this condition is being met by improving the carburetion system. The motor car engineer is constantly at work and he will probably be able to meet any emergency that will arise in the fuel situation.

Meanwhile we may hesitate now to properly organize the traffic problem. When 20,000,000 cars are speeding here and there will we still hesitate? Hardly. We will be driven to it, and we may as well begin now. We can thereby save a lot of lives and prepare for the inevitable.

A stray dog recently chose a little farm house in Belgium for a home. It wore a collar, and presently there was discovery that on it was the inscription "Miss Edith Cavell." One of the crimes of the century is thus brought back by the friendless dog that has been a wanderer in that part of Europe ever since the martyred nurse in the dull drab of that fatal morning fell before the cruel firing squad in a Belgian prison yard. And still the American senate holds up the treaty!

ASK AND RECEIVE

The inland Empire Shippers' league submitted to the interstate commerce commission an appeal in behalf of all the inland Empire and all the ports of the Columbia.

If sought recognition of the water grade route afforded by the Columbia between the seaboard and the interior. It proposed that rail rates be ruled by justice and based upon the economies of water grade transportation.

It asked that from the rail rate structure of the Northwest should be taken the industry of imposing upon all lines tariffs based upon the mountain trail to Puget sound.

Spokane and Boise were encouraged to join the cause of the Columbia basin.

La Grande and Baker were shown that it would be to their advantage to participate. But Spokane entangled the issue only in a semi-negative way. The other communities remained doubtful and inactive.

Astoria was admonished that her interests lay with the other ports of the Columbia, but she preferred an

alliance with Seattle and Tacoma, declaring a desire merely for a parity with Puget sound and not for a rate based upon the economies of water grade transportation.

Behold the initial result. The tentative finding of the chief examiner for the interstate commerce commission recognizes the justice of the claim made by the communities in the zone south of the Snake river. These communities were active and insistent in petition for recognition of the fundamental justice of their petition. Spokane and Boise, La Grande and Baker are left out.

Portland and Vancouver joined in appeal for a grant of the right to enjoy the benefit of natural advantages. The chief examiner says that the rates between Portland-Vancouver and the zone south of Snake river should be reduced. Astoria, in this preliminary report, is left just where she asked to be, on a parity with Puget sound.

The tentative finding of Examiner Thurlitt is, of course, not final. But it points the way. It results from review of the same facts that are before the commission.

If the commission upholds his findings, then Spokane, Boise, Baker, La Grande and Astoria, when it is too late, will realize, just as they suspect now, that they blundered in not joining in the Columbia river petition.

A license for automobile drivers is the surest and best way to protect safe drivers against drivers drunk and drivers unsafe. There are, for instance, crazy men who drive cars. The safe driver wants them eliminated. The way to eliminate them is to require every driver to be licensed and to revoke the license of men who prove, as Sorensen did, for instance, that they cannot be trusted to drive an automobile.

RELIEF AT LAST

LAST the senate must feel relieved.

There recently hung over it the overpowering duty of ascertaining the state of the president's health. A special mission, consisting of Senators Fall and Hitchcock, was dispatched to the White House to investigate. Their report was satisfactory—for a time.

But darkling suspicions arose. They threw the senate into further spasms of uncertainty—Mr. Wilson's brain was all right, but how about his legs? Fall watched them for 45 minutes and never saw them move. Hitchcock failed to notice whether they moved or not, but Hitchcock is a Democrat, and Democratic testimony could not be trusted on so vital a subject as the president's legs.

The new uncertainty created a situation of the gravest responsibility for the senate. If the president's legs were not functioning, if, for 45 minutes with Senator Fall carefully watching them, they never once moved, how could the senate ratify treaties, or consider reservations, mild or unkind, or pass a budget bill? How could Lodge or Senator Moses or Poindexter sit quietly in their seats or discuss public business while there was doubt about the presidential underpinning?

