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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It is harder to avoid censure than to gain applause. But to escape censure a man must pass his whole life without saying or doing a foolish thing.—Hume.

AN EIGHT CENT FARE

THE JOURNAL does not favor municipal ownership of the street railway at this time.

Nobody knows what the developments in rapid transit are to be. New devices are impairing present appliances and tending to render them unprofitable. Use of automobiles is cutting heavily into revenues.

But if things go on as they are, Portland may soon face a very live question of municipal purchase of the traction system. Car riders are becoming weary of the arrangement in vogue in Portland. With the exception of about $40,000 of income from other sources, they pay, through street car fares, the entire cost of operating the street railway, pay interest on the company's bonds, and pay such dividends as stockholders receive, and in addition pay to the city several hundred thousand dollars annually, which is used by city authorities in payment of city salaries, city supplies and any other items in the cost of city government.

The car riders paid for these things last year more than $4,500,000 and they are asked this year to put up more than $5,000,000.

The Portland business district gets as much or more benefit from the street car system than do the car riders. Indeed, there could be no business district worthy of the name except for the presence of the street railway.

Yet, riding in automobiles, most owners of great office buildings and other business district enterprises pay not one cent for the system. Nor does their property pay a penny. What is more, some of their burdens are actually taken off of them and shoved over on the car riders by the various taxes, tolls and fees which car riders, through their fares, pay to the city.

Higher car fares are asked. One thing they are asked for is to continue to supply the company with money which the city uses in paying part of the cost of city government.

Chafing under the injustice and hearing from the business district no proposal for relief, car riders are already beginning to urge municipal ownership. Seattle was forced to that step. The first thing we know Portland may be in the swirl of a like problem.

Why dig a hole in the ground to add to the facilities of a court house on which more than a million and a half was spent above ground? Why have cellars and sub-cellars and basements and sub-basements under the lofty pile while large areas of floor space above ground are but partly occupied? They say we are all on a wild financial spree. Has the spending jag possessed even our sober and staid county commissioners?

ROBERT E. PEARY

THE intimate connection between the discovery of the Oregon coast and Arctic exploration is recalled by the death of Robert E. Peary. When he raised the American flag at the North Pole a few years ago, the period of world exploration which began in the fifteenth century, was ended.

The first attempts to penetrate the ice-bound regions of the North were contemporaneous with the early voyages of Portuguese and Spanish navigators who crept along southern coasts around stormy capes and ventured into the unknown Pacific seeking the route to Asia.

To the English and the nations which bordered on the North Baltic seas the possible route to Asia was through northern waters. From the south, the east and the west they were barred by a papal decree which apportioned the undiscovered world between the two nations of the Iberian peninsula.

A search was begun by the northern mariners for the northwest and northeast passages from the Atlantic into the Pacific and thence to the islands of spices. The Russians went to the northeast and finally reached the narrow passage which divides Asia from America, which they crossed to the Alaskan shore.

Representing the British, the first government expedition sent out in search of the northwest passage, was that of Cabot, which led to the discovery of Newfoundland and the North Atlantic shore of the American continent. Then came Hudson, Davis and Baffin and a long list who, although they failed to discover the fabled northwest passage, brought glory and gain to the British flag in the Arctic regions. Then there were the Dutch, the French and the Scandinavian sailors who sought the coveted short route to Asia.

In the keen rivalry to be the first to navigate this mythical northwest passage, many lives were lost and much treasure expended. It was not until Captain Cook made his memorable voyage at the close of the eighteenth century along the coast of Oregon and Alaska that the non-existence of this northern passage between the Pacific and the Atlantic was definitely established.

The search for a northern route to Asia was diverted to an attempt to reach the apex of the earth.

With the exception of a brief period between 1594 and 1606, when the Dutch held the record for the farthest north, the flag of Great Britain was in advance of all up to 1882.

Then came the American effort which culminated in 1909 at the North Pole.

It was a peculiar play of fate that a movement which led to the discovery of the Pacific ocean and the American continent, should terminate with the American flag at the top of the world.

