Oregon Daily 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.]

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If you make money your god, 'twill plague you like the devil.—Fielding.

A BEGINNING

THE six-masted sailing schooner launched at the Peninsula yards yesterday has, with her sister ship, been purchased by Grant Smith & Co. Both are to be operated as Portland-owned ships out of the Columbia river in the Pacific lumber trade.

They have a capacity each of 2,500,000 feet of lumber, and carry a crew of only 14 men. They are the least expensive of all traffic carriers.

The two ships were on the point of being purchased for the Puget sound trade when they were taken over by Grant Smith & Co. It is through just such enterprise by Portland people that this port can be given a proper place on the commercial map.

Somebody is making money out of ships, else the vessels wouldn't sail the seas. Great fortunes were piled up by ship owners during the war. With the tonnage of the world still many millions short of pre-war volume, and with a coming renewal of ocean commerce on a scale never before known ships will continue for years to be among the best of dividend payers.

Portland is the strongest financial center in the Northwest. Its banking power and banking statistics are greater than those of any city in the entire Northwest country. The city actually has more money to invest than it has things to invest in.

The Grant Smith people have won a business reputation that is nationwide by venture and vision. They began small, but have risen by big thinking and big performance to big undertakings and big achievements.

Are there not other men in Portland to emulate their example? The money is here and all that is required to put Portland-owned fleets of ships into an ocean service in which Portland will always be paramount is for more of our local men to operate with the Grant Smith & Co. spirit and the Grant Smith & Co. vision.

The government hesitates to adopt a 35-foot channel project to Portland because government engineers say there is not shipping enough. Then, Portland's pressing task is to see that there is shipping enough, and the Grant Smith people are showing the way.

The automobile men, greatly exasperated because the police arrested a bunch of salesmen driving demonstration cars equipped with "dealers' license tags," are still further outraged because they cannot discover why the arrests were made. Maybe the patrolmen thought the salesmen were not selling them fast enough and thought they would "jazz 'em up a little."

ON A WAR BASIS

THIRTEEN male teachers in the Pittsburg public schools have asked the board of education of that municipality to place them on the war wage basis of the private soldier in the United States army.

They are all veterans of the world war and would like to go back in civil life to the war time wage of $33 per month, with board, clothes and lodging furnished them free. They contend that under this arrangement they would clear more money at the end of the year than they now do on their present salaries ranging from $120 to $217 per month.

The suggestion opens a novel vista for speculation and paints an interesting and entertaining mental picture of what might be. Take Portland, for instance. What a stunning show we would put up on the Fourth of July and other marching days if the school board would put its army of teachers in military costume on parade. Suppose we marched 'em up Broadway when the Shriners were here. Mount Hood, the Columbia highway, Crater Lake and the ice caves of Josephine county would fade from the minds of those desert weary caravansters never to return. Portland would be their Mecca forever and a day.

Suppose Clerk Thomas pitched a cantonment on Council Crest, where our fair and instructive battalions would take their morning coffee and brew their evening tea; where 2000 dainty boots would trip the turf, 2000 dancing eyes yield reluctant obedience to "attention," a thousand blushing soldiers dedicated to the war against ignorance would "stand at ease." It would bring joy and gratitude to Franklin T. Griffith's weary heart for the eight cent fare would vanish unheeded and unneeded before the universal pilgrimage toward the fair.

And the camp cooks. Lucky devils, with such kitchen police as they would have about them. Those Pittsburg educators give us a glimpse of the elysian fields of Asphodel.

AND AN EIGHT CENT FARE!

A HIGHER street car fare is asked.

The request recalls how we are piling burdens on the streetcar riders. The doctrine is advanced that the company shall have a fair return on the investment, and nobody is controverting it. If the company is guaranteed a fair return the principle is laid down that all its expenditures must be provided for, together with a fair profit.

The revenues for the railway are from the fares of the car riders. There is no other source of income. Then our formula is this: The car rider must pay enough in fares to cover every item of expenditure for which the company pays out money, and in addition pay enough in fares to afford the company a fair profit.

That means that the car riders finance the company. They supply the money for operating the system. They, in fact, provide Portland with its streetcar system.

The man who owns an automobile and rides in it to and from his place of business does nothing to provide Portland with its system of rapid transit. He may own an office building, or two or three of them. He may own a bank or a great mercantile house. He may be a professional man with a very large income, but he pays nothing for the transit system.

The streetcar system is a necessity. It brings patrons to all the business houses from distant suburbs. It brings clients to the lawyers, and patients to the doctors and dentists. It brings depositors to the banks and brings people from everywhere to the business district.

Portland could not be so large a city without a system of rapid transit. It could not, without such a system, extend its present limits. Yet it is the car rider, with his fares, that is providing this rich city with its streetcar system.

