Oregon Journal

AN INDEPENDENT NEWSPAPER

C. S. JACKSON.....Publisher
[Be calm, be confident, be cheerful and do unto others as you would have them do unto you.]

Published every day, afternoon and morning (Except Sunday Afternoon), at The Journal Building, Broadway and Yamhill Street, Portland, Oregon.

Entered at the Postoffice at Portland, Oregon, for transmission through the mails as second class matter.

TELEPHONES—Main 7173, Automatic 560-51. All departments reached by these numbers. Tell the operator what department you want.

FOREIGN ADVERTISING REPRESENTATIVE
Benjamin & Kantnor Co., Brunswick Building, 225 Fifth avenue, New York; 900 Mailers Building, Chicago.

Subscription terms by mail, or to any address in the United States or Mexico:
DAILY (MORNING OR AFTERNOON)
One year.....$5.00 | One month.....$ .50
SUNDAY
One year.....$2.50 | One month.....$ .25
DAILY (MORNING OR AFTERNOON) AND SUNDAY
One year.....$7.50 | One month.....$ .65

Surely He hath borne our griefs and carried our sorrows; yet we did esteem Him stricken, smitten of God and afflicted.
—Isaiah LIII, 4.

ORDER FROM CHAOS

SIXTY-SIX different tax levying bodies function independently in Multnomah county. Although the general property of the county bears the burden, these 66 bodies which represent the city, county, port, dock commission, library association, three drainage districts, a water district and 56 school districts, are actuated by no coordinating impulse.

Since these various tax levying bodies manage the disbursement of their respective tax revenues under auditing methods likewise independent, "they incline to a policy of liberality and sometimes extravagance." Further, three distinct fiscal terms are in vogue in the administration of the county's public finances.

These essential facts are set forth in the report of the tax supervising and conservation commission, which is printed elsewhere in today's Journal. They justify the conclusion that a competent and uniform budget system, a centralized administration of tax levying functions and proper machinery for the concentration of financial records and the auditing of the same would make for economy.

The commission, the creature of the 1919 legislature, finds itself as constituted without sufficient power to install in the administration of the public money the same efficient methods that would obtain in private business, and urges that such steps be taken.

Its report is highly informing, however, as illustrating the trend of the present indifferent system and it is disquieting, too. For example, it develops that although the volume of the assessed valuation of the general property of Multnomah county has increased 11.04 per cent since 1911, taxes from all sources have increased 87.65 per cent. Thus the annual tax burden is growing out of proportion to the increase of assessed wealth, a tendency that makes the introduction of a uniform and coordinated fiscal system imperative.

Nearly seven years ago the county commissioners took the first step towards cooperative efficiency in providing for an administrative code prepared by a representative of the New York municipal bureau of research. The good work ended there. Official resistance asserted itself against willing cooperation and the code died young.

This report of the tax supervising and conservation commission is rich in suggestion that should appeal to every citizen. It outlines a plan of better fiscal administration for Multnomah county, a unit having an estimated population of 371,103; an assessed wealth of $335,277,720 and a total tax levy for 1920 of $11,993,553.

The enactment of the budget reform urged by this commission in its report would go a long way toward the accomplishment of an ultimate administrative reform, viz., the consolidation of the city and county governments wherein waste and extravagance now prevail in the very duplication of administration to units that from the standpoints of population and assessed wealth are practically one and the same.

This consolidation of city and county government is in vogue in San Francisco, Baltimore, St. Louis and Denver. Why not in Portland?

Think of the overhead such consolidation would eliminate!

The Portland city council rejected the one-way traffic plan. Other men in other days will not reject it. It will have to come. It is a mere question of what men in what time will apply it.

ECONOMY OR RETRENCHMENT

THE Seattle Times trembles before a tax rate which gives the Puget sound metropolis first place on the Pacific coast in contributions to the public treasury, and irritatedly rebuts a demand of city employes for more pay with the suggestion that they be reduced 10 per cent in number, and that the savings be added to the salaries of the remainder. If the suggestion results in a thorough efficiency inquiry into the personal service division of municipal administration it will be valuable. But Seattle will have to look beyond the pay of its underpaid public servants to find the cause of its high tax rate.

Seattle through successive administrations has had a plunging policy of public improvement. If the expectations of its citizens are realized in the establishment of the city as a port, industrial and distributing center, the cost will be justified, but in the meantime it is paying out a lot of money for interest. Seattle, too, has dipped deeply into its various funds to pay its high charges for administration. The difficulty which Seattle would now confront in proposals for economy in a city which does so much to capitalize appearances is that it would like retrenchment based upon oozing confidence.

