

Oregon Journal
AN INDEPENDENT NEWSPAPER
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In a free country there is much clamor with little suffering. In a despotic state there is little clamor but much suffering.

WHAT WILL THEY DO?

WILL the O-W. R. & N. fight the Thurtell findings in the rate case? Will the North Bank fight them? It is announced that Seattle and Tacoma will fight the Thurtell report. That Seattle and Tacoma would continue their opposition was expected. That the Northern railroads would oppose it was likewise anticipated. But why all railroads, including the North Bank and O-W. R. & N.?

It would seem to be a finding that the North Bank and O-W. R. & N. would favor. The North Bank does not serve Puget Sound cities. On its line from the interior it is 100 miles farther to Astoria than to Portland or Vancouver. Under the Thurtell findings it could secure traffic from tributary territory that it cannot get now. It could control a volume of traffic to carry far more net money than it is earning now. Were it an independent road, were it not controlled by the Northern lines, there is no question but the North Bank would be eager to have the Thurtell findings put into effect. As to the O-W. R. & N., it is difficult to find one sound reason why it should not favor the Thurtell plan. It has to surrender a large part of its revenue on all traffic it carries to Puget Sound or Astoria. If on tonnage destined for Astoria, the division which the O-W. R. & N. would have to make with the S. P. & S. were as low as that on lumber it would be 5 cents per 100, or 81 per cent. To the Sound the O-W. R. & N. has to make a 50-50 division or thereabouts with the Northern Pacific at North Yakima. It also loses the use of its cars. There is every reason, therefore, for the O-W. R. & N. to view the Thurtell findings with great satisfaction. That decision releases it from some sort of control or servitude that the Northern roads have imposed.

Indeed, the Thurtell findings have taken away from the O-W. R. & N. the only explanation it has ever had for its unusual course in supporting the Northwest rate structure. The explanation was this: That if a differential should be granted Columbia river ports, the roads terminating at Puget Sound would reduce their rates to meet the cut. But the Thurtell decision makes the Portland and Vancouver rate in the specified zone 90 per cent of the Sound rates and thereby automatically prevents the Northern roads from meeting the Columbia zone rate.

How can the O-W. R. & N. and the North Bank continue in the course they have followed in the past? Must they not now join forces with the Columbia river contenders?

Dr. Bernard Daly left the bulk of his fortune to aid in the college education of Lake county's young men and women. Part of his wealth will go to a hospital. The fortune which he amassed in his community remains to open the door of opportunity to the youth of that community. In life, Dr. Daly set a splendid example of public spirit and leadership. In death, he has set an unselfish example worthy the following of every man who owes to Oregon or to Portland his endowment of worldly goods. Where he lived, Bernard Daly's name will be blessed.

SHIVERING SEATTLE

PEOPLE who live in glass houses shouldn't throw stones. While you're pointing out the snow on your neighbor's roof, the icicles from your own eaves may shatter on your head.

Seattle, in her usual broad and friendly fashion, sent out a pleasant report of a Columbia harbor frozen the winter long, when the coldest weather of two decades checked ship traffic for a day.

Now we open Seattle papers and find that glare ice on the streets makes motoring a thing for only the mad to indulge in, and that in 15 minutes three accidents occurred on one intersection where the grade was not more than 10 per cent, although

no one knew Seattle had any grades so gentle. There is also another article about fish being caught by water freezing solid and miraculously reviving when released. After all it seems that Seattle is considerably nearer the North Pole than Portland.

How pitiful is the spectacle of a man who lives only to take toll from the flowing currents of commerce and who dies with no last selfless thought for the community that made him what he was. Portland has had such men. Dr. Bernard Daly has shown how a man should live and how he should die. His will discloses his plan to perpetuate, through the good his wealth can do, the usefulness of his life to his beloved interior Oregon.

FINIS

THE tenure of office in the Oregon governorship is settled. The secretary of state, in case of vacancy in the office of governor, becomes chief executive and holds the position for the full term for which his predecessor was elected. In the case at hand, Governor Olcott, by yesterday's decision of the Oregon supreme court, will be governor for the full four years for which the late governor Withycombe was elected.