Remembering that we have laid down the principle that the company is to have a fair return and that the only source of revenue for the railway is the car rider's fare, it is then true that the car rider pays for the salaries of railway officials, pays the wages of employes, pays for the damages in personal injury suits resultant from streetcar accidents, pays the fees of the company's lawyers, pays for repairs to cars, pays for deterioration, pays for equipment and pays every expense incident to maintenance and operation of the system.

Nor do we stop here. We make the car rider pay the bridge tolls. The bridges, except one, are owned by the public, but the public makes the car rider pay the public for use of a public bridge.

It makes the car rider pay the toll on streetcars crossing the privately owned railroad bridge. The public profits heavily from the streetcar system, but the public as a whole absolutely refuses to bear one cent of the expense of the bridge tolls.

And we make the car rider pay for paving and street maintenance along the car tracks. That alone has cost the car riders more than $2,000,000, and that $2,000,000 has gone into the company's capitalization and the car rider is even required to pay a fair return on that capitalization. The cost of such paving is taken off abutting property, though that property is highly benefited by operation of the cars.

We saw recently how highly property owners and business men regard the operation of streetcars near their places of business. When one-way traffic on certain lines was proposed as a means of reducing accidents they raised a great outcry. They protested and they petitioned. Those protests and those petitions evidence the value which business men attach to the streetcars, yet the car riders are even required to pay for the maintenance of part of the streets where tracks go alongside business property; to say nothing of paying for every expense in maintaining and operating the traction system of Portland.

We make the car riders pay franchise taxes and make them pay county taxes and state taxes, and school taxes and city taxes, and other taxes on the streetcar company's property. The public as a whole pays nothing towards these things. The public as a whole draws heavy benefits from the system, but the public as a whole actually penalizes the car rider in every conceivable form for his gratuitous act in providing this city with its system of rapid transit.

The streetcars are not for the benefit of the car riders alone. Portland's business district would not be half as large if there were no rapid transit. Office buildings would be but half filled with tenants. Business places would have far fewer customers. People out in the distant suburbs could not get into the business district to make purchases. Rapid transit is the heart and circulating system of the city through which the blood of business and growth flows.

The car rider is the last person in the world who should be made to bear all this expense. Car fare is a big item in his daily budget. The shop girls, the telephone girls, the wage workers and all the vast army of those who are having a desperate struggle with the high cost of living, are car riders. Men and women, the widow who is struggling along on a slender wage to maintain a little family, the wife with a sick husband who must ride to and from a distant suburb to hold her place as an elevator operator—these and thousands equally involved in the great struggle are car riders.

Should they be forced, not only to provide this city with its rapid transit system, but, in addition, be compelled to pay the public through bridge tolls, franchise taxes, street maintenance and in other ways, for the privilege of having a streetcar system in this wealthy city?

Certainly not, if Portland has a conscience.

A BOY WONDER

THE greatest violinist in the world is but 19 years old.

That is the age of Jascha Heifetz, who has just filled a return engagement in Portland, and it is the musicians who say that he is without a rival. That also is the verdict of the renowned teacher, Leopold Auer, from whom he received instruction. Auer confessed long ago that he was unable to teach the boy longer, and that all he could do was to listen to his wonderful playing.

At only 19 Heifetz does things on the violin that the masters have not been able to do. He is the marvel of his time, a literal prodigy with the violin.

He has been concerting three years. His fame is such that at $3 per, musical enthusiasts swarm to his performances and are aroused to the highest pitch of admiration by his playing.

He was born at Warsaw, Poland, and was educated at St. Petersburg.

From Paris comes the word that the prevailing ultra design in feminine apparel for this season will "have a trouser leg effect." Why not? What's the use of camouflaging the boss any longer?

FOR YOUR CHILD'S SAKE

CAN we make excuses to those who are bravely trying against odds to do something for the starving children over in Armenia?

Some day, it may be our children that are hungry. May Heaven forbid that there should be at such a time a psychology in which people will turn a deaf ear.

It is true that people are weary of drives. It is true that people have been noble in their giving. It is true that drives have piled high and followed thick upon each other.

But here is a case where children, women, and even men are so weak from starvation that they are unable to walk, so emaciated from lack of food that they haven't strength enough to go out and dig the roots and eat the grass on which some of the more fortunate are subsisting. They are going insane by thousands. They are taking their own lives to escape the terrible hunger. Awful as were the massacres by the Turks most of the death that way was merciful in comparison with the slow process of death by starvation.

"I am not afraid to die," wrote one woman; "but oh, it takes so long, so long."

If you are asked to be a worker in the Armenian drive beginning next Tuesday, can you refuse? Think of your child, and then answer on your conscience.

Some fellow over at Vancouver is reported to have stolen a horse. With him at large they had better lock up the museum or they will be liable to lose a suit of armor, or medieval battle axe or some other ancient relic.