Democrats in Michigan have filed a nominating petition with the secretary of that state to give Herbert Hoover the preferential nomination for president on the Democratic state ticket. They are not taking any chances on the Republicans seeing Hoover first in that locality.

EDUCATING THE BLIND

WITH the purpose of Representative Horn's bill providing for the vocational education of the blind, there can be no quarrel. It is sound in its economics and breathes of humanity. But it is headed in the wrong direction so far as the establishment of a separate institution is concerned.

Mr. Horne provides in his bill, which is to be submitted to the people at the coming special election in May, for a tax of one sixth of a mill on the assessed valuation of the state as a whole, the money so raised to be used in the construction of an institution at which the blind may be taught useful and self-supporting vocations. In addition to the tax for construction, the measure also carries an annual millage tax of one twenty-fifth of a mill for maintenance of the institution. Under the terms of the proposed act $165,072 would be provided for construction, on the basis of the present valuation, while, on the same basis, an annual appropriation of $39,617 would be provided for maintenance.

Without question the state should provide and maintain such an institution. Humanity calls for it. Sane economics points the conclusion that it would be better for the state to assist those stricken by so great an affliction to be self-supporting and self-reliant citizens.

The Oregon state school for the blind has made a start in that direction, but it has not been permitted by past legislatures to go far enough. It is to be, the law says, "an educational institution only." It is permitted to receive children between the ages of 6 and 14 years only, and the period of attendance is limited to 10 years.

It would be better business to enlarge the scope of the school for the blind, give it the buildings and the equipment necessary for its greater work and let it take not only the child but the adult and keep him until both his brain and his hands had been trained. One institution could be maintained at less cost than two, and operated at greater efficiency and to greater advantage. Mental and vocational education could be, and should be, carried forward at the same time and the same place.

It ought to be possible to bring this about even with the Horne bill as now drawn. There is nothing in it to inhibit the board of control, should the bill be approved in May, from constructing the proposed building as an additional unit of the present institution. The legislature of 1921 could easily harmonize the present and the contemplated law and definitely merge the proposed with the existing institution.

The Horne bill speaks to the heart of humanity everywhere. It ought to be approved by the open hearted and broad visioned voters of Oregon without question. But the legislature, when it meets again, should be asked to make it definite that there be but one institution devoted to the education and training of the blind. That would be good business and good sense.

Maybe the stuttering and mysterious messages which worried wireless operators are unable to translate or scientists to explain, are the attempts of deposed Bacchus to register his Olympian protests against the prohibition amendment, a guess about as good as any yet made.

EXPERT TESTIMONY

TESTIMONY given in court by one skilled by long training and experience in a given line of endeavor is the most convincing testimony. The man who gives it knows what he is talking about. He speaks with authority.

Gordon Fawcett Hamby was electrocuted at Sing Sing prison the other day for one of many murders committed by him. He had robbed banks and trains, killing without compunction as he went from one boundary of the country to the other. He was a young man, born in 1893, but he was old in crime and criminal experience. He was qualified to speak from the standpoint of a criminal, to give advice concerning the feasibility of a criminal career.

He did, sitting in the death chair, with the straps about him and the warden's hand upon the switch. He spoke this message to the youth of the country:

"I do not wish to appear in the light of a moralist," he said, "but you can tell them for me never to start doing wrong. Once you get started in crime you can never stop."

It was expert testimony. Hamby started doing wrong and he never stopped, not until the electric chair stopped him. That is the end of that road, that, or the noose, or the prison cell. It leads no otherwhere. Many traveling it have tried to reach other destinations upon it, but they fail. Hamby tried. He intended to lose himself and his loot in China and the far East, but he could not switch from the main line ending at Sing Sing and its chair of death. He was an expert. He gave his testimony and demonstrated its correctness. It ought to be conclusive with all who may read it.

"An honest day's work and an honest day's pay" is Charles M. Schwab's formula for settlement of industrial controversy. It is a sound rule. But the trouble will be to agree on what is an "honest day's pay."

OPENS THE DOOR

SENATORS HANDLEY of Tillamook and Ira Smith of Coos counties are attempting to prop the door of eminent domain wide open in the amendment they have proposed to section 18 of article one of the state constitution.