Statesmen are statesmen, and statesmanship is statesmanship. Until the foreign relations committee of the senate of the great United States was thoroughly satisfied that no corn or bunion was interfering with a pair of well known legs over at the White House, no member of the committee, under the constitution, could busy himself with other affairs of state.

But this gravest of grave problems is settled now. The president has been seen walking on the White House lawn, and on his own regular legs.

Atlanta's first police woman has had a novel experience. Her first official act was the arrest of her husband for drunkenness. She found him in a state of intoxication at the family home and promptly marched him off to the calaboose.

INTERNATIONAL FINANCE

JOHN F. SHARROTH, former senator from Colorado, points out that during the war several European nations issued paper currency irredeemable in gold. The basic metal of the finances of these countries was, consequently, gradually retired from circulation. The foreign credit disturbances today are largely due to the currency of depreciated value. He advises:

An earnest effort to obtain an international agreement to retire all irredeemable paper currencies and to establish throughout the world circulating medium based upon gold and silver, and, if possible, provision for coins of the same weight and fineness. The retirement could be made by each nation permitting the payment of taxes, partly in irredeemable currency, which could then be canceled, and partly in gold, which would increase the demand for that metal. Let the financial strength or weakness of a nation be reflected in its bonds, but never in its currency. There will be freedom from violent fluctuations in world prices.

Whether Mr. Sharroth's plan is better than another must be revealed by submitting all such schemes to the deliberate test of international need. But the United States, with its over plus of gold and credit, and European nations, with their shortage of gold and shaky credit, argue equally for some scheme of equitable international finance that will prevent the checking and the impairment of commerce.

The Journal congratulates the legislators upon the fact that the governor had faith enough in them to convene them in extraordinary session. It is not too much to say that the people generally have more than usual confidence in the membership

of this legislature. It is because this legislature performed well at the regular session and is expected to do equally well at the present special session.

AN IMPORTANT BILL

DOUBTLESS the legislative members at the special session will be concerned to confirm their work at the late regular session. They created a court of domestic relations in Multnomah county. That court, harassed by doubts as to the constitutionality of the law creating it, and assailed with suits that make it impossible for it to function with certainty. There is enough doubt in the framework of the law that disputes arise as to its jurisdiction over persons in its custody. There is need for such a court. It can be of very great service in a field that is not properly reached by existing courts. It is a court of mercy and rescue for those who are luckless, misguided, mistaken and misguided.

The more fortunate in society owe something to those whose lives run along rough paths. The ninety and nine should have a thought for the one out in the hills. Good men are agreed that courts of domestic relation should have a place in every well ordered community.

At their regular session the members now gathered at Salem attempted to create such a court. Their good work has come largely to naught through alleged defects in the bill. They have the opportunity at this special session to correct those defects and affirm that which they tried conscientiously and wisely to do at the late session.

A village nesting under a hill which collapsed and buried it, yawning and abysmal chasms 100 feet wide, opened in the earth's surface, streams of flaming lava 600 feet wide—these are among the awful phenomena in the quake district in Mexico. Do those whose lives run amid more pleasant environment appreciate their surroundings and their advantages?

WASTE IN GOVERNMENT PRINTING

THE greatest and most wasteful publisher in the world is the United States government. The annual report of the public printer shows that last year publications were printed and distributed at a cost of nearly thirteen million dollars. There were 12 dailies, 25 weeklies and 58 monthlies, their circulation varying from 100 to 207,000. The total expenditures for maintenance, operation and general expenses of the government printing office, not including the expenditures of the superintendent of documents, were \$11,351,821 as compared with \$13,158,535 for the previous year.

For years, says the public printer, there has been a considerable waste in the printing and distribution of publications. Some of the work ordered by departments and bureaus and assigned to the superintendent remains on the shelves for years and then is junked. The records show that there is a tendency to order beyond the demand.

Even after retaining indefinitely copies of any publication for which there is a remote possibility of demand, it is necessary every year to condemn and junk millions of copies. If this were not done there would be no room to handle live work.

While it is obvious that there should be a curtailment of output, the difficulty is that every congressman and department head is willing only to curtail the product of the other fellow.