ONE OF THE FEW

THE terms of 32 United States senators will expire with the coming elections. Most of them will be candidates for reelection. Speaking of this fact, and of the grave and important questions which now confront the nation and which must be solved by congress, the Searchlight of Washington, D. C., turns the light on the record of the 32 and prays for a change in a major part of the picture.

"The acute importance of governmental problems, particularly on the legislative side, is easily a hundred times greater than ever before," the publication remarks.

Among all of these outgoing senators there is represented practically no constructive ability such as the present crisis demands. For the most part their activity is only that of highly professional politicians. In that field they are as expert as could be found. But that very proficiency disqualifies them for the kind of public service so badly needed now. Only Gronna, Lenroot, Gore and Chamberlain have been at all consistently independent of special political and economic interests.

Turning to Senator Chamberlain the Searchlight sums him up as "one of the pioneer progressives and generally independent."

What is needed, it is contended, is for the people not only to defeat most of the outgoing senators but to "accomplish that result with candidates who are more than politicians." The main trouble with the senate, the Searchlight argues, is that it has "too much political experience" and not enough constructive ability.

TO STOP YARNING ABOUT WOOL

By Carl Smith, Washington Staff Correspondent of The Journal

Washington, Feb. 6.—Virgin wool in clothing will be stamped as virgin wool, shoddy, as shoddy, and combinations with cotton, silk or other ingredients will be plainly marked for the information of the customer, if a bill introduced by Senator Capper of Kansas becomes a law. Manufacturers offering fabrics for sale in interstate commerce purporting to be made of wool will be required to stamp the goods to show exactly what they contain in order, as the title of the bill says, "to prevent deceit and profiteering that result from the unrevealed presence of substitutes for virgin wool in woven fabrics purporting to contain wool and in garments or articles of apparel made therefrom."

It is proposed to establish a system of registration under the department of commerce whereby each manufacturer will have a registered number under which his goods may be identified. The government bureaus of chemistry and of standards would be charged with the duty of inspection, to determine whether or not fabrics are properly tagged. Upon every yard of cloth, it is provided, shall appear the manufacturer's stamp, for which four forms are set forth. One would be, "Contains virgin wool only"; another, showing percentages of virgin wool and shoddy; a third, the percentages of virgin wool, shoddy and cotton; the fourth, percentages of virgin wool and silk. If other combinations are used the stamp shall conform as nearly as possible to those prescribed as may be practicable. The makers of garments are required, in addition, to attach to each garment a strip of white cotton cloth bearing the same information as is required to be stamped on the cloth.

Yarn and fabrics and garments made therefrom are also provided for by a system of marking to apprise the buyer of what he is buying. Virgin wool is defined as wool never before spun into cloth, cotton means cotton fiber not previously spun, and silk means silk fiber not before used. This is the definition of shoddy:

"The term shoddy shall include any material obtained from any fabric or clippings of cloth of any fiber whatever, or secured from rags or from used apparel of any description, or any fiber that has been previously spun or woven into cloth, as well as wood, hemp, jute, flax, and hair fiber not properly classed as wool of any description and from whatever source obtained; also fur, feathers of every description and from whatever source obtained."

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.]

Advice to Streetcar Officials

Portland, Feb. 5.—To the Editor of The Journal—In view of the wrangle here over the proposed increase in streetcar fare on the Portland Railway, Light & Power lines, and judging from statements accredited by newspapers to officers of the company, I wonder if those officials were ever outside of Portland where other companies successfully operate street railway service at the old price, a "jitney" a ride. In a Journal article J. P. Newell says the zone system would irritate the passengers when the conductor came around to collect the extra penny or two after leaving the lower fare zone. In Eastern cities this plan is meeting with great success. In Pittsburg, Pa., for instance, when the cars are in a busy, congested downtown district both the front and back doors of the cars are thrown open for the crowds to get on, and then the car is speeded out of the rush of other cars, autos, vehicles and pedestrians. The passengers don't pay as they enter; they pay as they leave.

Coming into the city, because there is no congestion, passengers pay as they enter.

In Portland during the rush hours there is scarcely a car not held up for nearly five minutes on a busy corner, just because of the slow, awkward pay-as-you-enter method in force here. While this car is being delayed for the conductor to make change, issue transfers, etc., there are dozens of other cars behind it, to say nothing of autos, wagons and pedestrians, held back and clogging traffic. Getting passengers on the car in least possible time and speeding cars out of busy downtown sections not only expedites all traffic but relieves congestion. Under the pay-as-you-enter system here, even in the quiet districts, when only a few persons board a car, because of the slow method of making change, etc., the car has gone a couple of blocks before the passenger can get in off the back platform. Many times the passenger is an aged man or woman and stumbles several times because of the jar of the car, before it is possible to get into a seat. On some of the divisions here, especially the Richmond, where the cars run only "every so often" the service isn't worth the present fare.