Eminent domain, the sovereign right to take private property for public use, has been closely guarded and strictly limited from the birth of the common law. First the king, and then, in our own country, the federal government and the several states, have held the inherent authority to buy, forcefully if necessary, such private property as might be needful for the use of the general public. From time to time this incident of sovereignty has been delegated for the benefit of agencies, created by law but engaged in public service. Railroads have been granted the power to condemn rights of way in the interest of the transportation of the public, or of its products. The same power has been extended, guardedly, in certain other directions, as for irrigation and drainage canals, for the use of non-navigable streams in the transportation of logs to market, and possibly, in other similar cases. But the state alone has the power to take property without first assessing and tendering just compensation for the property taken, or for its use. All other agencies to which the authority has been delegated must, under the constitution, first assess, tender and establish the just compensation for the use of the property taken before it may enter upon it.

The proposed Handley-Smith amendment would revolutionize the definition of a public use. The constitution, as it stands, says:

> Private property shall not be taken for public use, nor the particular services of any man demanded without just compensation; nor except in the case of the state, without such compensation first assessed and tendered.

The proposed amendment would add to this:

> Provided, that the use of all roads and ways necessary to promote the transportation of the raw products of mine or farm or forest is necessary to the development and welfare of the state and is declared a public use.

It is set out in the preamble to the resolution submitting this amendment to the electorate for its approval or rejection, that it is in the best interest of the state to promote the development of its natural resources; that roads to market must be provided to promote this development and that powers similar to those provided by the amendment, granted by Colorado, Idaho, Washington and some other states, have put them far ahead of Oregon in development.

With the amendment adopted and a part of the fundamental law the boundaries of the power of eminent domain would be far extended. The owner of a small tract of timber hedged in by the possessions of another and, possibly, hostile owner would have the power, seemingly, not only to condemn a way across the circumscribing forest, but also to acquire the right to use the private logging road of his competitor, after just compensation for the use had first been assessed and tendered.

More than that, this right having once been established by one man, the same right would flow to another, making, in effect, a common carrier of the private road. Or, the small owner would seem to have the power granted him to condemn and acquire the right to use his neighbor's skid road, flume, or other way used in the transportation of logs.

Still further, the amendment would seem to grant the power of use to the farmer of Tillamook, Coos or of any county, who might desire to ship his grain, his cattle, his milk, his cheese or his any produce, either across the land or upon the private road of his neighbor. It would, apparently, toll the right of any company or any individual, to maintain or control his lands or his transportation ways for his own use and benefit alone, in the face of the demand of his neighbor that he be accorded the benefit of its use after just compensation had been first assessed and tendered.

The Handley-Smith amendment is not only exceedingly broad in scope but of wide importance. Once in effect it would sweep aside the present power held by those of vast possessions to fence small owners and operators, either of forest, mine or farm from the markets beyond the barrier. It would make all private logging and other similar roads or ways potential common carriers liable at any time to be thrown open to public use. It might have a very salutary effect and a most beneficial result upon state development. It is worthy of the careful study of every voter in the state.

The house of representatives at Washington, which has approved an appropriation of $1,000,000,000 for the enforcement of national prohibition, must believe either that it is going to cost a lot to catch 'em, or that there are going to be a lot to catch.

LOCK THEM UP

IT SELDOM, if ever, does much good to sue a thief for the recovery of that which he has stolen. The only sure way of getting back the loot he has taken is to catch him redhanded with the stolen goods. This applies to Liberty bonds as it does to other personal property.

Back in Massachusetts and New York it appears that certain light fingered gentry have been lifting Liberty bonds from unsuspecting pockets, and selling them to those who look with favor on such securities as a desirable investment. The owners of some of the unsuspecting pockets, having traced their missing bonds into the hands of those who purchased from the thieves, brought suit against the purchasers for the recovery of their bonds. The courts with unpleasant unanimity held that the bonds could not be recovered, but that the remedy of the loser was to sue the thief.

If, the courts say, the stolen bonds were purchased in good faith of the thief the purchaser takes them with an unassailable title. Good faith is defined by the courts as "an absence of bad faith," and the burden of proving bad faith is on the plaintiff who sues. Nor is the purchaser required to make inquiry of the vendor concerning the purity of his possession. He can buy, and continue to hold, unless it is clearly proved, or can be fairly and legitimately inferred, that the purchaser had notice of the vendor's defective title at the time of purchase. The courts also hold that the right to collect the interest passes with the title to the bonds, so that the man who has his securities stolen and sold to an innocent purchaser loses both principal and its income.

The only ray of hope held out to the loser is the rule laid down that he may "pursue the proceeds" into the hands of whomsoever these may pass, so long as they can be distinguished or identified, a path of recovery that is vague and uncertain to say the least.

All of which points the moral to the bond owner that the only safe plan for him to pursue is to lock his securities so safely away that thieves may not break in and steal. Should he by carelessness or otherwise permit himself to be separated from his bonds his chance of recovery is nebulous indeed.