The decision conforms to the earlier opinion in the case of Chadwick versus Earhart, and will end the controversy that has been prevalent in this state ever since the death of Governor Withycombe.

It is well that the question is settled. It will aid the present legislative session to function. A different finding would have opened wider the factionalism that rages perennially among Republican politicians in this state. The removal of the governorship from the realm of doubt will be a soothing influence in the legislature, will be helpful to its digestion and an influence to make it more brotherly.

Legally, as Justice Johns says in the majority opinion, each voter knew when he voted, that in case of a vacancy in the governor's office, Mr. Olcott would succeed to the position. That is what has happened and the incident is closed. Mr. Olcott is a governor who will do everything in his power to serve the people honestly, fairly and with the highest business efficiency. His administration will be without political manipulation, it will be clean and, so far as within human power lies, Mr. Olcott will be governor of all the people.

The clear weather proves what we have suspected since the last week of December. The days are getting longer. Candles of the night delay the lighting of their flickering beams lest they be lost in the fuller radiance of the sun that lingers for a longer evening before it dips into the west. The turn of the year has been made by nature. No one regrets it.

HEART OF THE HARBOR

THE heart of Portland's waterfront ought to be regenerated. A beneficent fire that would wipe out the decaying docks with which the river is fringed, but without harming the bridges, might well constitute an economic asset to the city not to be measured in any limited number of millions of dollars.

The saner alternative is some such plan as the city engineer proposes. He submits a scheme for public ownership of the waterfront between the Hawthorne and railroad bridges on the west side. He outlines a terminal development inter-relating rail and river transportation which would remove local trains from the present west side terminal and obviate the necessity for the interurban tracks on Fourth and Front streets.

Ideally, all waterfront should be owned by the public, should be developed by the public and should be made to pay the costs involved through leasehold rentals. The Portland waterfront, except for small portions acquired at excessive cost to the public funds, is in the grip of private ownership.

The private owners have missed their opportunity. They have allowed the waterfront to become a reproach. The property in their hands is far from profitable to them, and will never be profitable to anyone until developed in accordance with the expanding terminal, transportation and warehouse needs of Portland. It may be doubted if the private owners will ever of their own accord do a thing so daring as to redeem the heart of the harbor.

But the public necessity should not be denied because of their apathy or lack of vision. In any steps to adopt the plan of the city engineer or his modifications there must, however, be safeguards to protect the public against exploitation.

CANCEL HIS LICENSE

Rag pickers in New York are paid \$33 a week. School teachers are paid \$20, and sometimes less.

WHILE the automobile is a useful agent it is at the same time a most deadly one. A health official of New York recently made the statement that the mortality from street automobile accidents exceeds that of any other class of accidents in this country. Portland's record for last year was 43 dead. All other big cities have similar records. In New York the death toll for 1919 was 1500. As a public menace in the hands of reckless drivers the increas-

ing death list is engaging the attention of courts and lawmakers. In a recent issue of Collier's Weekly F. B. House, presiding judge of the New York traffic court, declares that when a pedestrian becomes a motorist his character undergoes a change. He throws off the personality of a Dr. Jekyll and becomes a veritable Mr. Hyde. His perfectly natural instincts toward a certain amount of lawlessness are more or less intensified when he becomes a motorist.

Magistrate House lays down the principle that no one has an inalienable right to drive a motor vehicle on the public highway. He is, he says, on permission, as a privilege, and he should be very careful not to abuse that privilege. The fault is not with the motor car. It is with the driver. It is in human nature and through human nature a cure must be effected if there is to be a cure.

Judge House finds that drivers of private cars are greater offenders against the traffic laws than professional drivers because they are less expert.

From his observations he deduces that the most effective curb against reckless driving is to cancel the license of the reckless and careless driver. To his mind this is the greatest deterrent possible at this time.

In Oregon the driver is not licensed. The legislature is asked to provide a license law by which the permit to drive may be revoked when a driver cannot be otherwise controlled.

A driver's license law is not needed for sane and safe drivers. It is needed to protect them against drivers drunk, drivers crazy, drivers reckless and drivers irresponsible. There are drivers, a lot of them, whom nothing but the threat of revocation of their license can control. Such a law would not be a hardship, but a godsend to safe and sane drivers and their families.