Local officials should visit some other city, study operating methods and install some of the successful plans used elsewhere. Then they would find, despite the increased costs during and since the war, that they could lower instead of raise the fares in Portland. In Cleveland, Ohio, and other Eastern cities fares have been reduced to 5 cents over the entire system, and the companies continue to make big profits, though they charged higher rates for a time during the war.

A VISITOR.

Commendation of Olcott

Salem, Jan. 26.—To the Editor of The Journal—I ask the privilege of expressing through your valued paper a commendation of our exceptionally efficient and very popular governor, Ben W. Olcott. Governor Olcott's staunchest supporters are a vast majority of the most desirable class of our state citizenship; those obscure private citizens, who are not seeking special favors, and who have no selfish political schemes to foster nor political axes to grind; those whose whole political desire is only for good government efficiently and economically applied. Such class of citizens, of all parties, are practically unanimous supporters of Governor Olcott; and they will be as long as he disregards party lines himself and uses his executive powers freely to curb the desires and activities of unscrupulous political schemers who are or may become undesirable public officials. Such citizens approve Governor Olcott's actions in using his veto powers so freely, and they would silently say to him, "Go to it, governor. Use your veto power more extensively in the future, for you called the special session to consider seven specified measures, while you allowed eight times that number, or 56, to escape your veto ax; but since the legislature lacked but one bill of passing 14 times as many meaures as they were called together to consider, it is not surprising that you were partially smothered with legislative acts, and, in all probability, with unscrupulous political pressure also, and that under such conditions you failed to slaughter some acts that should have been vetoed; and, would especially mention the road bonding act, to which an emergency clause was attached in an unjustifiable way. However, governor, you have always been an exceptionally efficient public official, and a majority of the private citizens of Oregon are confident you will be throughout your whole official career. As one, and in behalf of such class of private citizens, I not only wish to commend but also to publicly thank you for your good public service for us, and you can rest assured that votes of approval will come to you through the ballot box in the future. So I would ask you to be ever watchful of such box and guard and protect our citizenship rights there with over-zealous vigilance."

GEORGE C. MITTY.

Suspects Finley's Friends

Burns, Jan. 21.—To the Editor of The Journal—During the special session of the legislature there appeared here Deputy Game Warden Hazeltine and Special Agent Thomas Craig, for the purpose of investigating a report that had reached their chief, Carl Shoemaker, that the game of this section was being slaughtered since the season had come to a close. These gentlemen had spent some weeks here earlier in the season and were somewhat surprised at being ordered to the reservations at this season, when everything is frozen up and travel so difficult. The report also appeared to the wardens somewhat peculiar when they were informed that ducks and geese were being ruthlessly shot from the bridge at Narrows, only the feathers being considered valuable, the carcasses left to rot. Kind of a fishy report to investigate, and the people of Harney county think the chief game warden and his friend, Biologist Finley, wanted to get rid of the gentlemen named on account of the fear of an investigation at the hands of the legislature and to quote "that there was something rotten in the state of Denmark."

Deputy Hazeltine and Special Agent Craig visited the game reservation and ascertained from the warden in charge that there was very little water in the preserve and what there was had been frozen over for several weeks. He had not heard the report of a gun since early in December. This report was verified on a visit to another warden. He, however, stated that there had been three "honkers" and a few ducks around a little pond, and they were still there. The people of Harney county are very desirous to know the source of the information of Chief Game Warden Shoemaker and would be glad to know if he is an advance agent of the Audubon society, the guardians and protectors of his friend Finley.

During the controversy following the dismissal of W. L. Finley by the state game and fish commission the people of Burns and this vast country were very interested, as they are very confident that Finley had more regard for a few birds and the maintenance of a reservation than the development of a vast empire. The question uppermost in the minds of the people was whether the game and fish commission was being financed for the benefit of bird lovers or to promote better economic conditions, such as the development of a county like Harney would mean to Oregon and the world.

BURT C. JONES.

"Bear Ye One Another's Burdens"

Portland, Jan. 30.—To the Editor of The Journal—Never before until this late war has there been such an overflow of sacrifice for the "other fellow," nor such a tendency to hold up the hands of sacrifice as has been shown in the last years. Selfishness has taken its place in the rear and brotherly love has stepped to the front.

These last two years have been harder on poor people because of the high prices, yet there are so many willing hands to help a little here and there that, on the whole, we are able to keep on. Every day brings its new experiences, and history has been making itself rapidly in Pisgah home these days.