Senator Rucker, who complains that the members of the cabinet and their chief clerks are always out eating luncheon when he calls, probably has not considered the possibility that it requires lots of nourishment to enable a cabinet member to bear up under senatorial visits.

A FRIEND OF BOYS

THE man who inspires and guides more boys than any other man in the United States, the national head of the Boy Scouts of America, will visit Portland Wednesday. For 10 years this practical crusader has guided the destinies of this army of boys until today 400,000 boys look to him for leadership and guidance in their work and in their recreation.

Energy, perseverance and unflagging industry are his dominant traits; he carries into his work all of the enthusiasm of a zealot. He is aggressive, alert and resourceful. His intense interest in children dates from boyhood, for, having been left an orphan at 6 years, his childhood was spent in an orphanage and his valuation of home life is accordingly high. He worked his way through public school and law school and his first endeavors on behalf of homeless children was the placing of 2000 orphans in homes, his contention always being that for every homeless child there is a childless home.

This great lover of children will speak Wednesday night at The Auditorium and he should be heard by as many boys and adults as the building will hold.

Lord Leverhulme, England's greatest soap manufacturer, contends that if England went dry it would be possible to pay off the national debt in five years out of the money now being squandered on liquor. But would it, or would it buy more soap, more groceries and more clothes?

Oregon City Prospers on Gold's Discovery

Becoming the Center of a Rich Trade With California.

In 1848 the only vessels that made regular trading trips to the Willamette valley were the brig Henry and the Toulon. Lumber and flour were the products they secured at Oregon City for shipment to California or the Sandwich islands. The discovery of gold in California suddenly made Oregon City the principal mart of the whole Willamette valley. Thousands of eager argonauts had arrived at the city by the Golden Gate. Gold dust was abundant. Money was plentiful. Where one or two ships had come to secure a cargo at Oregon City, suddenly a fleet appeared, to purchase at exorbitant prices butter, bacon, eggs, apples, salmon and vegetables. More than 50 vessels crossed over the bar at Astoria in 1849, to secure Oregon cargoes for the San Francisco market. Some of these ships of 1849 best known to old timers at Portland and Oregon City were the Starling, Anita, Undine, Janet, Mercedes, Valdova, Milwaukie, Maleckadhel, Mary and Ellen, Pioneer, Columbia, Sacramento, L'Etoile du Matin, Silvie de Grasse, Huntress, General Lane, Carib, Madonna, Aurora, Ocean Bird, North Bend, Sequin, Josephine and a score of others.

The Pioneer was built at Astoria, the Milwaukie by Lot Whitcomb and Joe Kelly at Milwaukie, the General Lane at Oregon City by John McClellan and Dr. John McLoughlin. The Island Milling company at Oregon City sent a shipload of lumber aboard the Josephine to San Francisco, where lumber was bringing fabulous prices. The Josephine, however, was dashed to pieces in the breakers near the mouth of the Columbia, and the cargo was a total loss. The Silvie de Grasse, built of live oak and locust, which had formerly been on the run between Havre, France, and New York city, met her fate on the Columbia bar while taking a load of lumber from Oregon City to San Francisco. The L'Etoile du Matin was also wrecked on the bar, but a Scotchman named Latta, an employe of the Hudson's Bay company, succeeded in working it into Baker bay, where a box rudder was rigged up and the vessel towed up the river to Portland, where it was landed where Allen & Lewis later built their warehouse. The cargo, which was owned by Francis Menes, was unloaded and reshipped to Oregon City, where it was sold at good prices. Mr. Menes ran a store at Oregon City for the next four years and later moved to St. Louis, on the Willamette river, in the French Prairie district.

Captain Couch, with G. A. Flanders as mate, came up the river in August, 1849, with the Madonna.

Prices of produce, which had been low at Oregon City, jumped sky high. The farmers were paid $10 a bushel for apples, $2.50 a bushel for potatoes, for wheat $2 and for oats $1.50 a bushel; pork, 20 cents a pound; butter 75 cents, cheese 50 cents, and flour went up to $14 a barrel.

The General Lane, which sailed from Oregon City, had as part of her cargo two or three tons of eggs. A passenger purchased the entire lot at 30 cents a dozen and sold them at Sacramento at $8 to $12 a dozen. So that, even back in 1849, the chicken and egg industry of Clackamas county was a money maker. Within a year or so most of the storekeepers at Oregon City, as well as the farmers of Clackamas county, were prosperous.

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 the contribution.]