Human imagination cannot conceive of the sensations of the aviator who drove his machine to a height of more than seven miles, and then, losing control, fell six miles in two minutes. The awfulness of the man's thoughts in the moments of the descent must have been so full of the tremendous as to have approached sublimity. And out of the marvel came the fact that at 2000 feet above the earth his machine righted and he was still alive at the finale of this greatest fall in history.

HIGH TRAGEDY—LOW COMEDY

M. DE MARX, of Paris, is a noted tragedian, in more ways than one. M. Rostand is a son of a poet, with an artistic temperment. M. De Marx went down to Nice and there he met the villian, a low-browed bandit who stole his "moon colored" shirts. They were wonderful shirts of silk, so colored and so fashioned that they seemed to prism the romantic rays of the May time moon, something to charm the hearts of the matinee maids. The thief was not romantic. He peddled his loot at $150 per to an envious beau who burned to enfold himself in the moon-beamed garments.

But while M. De Marx was registering indignation and hissing "re-e-e-e-venge" down at Nice, moonshirtless and forlorn, M. Rostand was given a "pajama ball" up at Paris, where he astonished even the jaded natives of that municipality by wearing "cob-web lace" pajamas valued at $5000. It is reported that while M. Rostand outpointed all the rest in his $5000 suit, there were quite a number of fashionable women who ran close seconds in "extravagantly beautiful Venetian lace pajamas."

It is a story which leaves a great deal to the imagination, to be sure, but out of it obtrude some facts of interest. It is such masters of idleness as M. De Marx and M. Rostand who are causing so much unbalance in the world. "Moon shirts" at $150 per, point lace pajamas at $5000 the suit, soft hands, soft heads—and out of the window in the street poverty and want and woe.

Over in this country one firm is making $13,000,000 worth of silk shirts to retail at $15 each. Half of them are to meet the demand of laboring men who want to feel the slithering caress of those worm-born garments upon their knotted brawn.

Rome fell when Rome grew soft.

Portland's growing interest in best music was attested in the packed house that greeted the symphony concert Wednesday evening. It is to Portland's credit that in the finer and more spiritual side of life there is progression and not retrogression. A city of homes may well afford to build here a structure of music, art and the other things that tend to refine and uplift.

NEWS PRINT HOGS

THE Portland Telegram printed 110.01 more columns than The Journal.

The Portland Telegram printed 195.92 more columns than the News.

The Portland Telegram printed 46.75 more columns than the Oregonian.

In the above words the Telegram boasts of its waste of white paper for one week.

Out in the interior of Oregon, city dailies and country weeklies are hard pressed for white paper. Because of the scarcity they are all paying extortionate prices exacted by jobbers. Many are paying 8¾ to 9¾ cents a pound, and in instances 11 and 12 cents have been quoted as the cost of their next supply.

Many of them can get but a ton of paper at a time. There have been instances in which some of them did not know from week to week whether or not they would have sufficient paper to get out the next week's issues.

The government and other authorities have appealed to newspaper publishers to conserve newsprint.

"The present newsprint famine cannot be ended, in fact, it will grow worse, until all publishers realize that suggested economy and conservation measures are directly applicable to them," said L. B. Palmer, manager of the American Newspaper Publishers' association, of which the Portland Telegram is a member.

He added:

Most newspapers have pledged some form of conservation, such as reducing their size and raising advertising rates. But the newsprint famine will continue to grow until all carry this much further and put into effect more stringent and uniform conservation measures.

Thus, the Telegram's boast of its consumption of white paper to the extent of 110 columns a week more than The Journal, may be a source of pride to it, but what about the appeals of the government, the appeals of the American Newspaper Publishers' association and all others who believe in a square deal?

And what about the plight of every publisher in Oregon outside of Portland and the newsprint famine and extortionate prices with which they are struggling?

Meanwhile, it is not the number of pages that make a newspaper. It is what is on the pages.