During those stormy days past, our people might have suffered had it not been for kind friends, each doing a little for their relief. We have, among others, an old couple we keep in their own old home, to which they are wedded, with a caretaker over them. We could not have done this if we were not assisted by the different labor unions. The painters, carpenters, plumbers and electricians each pledged their support in remodeling the little home. The lumber companies — Jones, Portland; Inman-Poulsen, East Side; Menefee Shingle company, and the Oregon Door company, each contributed a part to the whole. The Clay-Morse Transfer company took the material all over and placed it on the ground. All this was done so freely and gladly it makes one feel we are entering into a new dispensation—that of Brotherly Love.

HATTIE B. LAWRENCE,
Pisgah Mother.

Washington's Birthday

Brighton, Feb. 2.—To the Editor of The Journal—On what date was George Washington born? My argument here is that February 22 is only the celebration of his birth; that the change of calendar made it so. As I am not able to tell here in which year that change was made nor which date really is his birthday, I am not able to convince those I argue with. A. BORGESON.

[An error in the calendar, which had accumulated 11 excess days, was corrected, so far as Great Britain and her colonies, including the American, were concerned, by dropping those days in 1752, 20 years after the birth of Washington. No matter in what month, nor on what day of that month, the change was actually made, it would advance every succeeding date 11 days. The calendar previously in use is called "old style" and designated by the abbreviation "O. S." The new calendar, that now in use, is called "new style," abbreviated "N. S." Washington was born February 11, old style, which is equivalent to February 22, new style. In his own lifetime, therefore, he celebrated his birthday on February 11, up to 1752, and on February 22 after that year.]

A Wholesome Sign

From the Catholic Sentinel

The press comment which we have seen on Rockefeller's Christmas gift of a hundred millions for education has not been over enthusiastic in its praise of the oil king. The general opinion seems to be one of regret that the American people have let John D. act as a tax collector for educational purposes. His largess will do little to relieve the serious underpayment of teachers in the United States.

It is something, however, that men like Frick and Rockefeller recognize that their great fortunes are a tribute exacted from the public, and of right belong to the public. It is a wholesome sign that the press is not misled by these great gifts to overlook the grave dangers to society in permitting the accumulation of such vast power in a few hands.

Curious Bits of Information For the Curious

Gleaned From Curious Places

The Gulf Stream is the world's mightiest river, flowing through the ocean. A bulletin of the National Geographic society quotes the late Rear Admiral John E. Pillsbury, U. S. N., former president of the society, who called the Gulf Stream the grandest and most mighty of any terrestrial phenomenon. A calculation of the average volume of water passing in one hour on this great ocean river gives the enormous sum of 90,000,000,000 tons. If this one single hour's flow of water could be evaporated, the remaining salts would require many more ships to carry it than there are in the world today.

The Gulf Stream would be little felt on the coast of Europe did it not receive a great addition to its volume of heat when en route by means of a gentle flow from the northeast trade wind current that passes outside the Caribbean islands and the Bahamas. The surface temperature of this outside stream is less violent in its movements and there is less intermingling of its upper and lower waters. It arrives off Cape Hatteras with a much higher temperature than that of the more turbulent Gulf Stream.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

The average poet has no more responsibility than a ouija board.

* * *

The order closing the postoffice at Peel, Douglas county, has been repealed.

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Another "silver thaw" has New York in its grip, and yet the ambition of a lot of people is to go there.

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Some recent "nominations" for president remind us that the less there's in a drum, the louder the boom.

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Gold brick has been replaced with the platinum brick, but no Wallingford has yet worked the game with a sugar brick.

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It may be true as claimed that the street car company is losing money, but that isn't changing the situation any, because we're not finding any of it.

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Commssioner Bigelow is ill and can't attend business sessions of the city council, but that needn't prevent an understudy from readin' the "Bigelow Papers."

* * *

Young Mr. Rockefeller thinks a six hour day would be an aid to Satan. Reasoning like this, if we all worked 24 hours a day the devil would have to retire on his income.

SIDELIGHTS

An orchestra has been organized at Canyon City with eight members to start with.

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Hood River's auto park, the site of which was presented to the city by the Commercial club last year, is making good progress, and it will be available for tourists in the coming spring.

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Weather report in the Coquille Sentinel, whose editor is noted for his loyalty to the Oregon brand of climate: "The very heavy rains Saturday, Sunday and Monday were succeeded by fine, warm and springlike weather the next three days; but this morning the good old Oregon mist was back on the job—for a time at least."

* * *

Of Jonathan Boyer of Seattle, now visiting at Fossil, his former home, where he was once a freighter, the Journal says: "He was the first man to put a 10 horse team on the local roads. With a 10 horse team he would drive three wagons and put a light democrat wagon on behind for good measure and to carry feed in. Mr. Boyer drove with a jerk line and once turned the whole outfit, 10 horses and three wagons, around in one of the squares of a street intersection in Fossil."