Miners and the Public in General

Athena, Jan. 24.—To the Editor of The Journal—Flour has advanced 80 cents a barrel. Who advanced it, and why? Does anyone know, and is everybody satisfied? Everything is coming high now, and are not we, the dear people, entitled to know who gets the money? Paper pulp is sailing up and up, and no limit. Scarcity ought not to be the cause of all of the raise. Should not cost of production have something to do with the price?

A short time ago we were in the throes of an impending coal famine. A few men whose work was very necessary to the public weal wanted more pay. They had been patriotic, and dug the coal that won the war for us, and had been promised. And they took the very time we needed their services the most to tell us about it. They ought to have waited till in July, when we could have told them we didn't care a whoop whether they dug coal or not. As it was, the "dear public" must be protected. The "dear public" was protected. Mr. Palmer got busy. Was measures were invoked, and injunctions were forthcoming and the miners were "made to be good."

Who is doing anything for the "dear public" now to protect it from the speculation in foodstuffs? Is Mr. Palmer doing anything to relieve the situation? Not that you can notice.

Perhaps we are expecting too much of Mr. Palmer, anyway. He is a very busy man. We should be patient and wait until he gets around to it, and follow his advice—"consume less." We might offset the flour raise by substituting a little bran or sawdust. After Mr. Palmer has chased the Bolsheviks all out of the country and hanged and jailed all the radicals, he will have more time on his hands.

Our fellow Christians across the sea are appealing to us Christians here for bread, and we are raising the prices, fulfilling the economic maxim of "supply and demand." The limit of our price to our Christian fellowmen is the limit of their purses and the degree of their hunger. The hungrier they are the better we like it. F. B. WOOD.

Portland's Loss

Portland, Jan. 29.—To the Editor of The Journal—The announcement of the removal of the Palmolive plant from Portland to San Francisco bay comes as a surprise, after the apparent satisfaction which has been evinced by the press in general as to the suitability of this city as a location. It furnishes us with a further illustration of the interdependence and close relationship of one business to another. The final shipment of copra to this port is now in mid-Pacific. With its arrival and discharge we may write the word finis to one of Portland's smaller payrolls, and at the same time spell out a new hardship to the lumber interests which have, up to the present, been able to avail themselves of the carrying space of the copra schooners on their return to the antipodes. It also serves as a reminder of the tremendous effect of closed shipyards on the industrial life of the city. We have heard rumors about the sale of equipment in these plants. We have, in fact, seen at least one plant disposed of in this manner, and perhaps have failed to realize how far reaching such action is. When we consider the number of small shops which were almost entirely engaged in the production of some one or other of the various pieces of equipment necessary in the construction and outfitting of the steel ships—metal workers, brass founders, tinsmiths, coppersmiths, galvanizing plants, or whatever they be—the appearance of closed shipyards and the possible sale of their equipment is a cloudy outlook for our city.

In an announcement made in your columns yesterday the fact that local construction companies are working under handicap because of differing wage scales among competing concerns is claimed to have resulted in the loss of a $75,000 payroll to the city. We may safely presume that the continuance of such local handicaps will sooner or later lead to the loss to Portland of the industries concerned. Surely it is possible to arrive at some basis of operation by which such difficulties may be removed and the plants be retained here. May it not be equally possible for the people of Portland to take steps which would lead to the reopening of the steel and wooden shipyards which have given employment to so many thousands during the past three or four years?

NORMAN WINTERTON.

A Daylight Saving Plan

Portland, Jan. 21.—To the Editor of The Journal—During the past two years the daylight saving plan proved a great benefit to the people of Portland. It is not too early to consider means of accomplishing the same result during 1920, without forcing a change upon the farmer, whose opposition to the former arrangement was the principal cause of its withdrawal. It is suggested therefore that, by common consent, ratified by a resolution passed by the city authorities, during a specified period—for example, from March 15 to October 31—all schools, factories, offices, churches, theatres and merchandising establishments not directly connected with farming or dairying open and close one hour earlier than the regular schedule; also that streetcars and other public utilities operate, so far as necessary and practicable, one hour early.

This would give the benefits of the former plan without being unfair to the farmers or falsifying the clocks.

H. W. HOOGSTRAAT.

A MYSTERY

By John Greenleaf Whittier

THE river hemmed with leaning trees
Wound through its meadows green;
A low, blue line of mountains showed
The open pines between,
One sharp, tall peak above them all
Clear into sunlight sprang:
I saw the river of my dreams,
The mountains that I sang!

No clew of memory led me on,
But well the ways I knew;
A feeling of familiar things
With every footstep grew.
So up the long and shorn foothills
The mountain road should creep;
So, green and low, the meadow fold
Its red-haired kine asleep.