RICH, BUT—

PORTLAND, per capita, is one of the richest cities in America. It has bigger and stronger banks than any other city in the Northwest. It has banking resources that far outstrip those of any other city in the Northwest.

Is this financial supremacy to pass? What else will it do but pass if Portland does not back it up with that enterprise on which wealth grows?

Take a look at the trade of the Pacific: Alaska, Hawaii and the Philippines bought and sold in 1918 about \$350,000,000 in products, according to the Portland Chamber of Commerce Bulletin. Of this, Portland got a negligible portion. Most of what we did get came through rival ports. There is not a single distance advantage against Portland in reaching either of these great markets.

The Orient bought and sold to America during 1918 \$1,200,000,000 in products. Portland's share was woefully small, humbly small.

We can get a great deal more of this business. We have seen in the preliminary report in the Columbia river rate case what we can do if we fight. Just as The Journal was right all along in urging the principle that has been recognized, it has been, and is, right in insisting that if Portland will try she can win a big share in this Pacific trade and that in winning it huge benefit will come to Portland and Oregon in expanded industries, enlarged commerce and accelerated prosperity.

The main problem is ships. If ships are made available, men here, or men to come, will load them with cargo. If government ships are not obtainable, Portland has riches enough to build fleets of vessels and never miss the money. And the ships would make rich Portland richer than ever.

Lack of a driver's license law is the heart of the automobile accident trouble. Think of one driver being called 10 times to the police station! The only way to control such drivers is to require them to have a license, and then revoke the license for cause. The fear of revocation alone would make them careful.

GASOLINE TESTS

IF SPECIFIC gravity is not an accurate test of gasoline why retain such a test in Oregon? But if the specific gravity test is not good why was it adopted in the first place?

Is it not a fact—we submit the question to the authorities on the subject—that in former days, when the demand was less than the supply and only the best gasoline was being distilled from crude petroleum, specific gravity was a satisfactory test because it denoted a high standard of purity?

And is it not further a fact that since the multiplied use of motor vehicles is said to have nearly, if not quite, outstripped the production of gasoline as a propulsive force, and the greatest possible proportion of explosive must be extracted from the petroleum, the only recourse of the public is to a standard test which will meet the changed conditions?

In its studied report on the question of a test for gasoline, that question confronts the legislature of Oregon at the present time, the Oregon bureau of mines and geology recommends, by inference, a test of volatility to replace the specific gravity test.

It suggests, also by inference, that Oregon will not suffer by adoption of the United States government specifications which make no reference to specific gravity, but which do relate to the volatility of the product. Gasoline varies with the region in which it is produced and with the

climatic and mechanical conditions under which it is used. Hence, it may be judged from its report that the mining bureau believes the application and modification of any specifications should be in the hands of a competent state department and on a sliding scale adjustable to changing conditions.

The position is probably logical and might safely be followed. What motorists want is gasoline that will deliver satisfactory and dependable power at a reasonable price. Specific gravity and volatility are only terms to them.

Oregon's Slow Growth Toward Statehood

Beginning With Early Measures Which Congress Loftily Ignored.

Oregon City was the first capital of Oregon. On February 7, 1838, Lewis F. Linn, United States senator from Missouri, introduced a bill to incorporate the territory west of the Rocky mountains and north of the Spanish possessions into a territory to be called Oregon Territory, to appropriate \$50,000 to build a fort at the mouth of the Columbia river, and to send military troops to protect the settlers in the Oregon country. President Monroe had also, in a message to congress, recommended that a fort be built at the mouth of the Columbia to afford protection to American commerce on Pacific waters.

But congress thought Oregon was too far away to bother with. Many of the members felt that it would prove a "white elephant." Besides, being inaccessible on account of the Rocky mountains, even if settlers could get there, the country is of no particular value," they argued. So the bill failed to pass. American settlers in the Willamette valley as early as 1838 endeavored to have the Oregon country made a territory of the United States. Though this petition was drawn up and signed by 36 settlers on March 16, 1838, it was not presented to the United States senate till January 28, 1839. Nothing being done on it, in June, 1840 a petition signed by 70 American settlers in Oregon petitioned congress to make the Oregon country a territory of the United States, as soon as may be, a territorial government in Oregon Territory.