MORE OR LESS PERSONAL

Random Observations About Town

Besieging the state highway commission with their respective claims for attention in road building, county judges and commissioners from a number of Oregon counties are in Portland. From Klamath county Judge R. H. Bunnell has come to Portland, and with him is County Surveyor Charles T. Darley. Before the Klamath county court is more than a court house squabble of perpetual proportions, for the county contemplates extensive additions to its road system within the next few years. Holding some of Oregon's most choice pine timber within its borders as well as some other important attractions for tourists and sportsmen, Klamath county is said to feel the need of improved roads. The Klamath county visitors are at the Oregon, registered from Klamath Falls, but Darley isn't from Klamath Falls at all—his private mail, when he is at home, finds him at Bonanza.

* * *

Seeking a sister he has not seen for 42 years, Edward Hudson is in Portland. Hudson's sister, whose maiden name was Mary Margaret Hudson, came to Portland in 1878 from California. Her father, Hugh Hudson, lived in Portland at that time, and served the city as a policeman. Later he removed to Klamath county, where he died a few years ago. Hudson believes his sister to have married and reared several children, but he does not know her present name. The lure of the sea has taken Hudson pretty much over the world since he left his home in California, and in the entire time he has had no word from his sister. He is making his headquarters at the Couch hotel.

* * *

Portland hotels are to be thoroughly represented in Keeler's Hotel Weekly, one of the leading trade papers on the coast, according to the promises made to local hotel men by Irvine C. Keeler, its publisher, who is in Portland from San Francisco. Keeler, reputed here to be a "live wire," is preparing to make a Portland page a weekly feature of his publication.

* * *

County Judge Asa B. Robinson of Dallas is a guest at the Seward hotel, and there also are Judge Charles H. Marsh of Umatilla county and A. M. Hare of Tillamook. Robinson, who served Polk county as county clerk for so long that he didn't have the gall to ask for reelection, switched his ambitions toward the county judgeship after the death of the notable John Teal of Falls City, and, as usual, was easily elected. He finds road building and like matters even more to his liking than he did the duties of county clerk.

* * *

E. E. Cleaver of Pendleton, manager of the Cleaver Manufacturing company there, is a guest at the Multnomah. Cleaver pleads guilty to the failing of most Pendleton people, in that he is a Round-Up fan of a high order.

* * *

Dr. C. W. Cornelius, former owner of the Cornelius hotel, returned Wednesday evening after an extended trip through California, especially its delightful southern portion. Dr. Cornelius, accompanied by his niece, found enough of interest in the south to keep him there some six weeks. He returned to the Cornelius hotel to find registered there his cousin, T. S. Cornelius, county judge of Clatsop county, who is in Portland on county business.

* * *

The Eccles block used to be the biggest thing in Ogden, Utah, besides David C. Eccles himself. The only difference is that the pile of stone that carries the Eccles name has never grown, while the pile of "bones" that represents the Eccles fortune has grown immensely, the Portland visitor's friends say. Eccles, with Mrs. Eccles, is a guest at the Portland hotel. Not only does the Ogden millionaire own a building, but he owns mining stock galore, a few sugar factories, railroads and what not.

* * *

The Multnomah hotel is entertaining a honeymoon party in the persons of Mr. and Mrs. F. J. Feeley, who were "just married" at Seattle. Feeley came from Phoenix, Ariz., to Seattle for the great event, and Mrs. Feeley came from Minneapolis.

* * *

When the historian, in the rush of his work of amassing data for future generations, slips up on a statement and doesn't tell "the truth, the whole truth and nothing but the truth," it is C. H. Stewart, postmaster at Albany, who first sees the mistake. If there is anything Stewart doesn't know about the genealogy of Linn county's first families it doesn't amount to much. Stewart is a good Scot and a fiend for straightforward Americanism, but he has had a notion many, many times that he'd like to dress up in the old clan tartan and do a sword dance. Stewart is stopping at the Seward while in Portland for a short time.

* * *

J. W. Hofins transposes the old order of things now and then and steps from the ridiculous to the sublime. Which is to say that he lives in Seattle and comes to Portland now and then to care for business interests he has in Oregon. This trip, he is domiciled at the Multnomah.

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J. D. Adkins liked the "dale" part of Goldendale, Wash., so well when he was practicing law and business generally in that town that he couldn't be happy without a dale somewhere about. So he selected Alderdale, Wash., and is now one of the successful ranchers in that vicinity.

* * *

B. Kuppenbender has more than a little to do with the Tillamook county cheese industry, although he probably never did anything more directly than help the cook make a head cheese. He sells implements, hay and other feeds to the ranchers who supply the cheese factories with cream. Kuppenbender, of course, comes to Portland to stock up once in a while. He is at the Multnomah.