The river wound as it should wind;
Their place the mountains took;
The white torn fringes of their clouds
Wore no unwonted look.
Yet ne'er before that river's rim
Was pressed by feet of mine,
Never before mine eyes had crossed
That broken mountain line.

A presence, strange at once and known,
Walked with me as my guide;
The skirts of some forgotten life
Trailed noiseless at my side.
Was it a dim-remembered dream?
Or glimpse through aeons old?
The secret which the mountains kept
The river never told.

But from the vision ere it passed
A tender hope I drew,
And, pleasant as a dawn of spring,
The thought within me grew,
That love would temper every change,
And soften all surprise,
And, misty with the dreams of earth,
The hills of Heaven arise.

MORE OR LESS PERSONAL

Random Observations About Town

The end of the grand opera season in Portland will permit many thriving Oregon cities to restore themselves to normal activity and population after each has seemingly lost its artistic colony before the footlights of The Auditorium. Through the week numbers of people have been in Portland from many sections of the state, but the week-end has seen the greatest rush. Hotel registers Saturday contained the names of scores who declared their presence here due to the attraction of grand opera, which closed its season last night.

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Grand opera and sundry other excuses brought members of the faculties of the three state schools to Portland for the week end and saw the presence in the city at one time of four college presidents, P. L. Campbell of the University of Oregon, Dr. W. J. Kerr, O. A. C.; J. A. Ackerman, Monmouth State Normal school, and Carl G. Doney, Willamette university. The latter two were registered at the Seward hotel. From Eugene E. S. Conklin, B. W. DeBusk and others were registered at the Seward, while Anna M. Turley, Lucy M. Lewis and several other O. A. C. faculty members were at the same place.

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Dr. A. Boyle, who is a guest at the Multnomah from Lakeview, Or., declares he heard the "call of the wild" while living and practicing in Portland. He trailed down Lakeview way and acquired one of Uncle Sam's then more plentiful homesteads 100 miles from the Lake county seat. His acreage has grown, as have his health and happiness, and the doctor now owns some 460 acres of splendid land in a wonderful cattle country. "Keep your eyes on South Central Oregon," the doctor admonishes.

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M. R. Matthew, The Dalles businessman, is spending the week end at the Benson.

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E. G. and L. W. Riddell of Monmouth, Or., who are credited with participating in the production of some of Oregon's prize stock, are at the New Perkins while transacting business in Portland.

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W. A. Viggers, president of the Astoria Marine Iron works and active in community affairs in the coast city, is at the Multnomah hotel with Mrs. Viggers.

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C. H. Gram, state labor commissioner, has torn himself away from office duties and is at the Seward hotel.

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Most of the Hubbs family of Salem is in Portland. At the Seward hotel are the Hubbs sisters, Ina, Blanche and Nina B.

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Mr. and Mrs. H. Ten Eych, who register at the Portland from Sandy, Or., are well known Clackamas county folk who, upon rare occasions, find delight in a trip to the city.

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Mr. and Mrs. H. W. Sloat and Mr. and Mrs. Ivan McMullan of Yakima, Wash., are at the Portland. The men folk came to the city to attend a business meeting and brought the women folk along.

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Professor W. F. Gaskins, head of the school of music at the Oregon Agricultural college, was on hand for the closing programs of the grand opera season and is registered at the Imperial. Professor Gaskins, his friends declare, shows none of the signs of wear attributable to his experience in war time ship building. The professor spent a summer in a Portland shipyard, where, incidentally, he brought out the latent musical talents of a number of huskies similarly employed.

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C. E. Ingalls, president of the Oregon State Editorial association and editor of the Corvallis Gazette-Times, is at the Multnomah with Mrs. Ingalls.

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Mr. and Mrs. J. P. Griffin of Logan, Utah, and Mr. and Mrs. R. W. Rainey of Richmond, Utah, together with Mrs. Alma C. Clayton of Salt Lake City, compose a tourist party sojourning at the Multnomah.

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

By Fred Lockley

[In this and a succeeding installment Mr. Lockley sketches the career of Colonel Finzer, for a long time at the head of the National Guard of Oregon. Colonel Finzer tells for Journal readers the story of the development of the system in this state, and then of his service in France and Germany.]

Colonel W. E. Finzer is a Portland man. He has been a resident of Oregon for 30 years. He is the eldest of eight children, all living. He was born September 25, 1867, in Ohio.

"I was 22 when I came to Oregon," said Colonel Finzer. "I landed a job in a hardware store in Woodburn, where I worked the next few years. In 1892 I was appointed postmaster. For the next six years I ran a store in connection with the postoffice. I was married June 21, 1892, to Miss Louis Robert.