AN OLD GAME

TAKING the census is a process as old as government. In the Old Testament it is recorded that just before the exodus, about 2000 B. C., Moses took a census of the children of Israel to ascertain the fighting strength of the people. The count was limited to males between 20 years and upward. The Levites, who were exempt from military service, were counted only from 30 years upward. On the order of King David, Joab unwillingly took the census of the fighting men of the tribes. Solomon also had the people counted.

In Babylon, in China and Japan they had censuses. Servius Tullius, the sixth legendary king of Rome, decreed that every fifth year the population should be enumerated as well as the property of each family. This census later took on a religious significance and the official count was preceded by a purificatory sacrifice.

The Domesday book of the middle ages was a census as was the Breviary of Charlemagne.

A peculiar feature of the ancient census was that it was taken mostly for the purposes of taxation and military service. It was not until 1790, when the United States government began the decennial count, that its objects were broadened to take in all

the population and its activities. The present U. S. census is said to be the most ambitious ever undertaken. It will employ 87,000 enumerators, 5000 clerks and a host of accessory helpers. Its cost, according to estimate, will be over twenty million dollars.

You can get your hair cut for one and one half cents in Yokohama. If cut rate excursions could be run, it would almost pay to go over.

Shipbuilding Activities of Oregon City

Marine Tragedies Were Sad Incidents of Early Day Traffic

The early chronicles of Oregon City's navigation are largely concerned with canoes, bateaux and rafts. One of the first ships to ply to Oregon City was the Chenamus, in command of Captain John H. Couch, which was anchored below the Falls of the Willamette in June, 1842. Captain Couch got his first taste of the sea aboard the Mars, which was owned by his uncle, J. C. Flinders. His first trip to Oregon was made in 1840, when he was 25 years old, in command of the brig Maryland. He lived at Oregon City from 1843 to 1847. In 1849 he started a steamship and marine business in the community—Portland.

The year 1840 saw the beginning of ship building on the Willamette river. Work on the Star of Oregon being begun in that year. She was launched on May 15, 1841. She was taken to Oregon City and fitted and named the Star of Oregon. She was fitted and named the Star of Oregon. She was fitted and named the Star of Oregon.

For the next few years occasional vessels came up the Willamette, and occasionally Oregon City men shipped cargo to California. For example, in the fall of 1847, Captain Kilbourne of Oregon City, aboard the brig Henry, took a cargo of flour, lumber, sawed lumber, bacon, cheese, cranberries, turnips, beef, potatoes, cabbage, onions and other miscellaneous cargo, including a shipment of almanacs printed at Oregon City to Monterey, Cal.

The first steamer to operate above the falls at Oregon City was the Hoosier, in command of Captain Swain, George Swain being pilot and purser. The Hoosier was operated by an engine and boiler borrowed from a pile driver. She ran from Oregon City to Salem.

The next steamer to ply the Willamette from Oregon City up the valley was the Washington, in command of Captain Alexander Sinclair Murray, which ran from Oregon City and the Yamhill river. Next year it was put on the Oregon City-Portland run.

In June, 1851, the bark Success anchored off Oregon City in command of Captain William Irving. A part of her cargo consisted of the steamer, the Oregon, which was put on the Portland and Astoria run. In May, 1852, it was taken around the Falls and placed on the Portland-Oregon City run.

In 1853 Captain Richard Hoyt was in command of her, while on the Oregon City-Portland run.

The fourth boat to ply on the Upper Willamette from Oregon City to up river points was the Canemah, a side-wheeler, which had the contract to carry the mail between Oregon City and Corvallis. This vessel was built by a group of Oregon City men in Canemah, usually called "Cow" Campbell, Alanson Beers, Captain A. F. Hedges, Captain Charles Bennett, and an old time Mississippi river pilot, John McCloskey, built and operated the Canemah. She was 135 feet long, 19 feet beam and 4 feet depth of hold. On August 8, 1853, she was wrecked on a sand bar, exploded, killing Marius Holcomb, one of the passengers. This was the first steamboat explosion to occur in Oregon.