* * *

Petaluma, Cal., was made famous by its chickens. It was in that city that the art of keeping a whole barnyard full of chickens in the backyard of a city lot perfected, if not originated. Otto A. Larson, a resident of Petaluma, is visiting in Portland, stopping meanwhile at the Oregon hotel.

* * *

There is said to be a reason for everything. Thus it is, his friends say, that Walter E. Meacham of Baker, Or., has so little difficulty in finding a reason to make frequent trips to Portland. Meachem admits that, on a recent trip, he waited three hours in one office for a friend and then nearly took her out to dinner. Meacham is a guest at the Imperial.

* * *

Mitzi is a name that has been conjured with. It has a familiar twang about it, but there is something lacking. Mitzi herself, who is at the Portland hotel, explains that on account of the difficulty theatre goers had in pronouncing the latter half of her name she was forced to drop it. That half was Hajos, and Mitzi of the present is the same as Mitzi Hajos of the past. No wonder she dropped the Hajos. Mitzi is at a local show shop this week and she is a strong believer in the statement that a rose by any other name would be as sweet.

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

By Fred Lockley

[In this article Mr. Lockley resumes his story of the career of Harry N. Holmes as "Y" worker on a grand scale with the British forces in France. Mr. Holmes once sojourned in Portland under the tutelage of Harry Stone, to whom he acknowledges indebtedness for many a good steer in American "Y" methods.]

On the desk before me lies a card reading, "Harry N. Holmes, O. B. E. F. R. G. S." Translated, it means, "Officer British Empire, Fellow of Royal Geographical Society.

Harry Holmes and I met in the midsummer of 1918 on the British front in northern France. A day or so ago we spent a pleasant half hour together, talking of places we had visited and of likable chaps both had met overseas.

* * *

"Tell me the significance of those initials after your name," I said. "George the Fifth, King of England, was kind enough to summon me to Buckingham palace," said Mr. Holmes, "to personally thank me for my work with the British army. He decorated me and made me an Officer of the British Empire. The other initials signify that my lectures on the beauty of the scenery of the Columbia river and other beauty spots of America were so much appreciated in Great Britain that I was made a Fellow of the Royal Geographical society."

* * *

"Tell me about your work in France," I said. "I put in the first year of the war with the British and South African troops that were fighting the German forces in German Southwest Africa," said Mr. Holmes. "In 1915 I went to France and was given charge of the advanced work of the British Y. M. C. A. It was my good fortune to have charge of the first serious and successful work to serve the men in the trenches. I also count it a wonderful privilege to have inaugurated the relief work for the walking wounded. You can get some idea of how popular was our work when I tell you that in one canteen, at the little village of Dickiebusch, midway between Kemmel and Ypres, we sold, at cost, over 100,000 eggs a week to the Tommies. For 18 months or so that was the most talked of 'Y' hut on the front. It was a mile from the German trenches, and between there and our front line trench we were operating seven other dugouts or huts. The one nearest the German trenches was the 'George Williams' hut. It was just 30 yards from the German front line trench. It lasted only two days, as a shell wiped it out. At Messines we had 34 stations along the trails where the wounded walked back from the front line or advanced dressing stations to the evacuating stations. For our work here we received the official thanks of the senior medical officer of the army. We undoubtedly saved many lives here and elsewhere by helping the men too weak to walk back out of shell fire.

* * *

"During the last two years of the world war I was chief secretary of the Y. M. C. A. of the British expeditionary forces, having charge of the work in France, Belgium and Germany. We are still 'carrying on' across the Channel, as well as in Great Britain, for it is a tremendous task to demobilize Great Britain's 8,000,000 armed forces.

"Recently I was made associate general secretary for Great Britain, with headquarters in London. My address here in the United States is at 530 West Second street, Dayton, Ohio.

"Yes, I always enjoy getting back to Portland, for it was here, 14 years ago, that I studied Y. M. C. A. methods under the tutelage of Harry Stone."

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON NOTES

Not less politics but better politics has been adopted as a slogan by a newly organized Republican club at Klamath Falls.

Agreeing to accept a standard breed of dairy cattle, farmers of Alsea valley have gone on record for a community improvement program.

Shut in from motor travel, Cove, Union county, has only developed three cases of contagious diseases in six months. These cases were typhoid.

An anti-vaccination league has been formed at Marshfield, with more than 100 members, for the purpose of preventing the vaccination of school children.

Preference rights will be granted soldiers by the government in filing on the Oregon & California and other forfeited land grants to be opened to settlement.

Poultry schools are to be established in Wasco county. It is planned to have six schools in various parts of the county, with prominent poultrymen as instructors.

The rehabilitation of five dormant woolen mills and erection of one new mill is the record of C. P. Bishop & Sons of Pendleton, who have just purchased a mill at Eureka, Cal.