On February 7, 1841, a meeting was called at Champego to consult about the formation of laws and the election of officers. The meeting adjourned without action. One week later, February 18, 1841, Ewing Young died, leaving considerable property and no known heirs. He was buried two days later from his home in the cemetery. The next day the settlers at his funeral renewed the discussion. They decided to meet next day, February 18, when committees were appointed and Dr. Ira I. Babcock was elected supreme judge by the settlers and authorized to administer the estate of Ewing Young. His commission was dated April 15, 1841. He had the honor of being the first man to receive an official commission in Oregon Territory.

No further action toward establishing a government was taken until February 2, 1843, when the settlers met at the Oregon institute, near Salem. They adjourned to meet at the home of Joseph George, Frenchman, on February 15, 1843. This meeting adjourned, at the suggestion of W. H. Gray, to meet at Champego on May 2 to form a government and to elect officers. A committee was appointed to support a petition to congress for the establishment of a territorial government in Oregon. The Oregon country was divided into four districts—Tuality, Yam Hill, Klackamas and Champego. Tuality, or Tuality, became Tuality, Tuality and Tuality, and eventually Washington county. Klackamas became Klackamas, and Champego became Marion county.

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BALLOT ON PEACE TREATY

Vote one choice. Indicate preference by X mark in square.

Or. 1 ☐ I favor compromise on reservations and immediate ratification of peace treaty and League of Nations covenant.

Or. 2 ☐ I favor ratification with Lodge reservations.

Or. 3 ☐ I favor ratification of the peace treaty and League of Nations covenant substantially as presented to the senate by President Wilson.

Or. 4 ☐ I am opposed to ratification in any form.

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Letters From the People

[Communications sent to The Journal for publication in this department should be written on only one side of the paper, should not exceed 300 words in length, and must be signed by the writer, whose mail address in full must accompany each contribution.]

Predicts a Blue Law Regime

Albany, Dec. 30.—To the Editor of The Journal—The editorial page of The Journal has been very interesting of late, especially the letters in regard to tobacco. I have read these letters constantly, sometimes with amusement, sometimes with disgust, and once in a while my American blood boils with rage when I see what a few sky pilots and church pillars would do if they were in power. These so called great reforms—prohibition, nonuse of tobacco—where and by whom were they resurrected? Why, right here in the United States, where dwell the greatest liberty loving people, and by self appointed apostles of the Almighty.

I am not defending the saloon nor drunkenness. In fact, I would rather not return to the saloon of olden days. But I do say that the prohibition orators spoke falsely when they said that several years ago that to remove the saloon from Oregon would result in no policemen, no poor farms, no jails, no divorces, no asylums, no institutions for the insane, no army and no navy. They even had the nerve to tell us that all they desired was to abolish the saloon. We could have our beer in our homes. No objection. We consented to the removal of what we were a law making it a crime for a man to have in his home a bottle of beer or home made wine.

My attention has just been called to a headline across one of our leading dailies—"Presbyterians to Launch Campaign." What does all this mean? Why, after they take the workingman's cornucopia pipe away, other campaigns will be launched. Prohibit Sunday games. Close up theatres on Sunday. And when the sun peeps over the hills on the Sabbath day, look up your shotgun and fishing rod. And, finally, a campaign to compel us all to attend religious meetings.

So far as I am concerned, it is immaterial whether we have one church or a million; but for the love of Mike, let them attend to their own business. As it is, they not only desire to make the laws and run the government, but they are attempting to dictate what we shall eat and drink, where we shall go, and what we shall do.

But how much tax do these institutions pay to the government for its support? When church property is taxed as same as all other property, then, and when the sun peeps over the hills, let them interfere with our laws and customs.

The fight is on. They have turned loose their mighty guns of warfare, so let liberty loving people push the campaign. Tax church property.

HERBERT JONES.