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"In 1895 I enlisted in Company H, Second regiment, O. N. G., but almost immediately thereafter I was elected lieutenant. In 1898, under the reorganization of the national guard, our company became Company M and I went to the Philippines as first lieutenant of this company. You know the splendid record our Oregon boys made in the Philippines. We returned in July, 1899. Upon my return to Woodburn I was elected captain of Company I, Third regiment, O. N. G. In the fall of 1903 Governor Chamberlain appointed me adjutant general of the Oregon National Guard. I moved to Portland, where for the next 12 years I served as adjutant general.

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"The unpreparedness of the national guard prior to the Spanish-American war resulted in a better understanding of its value, and the national and state governments appropriated money to make it more effective. When I became adjutant general there was but one armory in the state, the one in Portland, owned by Multnomah county. During the 12 years of my service at the head of the Oregon National Guard the following armories were built: At Albany, costing $30,000; Dallas, $20,000; Woodburn, $25,000; Salem, $50,000; Ashland, $30,000; Roseburg, $40,000, Eugene, $50,000. I was fortunate in being able to have the national government buy a tract of 240 acres near Clackamas for a target range. This is not only the largest but was the first target range to be purchased west of the Rocky mountains by a national guard organization.

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"During President Roosevelt's administration, when Taft was secretary of war, congress created the national militia board, consisting of five officers of the national guard of the United States. I had the good fortune to be selected to represent the Pacific coast district. We met at stated intervals at Washington, D. C., to go over the situation and formulate policies and make recommendations to the secretary of war.

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"On September 7, 1917, I received my commission as major and was ordered to report at Camp Lewis. I was there till June, 1918, as adjutant of the 181st brigade. My work was along the lines of organization and administration. In June, 1918, we entrained for the Atlantic seaboard and within a few weeks landed at Glasgow, Scotland. From there we went by rail to Southampton, and thence by boat to Cherbourg, France. I was sent to the Toul sector as adjutant of a brigade. One job was to train troops for front line work. In August I was sent to Langres for a course of instruction in field work, which included map reading, trench construction, gas defense and other work. From there I was ordered to Paris to act as adjutant of the district of Paris. I served there till after the signing of the armistice and until we moved forward to occupy Germany.

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"My first trip to Germany is one that I shall never forget. I received orders from the commanding officer to take a truck load of money from Paris to Germany to pay our troops. I receipted for 15,050,000 francs, which at the rate of exchange at that time amounted to about $3,000,000 in our money. I took the truck load of money and an escort of nine men in another truck, and with my own motor car and driver we struck out for Germany. It took us six days to reach Coblenz and we had some very interesting experiences on the way. One of the wheels on the truck containing the money, which consisted of 5, 10, 20, 50 and 100 franc notes, broke and left us stranded by the side of the road. The escort made their beds on the boxes of money and slept there till daylight, when the men I had sent for a new wheel arrived and we proceeded toward the Rhine. The next night I stored the money in a Y. M. C. A. hut. The hut was robbed during the night, the 'Y' losing all the money in the till as well as cigarettes, tobacco, chocolate and other supplies, but it was done so quietly that my men on guard outside never heard a sound. When I walked into army headquarters at Coblenz to turn over the money to the army paymaster he looked up and said, 'Hello, Finzer, what do you hear from Oregon?' It was Major Beard, a former resident of Oregon City."

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON NOTES

The total shortage of teachers in Oregon, including those classified as below standard, is 456.

Two masked men entered an Orenco store last Monday and robbed the till of between $140 and $150.

Rabies are again appearing among coyotes in Klamath county after having been stamped out three years ago.

Baker county's grand jury is now in session. The work before the grand jury is not so great as usually.

Names of 320 persons who are to serve at elections in Umatilla county have been approved by the county court.

The city of Pendleton started the new year with a cash balance of $26,534 as against $33,666 in 1919. Expenditures last year totaled $102,442.

Dr. Francis Alonzo Bailey of Hillsboro, a well known pioneer physician, is dead after an illness of six days. He was in his eighty-first year.

Experiments at the Oregon Agricultural college show that it costs from $1 to $2.94 more a hundred to feed hogs that have lice than those not so afflicted.

Owing to an emergency situation at Roseburg in the supply of nurses and household help a committee of citizens has been appointed to canvass the city for help.

A test case to determine whether it is legal to catch steelheads from the Rogue river during the first three months of the year is to be brought at Grants Pass.

According to the report of the Tillamook industrial club the boys and girls of that county last year produced $1358 worth of various articles, making a net profit of $785.

Of the 31 names drawn on the jury panel for the February term of the circuit court in Union county only three on the list are from La Grande. There are 25 farmers.