The annual reports of Roseburg officials show the finances of the city to be in good condition, with considerable of a balance in the general fund and a decided decrease in bonded indebtedness.

The Penayor Lumber company of Saginaw, Mich., has closed a contract for the Savage tract of timber, on the border of Jackson and Josephine counties. Removal of the timber will begin at once.

Members of the Tillamook County Cheesemakers' association and their wives were entertained last Monday by the Tillamook County Creamery association at a banquet, at which 100 covers were laid.

Net sales of hogs, sheep and cattle sent to the Portland stockyards by the Lane county cooperative shipping association during the year amounted to $164,076. Sixty-four carloads of stock were shipped.

Taking of testimony at Bend on an involved point in the bankruptcy case of the Pine Tree Lumber company, which went into bankruptcy following the destruction by fire of its $100,000 plant, has been completed.

WASHINGTON

A total of 1300 Vancouver voters have joined the Triple alliance, according to an official of the central labor council.

Burglars entered the South Bend railroad office unaware that the safe had been cracked before them by other burglars.

A committee has been appointed by the Chehalis post of the American Legion to assist in the organization of a woman's auxiliary.

Reports of Aberdeen physicians show fewer cases of influenza are developing, while majority of cases now under observation are yielding to treatment.

Rev. Jeremiah Dick, for 16 years Sunday school missionary of the Congregational church, is dead at Seattle. He was formerly located at Portland.

School will be temporarily closed at Chehalis unless there is relief soon from the epidemic of grippe, influenza and pneumonia. The Adna schools are already closed.

A piece of land homesteaded by F. T. Stireman, who withdrew his application for citizenship to avoid military service during the war, has reverted to the government at South Bend. Stireman is a German Swiss.

It is proposed to create an irrigation district comprising 40,000 acres in Wenas, Selah and Moxee valleys, immediately surrounding the city of Yakima. Water will be taken from the Tieton river, supplied from storage at Rimrock dam, now in process of construction.

Pending favorable decision by the courts, stockholders of the Puyallup and Sumner Fruitgrowers' association will distribute a $50,000 melon which with interest totals $64,000. For the 1919 season, returns to the growers amounted to $779,740 at a cost of operation of $7216.

IDAHO

After March 1 Montana will quarantine all Idaho hay on account of alfalfa weevil.

James B. Boone of Caldwell has been appointed assistant attorney general to succeed Clarence S. Hill, resigned.

The wives of four of the leading physicians of Boise are all ill with influenza.

A new incubator being manufactured in Boise has a novel heating system. The incubator is heated by hot water, which is heated by electricity.

Out of 502 ballots cast at Twin Falls in a $100,000 school bond election, only 47 were against the issue, which is to construct a high school building.

Creation of a bureau of athletics, a new division of the state department of law enforcement, is announced by the commissioner of law enforcement.

At a recent meeting of dog race enthusiasts of Ashton it was decided to run the races this year over the same route as last year.

The plumbers' strike at Twin Falls has resulted in suspension of work on the county hospital which is badly needed to care for influenza cases. The plumbers are demanding $9 per day.

Jesse A. Edelfsen, postmaster at Driggs, Teton county, has been released on $2000 bond following his arrest on a charge of being short $3000 in his accounts with the government.

Records have been announced showing that eight grade Jersey cows belonging to J. F. Bruins of Letlick produced 58,936 pounds of milk containing 2995 pounds of butterfat last year.

Washington county is to have a $75,000 hospital. The plan is to have the people of the county donate from $25,000 to $40,000 toward the equipment of a building which will be donated by the county.

Six delegates have been appointed by Governor Davis to represent the state at a joint meeting of western states in Washington to secure increased appropriations of federal aid for post and forest roads.

Vehemently protesting a forestry department ruling which would require the Bonners Ferry Lumber company to purchase Montana timber only, Governor Davis has asked Washington for an investigation.

Uncle Jeff Snow Says:

Seein' the way the legislature tries to put over all sorts of freak stabs at the nishative ever time it meets, it may be that the Oregon people'll hogtie it so it can't propose nothin' 'thout 10 per cent of the people asks it to in the first place, or somethin' like that. After each infliction of the legislature lots of people asks, "Why is a legislature, anyhow?" and nobody answers 'em.

Olden Oregon

Tragedy Marked One of Gray's Earlier Landings in Oregon.

Robert Gray was not only the first discoverer of the Columbia river, in 1792, but he was also the first to make discoveries of other points on the Oregon coast. On his first voyage to the Northwest coast, in 1788, in the Washington, he found the entrance to a large river in latitude 44 degrees, the exact latitude of the Siuslaw river. Near Cape Lookout he found a "commodious harbor." This was at Netarts bay, or Tillamook bay. A party was sent ashore to cut grass for the animals a