In 1853 Ben Simpson, the father of Samuel Simpson, the poet, put the fifth steamer—the Oregon—on the Upper Willamette run.

In 1852 Pease, Bacon & Co., had a steamer on the stocks at Oregon City, which caught fire and was burned. It was at once started the construction of another steamer, called the Gazette—a side-wheeler. She made her trial trip March 18, 1853. Three weeks later, on April 8, while at the wharf at Canemah, her boiler exploded. Moses Toner, her engineer, left the boat a moment before the explosion and was never found. Her second engineer was killed, so the cause of the disaster is not definitely known. It is thought a defective pump and poor grade of coal, brittle metal in the boiler caused the explosion. The Gazette had left Oregon City a short while before

with passengers for Salem, Albany and Corvallis. This was the worst disaster that up to that time had ever happened on the Willamette river. A large number of prominent citizens were killed instantly were Rev. J. P. Miller of Albany, Judge Burch of Luckiamute, Mr. Morgan of Rickland, Bill of Albany, James White of Salem, Don Lowe of Oregon City, David Fuller of Portland, C. Wadsworth of Milwaukie, David Pare, the superintendent of the Willamette Falls company, John Clemons, the pilot of the Gazette, and J. M. Fudge, pilot of the Willamette, and J. K. Miller, J. Bloomer, M. McGee, M. Hatch, Henry Traue, M. Plant and others of the crew were also instantly killed. Those who were wounded were Mrs. J. P. Miller, C. Gardner, R. Pentland, C. Dobbins, R. Shorters, B. F. Newby, J. Bell, Captain Hargrove, James Portlow, the pilot; John Boyd, mate, and John Daly, the cabin boy.

Letters From the People

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The Amende Honorable

Athena, Jan. 6.—To the Editor of The Journal—With reference to the statement made by J. D. Rockefeller Jr. in which he makes the remark about Mrs. Rockefeller that the source of my information was a news item. And I am indeed glad that he did not make the heartless remark. Mr. Rockefeller is very much a common mortal like all the rest of us. He is not a saint, but he is a man of great ability and of great energy. He is a man of great ability and of great energy. He is a man of great ability and of great energy.

Sugar "Habit" and the Secrecy

From the St. Joseph Gazette.

Most of the other nations would be puzzled by what Americans have called a "sugar habit." Most of them would not find anything very critical in the recent shortage in this country. Italy, which uses habitually only three-thirtieths of a pound of sugar per capita, and the United States, which would regard our supply as luxurious excess. So would France.

Our sugar consumption is not only lavish compared with the rest of the present day world, but also compared with our own past record. Even in years of war scarcity we have used over 80 pounds of sugar per capita. In 1880 we used less than 40 pounds. In peacetime days there was very little sugar. For thousands of years civilized man got along very well without it, consuming naturally from sweet fruits and vegetables and other foodstuffs.

Most people nowadays seem to imagine that sugar is an imperatively necessary food. It is so only because they have formed the habit. Sugar is an excellent food, when not abused, and there is no good reason, generally speaking, why people should not have all their grade of weak, brittle metal in the boiler caused the explosion. The Gazette had left Oregon City a short while before

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COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Things that don't worry us: Fixing the income tax statement.

The extra day in this leap year will make up for the daylight we don't save.

"Glass would aid starving nations."—Headline. But where on earth can be found a nation of starving nations?

Why wouldn't it be a good plan to do some early Christmas shopping while the post-holiday sales are in full swing?

The 23-year-old New York girl who already admits to having four husbands is probably the only girl in the world who is just a "wilder" to all her suitors.

The Vanderbilts having found that taxes are too high for them to keep up Fifth Avenue home, can now go out and rent a nice little place in the suburbs.

Weather reports from Washington say that we shall have rain next week, with normal temperatures. Now, if the local weather man can be made to see it that way, all will be well.

It seems that in France a presidential possibility signifies his willingness to discuss