Membership in any Sunday school in Pendleton and a membership card in the Y. M. C. A. will entitle any boy to the privileges of the local Y. M. C. A. according to a new plan.

H. H. Weatherspoon, horticultural expert for Eastern Oregon, says that while fruit trees in Umatilla county have suffered because of cold weather they are not damaged more than those in other parts.

All persons claiming any rights to the use of water from Baldock slough below the point at which the waters of Sam-O springs enter the stream have been notified that the city will start condemnation suit.

Children attending the Highland school at Salem will be provided with hot soup at noon and will be weighed once each month if plans of the Highland Parent-Teacher association are approved by the school board.

WASHINGTON

Kalama business men will start, about April 1, the construction of a two story modern fireproof building.

Miss Frances Hilton, a nurse who served overseas, has been elected a member of the Pullman post of the American Legion.

E. P. Erickson of Seattle has been appointed a representative of the U. S. shipping board at Rio de Janeiro, Brazil.

Bell Brothers' hardware store at Raymond was robbed last week of eight automatic revolvers and some ammunition.

Captain E. E. McClellan and wife of Seattle were drowned in the sinking of the steamship Brisbane off the coast of Shanghai.

The state capitol building commission has let a contract for the erection of a state administrative office to a Tacoma firm for $823,815.

A bill has been introduced in congress granting a permit to Charles Huber of Seattle to build a toll bridge across the Columbia river between Pasco and Kennewick.

Fred Suttle, who was convicted at Ellensburg for violating the state syndicalism act, has been sentenced to serve from five to 10 years in the state penitentiary.

Mrs. Etta Eichelbarger of Toppenish has been awarded $5000 by a jury in her suit against the Barnes Circus company for damages sustained by falling from a defective seat.

The Frigid Engineering company, which has established a plant at Vancouver for the manufacture of cold storage systems, has elected W. W. McCredie president.

F. F. Warren of Hoquiam has been rejoiced by receiving a letter from his son, who had been mourned as dead two years. He had gone to France with the Canadian forces.

Plans are being made at Seattle to raise $2,500,000 for the erection of a public auditorium in Seattle as a memorial to the soldiers of Washington who lost their lives in the war.

Trapping wild fur animals within sight of Seattle this winter has netted Martin McDonald $40 a day. His traps are set at the extreme north end of Lake Washington near Kenmore.

Joe Riley and W. H. True, notorious counterfeiters who escaped from the federal prison on McNeil island, are believed to have reached the mainland and are now on their way to California.

Union Pacific officials have notified the public service commission that the company is arranging to add 3000 refrigerator cars to the 15,000 now operated in handling the Washington fruit crop.

Large ice jams have been floating in the Columbia river near Pasco, again endangering the railroad bridge. Neither the Columbia or Snake river ferries have been running for the past week, inconveniencing travel.

The West Coast Lumbermen's association has adopted a resolution insisting that if the railroads organize a car service committee after passing out of government control Pacific coast shippers be represented in its personnel.

IDAHO

Lewiston's first army retail store will open this week.

Caldwell's second annual poultry and pet livestock show will be held from February 11 to 14.

The state normal school has scored a dramatic triumph in three plays given under the direction of the English department.

The law firm of Ostrom & Green has offered a $10 gold prize for the best work in oratory by a Buhl high school student.

Mrs. Hans Johnson, a pioneer of Latah county, was stricken with paralysis while trading in a Moscow store, dying in a few hours.

The county school superintendent of Bonner county has money on hand for the erection of a $3500 school building in the Colburn district.

A warrant has been issued for the arrest of the postmaster of Driggs, who is accused of being short in his accounts to the amount of $2518.

Several members of Gooding post of the American Legion have given talks before the deaf and blind school covering their experiences in the war.

Uncle Jeff Snow Says:

In Prescott, Arizony, in early days, right after the war, Needle Gun Billy Anderson uster spend hours and hours a-leanin' up agin the bar, and'd go home ragin' and rampin' like a grizzly bear shot in the eye. His wife'd sometimes stand outside the joy centers and cry and beg him to come with her. When she died he hooked up with a rawboned widder from Mizzoury, not waitin' any six months to do the hitchin', nuther, and the first time Billy got on a tear she snaked him away from the bar and walloped him nigh to a frazzle a-gittin' of him to the buckboard, which she strapped him onto and drove to the ranch. Billy turned absolute tetotaller after three or four sich treatments and jined the Baptist missionary's congregation. He told him his wife understood his nature and led him to the Lord. There's all kinds of ways gittin' to the Lord, and I reckon that was the only way fer Needle Gun Billy.