Says He Did His Bit, But No Job

Portland, Jan. 7.—Editor of The Journal—I hope you can find room for my letter, as I feel I have not had a square deal. I am 32 years old, a citizen, and have lived in Portland three years. When war was declared I tried to enlist, but was rejected on physical examination. My line of work is planning mill work, and I have been doing so since I had to stay behind and build ships, and do other essential war work. I figured that if I could not go to war I would be doing my part, and I have been doing so. I have not raised the money on bonds, how could we send the boys to the front? I did my best under the circumstances, and bought bonds.

Recently I was one of four men laid off from a mill in this city to make room for ex-service men. I have applied for work at the Liberty temple, and although I have heard them call for men to go out on jobs there were few men according to the Liberty temple. I was applied for and applied for work and explained the circumstances, but was told, "Nothing doing. We can do nothing for you unless you are an ex-service man." Where is the square dealing in my case, and in those of many others in like circumstances? And what is the answer, unless things open up, for some of the boys who served in the ex-service men?

GEORGE W. MANNING.

[Those who, at the Liberty temple, are undertaking to place the unemployed in positions are doing a noble work. They are doing so with the special and avowed purpose of finding employment for ex-service men. To those who are not ex-service men the city's employment bureau is open.]

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COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Come on, you Chinook.

Some people waste their lives as if they were going to have plenty of others to utilize. One thousand dollars' reward has been offered for the capture of a burglar, so it's a safe bet that somewhere the cops are busy.

The meek may inherit the earth, but meekness doesn't seem to be the principal virtue of the men who collect the profits of the oil business.

The boiling test for gasoline has been proposed, we are told, by the National Automobile Club. It's an idea that it's all about, chances are it will make someone red hot.

The shipping board says it is not going to need the millions appropriated for its use. If the money isn't tainted in some way little of it would be acceptable out our way.

In other years we can remember that discussion of gold and silver issues used to enter into the political campaigns, and this year it seems more or less going to be heard of Wood.

Liquor dealers are going to sue the United States for \$400,000,000 damages because their business has been destroyed. If you don't wish to serve on the jury just hint that you believe in prohibition—or that you don't.

MORE OR LESS PERSONAL

Random Observations About Town

State House, Salem, Jan. 14. — Kap Kubi has about concluded that he is a poor politician. He was mourning about it the morning of the first day of the session, while Bean of Lane and some other fellows were warning the legislature that the people of the state would not look with favor on any extravagance at the present session, particularly in the matter of pretty stenographers in wholesale lots.

"I'm a hell of a politician, ain't I?" Kap asked a group about the house water cooler. "There they go, making medicine, and I let 'em get the lead on me."

"That's all right, Kap," a nearby friend soothed. "You moved the previous question on the equal suffrage resolution debate and saved a long hour or so of costly campaign oratory. What more do you want?"

"Gosh," Kap exclaimed, "I never thought of that. I guess I'm some politician, after all. What?"

Representative Westerlund wants an expert committee, three from the house and two from the senate, appointed to determine whether Mr. Vinton and his predecessor, Gus Mendenhall, really know how to take a bath, or whether they just don't know what a shower bath is when they see one. He wants the committee to report to him before he has to allow either or both of them in the bath.

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

By Fred Lockley

[This is Mr. Lockley's day to tell you what he has seen and heard in the city of Portland. He is the man who writes the "Impressions and Observations of the Journal Man" column.]

"To him who hath shall be given," we are told. There isn't a day goes by that I don't realize the truth of this statement. I have seen one of our greatest assets, our newspapers, being destroyed by the destruction of our forests. The papers would be doing valuable work if they helped to arouse public sentiment against the indiscriminate destruction of our forest growth.

On my way to the city library I dropped into the Baker auction rooms for a moment to look at some books in the collection. I saw a new book, an old trunk, dumping the old letters and papers into the cavernous depths of a wire waste basket. "What do you want for this old trunk?" I inquired. "Take them along," he said. "I was just taking them down to be burned." I spent 10 minutes looking them over. The first document I ran across was a commission as postmaster at Astoria, signed by Governor Cleveland. It was dated 1868, signed by Judge R. P. Boise and wife. Then one dated