The shadow cast upon hopes of finding petroleum in Western Oregon by the negative report of the experts employed by the Oregon bureau of mines and geology will do much to take the wind out of the sails of oil stock promoters. But it is difficult to keep the credulous from believing and the unwary from stumbling. An exchange tells of a bank that ironically offered stock in a cat and rat ranch. The profits were to come from sales of cat skins. The cats were to live on the rats. The rats were to feed off the bodies of the skinned cats. The sign had to be taken down because so many people, who did not stop to read a final paragraph of warning and explanation, crowded into the bank to buy the stock.

TOO LENIENT

OTHER bureaus of the police department have failed utterly to cooperate with the traffic bureau in the past. Efforts of Mayor Baker and Chief of Police Jenkins have resulted in greater activity and cooperation during the last week, of other reliefs in traffic cases.

One day 34 violators were brought into court for use of improper lights or driving without lights. They all pleaded guilty. Twenty-four left the court room unpunished.

Friday 80 pleaded guilty to violations of the traffic ordinances. Fifty-seven escaped punishment. Among the 57 were 27 charged with cutting a corner.

Investigation proves that cut corners have resulted in many serious accidents, and although violation of the light section of the ordinance is generally considered a minor infraction of the law, two men were almost scalped on Linnton road a short time ago because of lack of a light, and a girl was killed and two other persons seriously injured a few months ago in a collision from the same cause.

Almost every business and other organization in Portland has declared for enforcement of the traffic laws and other means that may aid in the reduction of automobile accidents. There is a growing comment unfavorable to the policy of leniency in the municipal court, which, many people are saying, tends to disorganize and discourage traffic police and encourage violations of the traffic regulations.

As the city council nears the point of decision whether to enact or reject the zoning ordinance its members will do well to remember that to date opposition to the ordinance has been expressed by ridicule and personal attacks. The measure has been called socialistic and radical. But calling names breaks no heads. Let the city council face the fact that opposition to the zoning ordinance has not been based upon facts but upon prejudice. Opposition has referred to minor provisions rather than to the ordinance as a whole. But the ordinance is not a charter amendment. It can at any time be amended to meet any local condition which should be corrected. Cities that have zoning ordinances are benefiting from the measures and praise them.

OVERCHURCHED

ROBERT L. PADDOCK is the missionary bishop of the Episcopal church in Eastern Oregon. He probably enjoys trouble. He has recommended that his board of missions withdraw all support of the churches in his district except his own salary. He is quoted in a Detroit interview as averring that Eastern Oregon is overchurched, that competition between the congregations leads to "almost a religious hell," and that as to the contentious Christians, "the devil smiles at the extraordinary kind of love which these followers of the Master have for each other and some of these heathen outsiders * * * tell us frankly * * * that they stay outside the churches in order to save their souls."

Bishop Paddock's expressions are vigorous. He is a vigorous personality. He is known as a two-fisted parson. Even he may have overemphasized the statements credited to him for the sake of driving his conviction home.

And who will say that in idea he is mistaken, in purpose wrong or in courage lacking? Is it not perfectly true that the smaller communities and many of the larger ones are overchurched? Is it not true that interdenominational dissension and jealousy retard the spiritual progress of Christianity?

If Bishop Paddock loses his diocese because he is outspoken it might be an inspirational thing for denominations somewhere to join in employing him to organize the field along the line of his recommendations.

From Oregon's Game Farms Pheasants Are Taken to Restock the State

Gene Simpson Furnishes Interesting Data Regarding These Valuable Birds

Gene Simpson is superintendent of Oregon's state game farms, one of which is located near Corvallis, the other near Eugene. On Wednesday, February 25, a Journal reporter accompanied Mr. Simpson on a trip by auto from Corvallis to the recently acquired game farm in Lane county. They were joined at the state game farm by Carl D. Shoemaker, state game warden; E. S. Harker, district game warden; E. Simmons, game commissioner; Lewis H. Moomaw, a moving picture man, and a group of Eugene and Harrisburg sportsmen.

The new game farm consists of 18 fertile acres, and is part of one of Lane county's oldest donation land claims. The house on the farm is still in excellent condition, though it was built more than 70 years ago, the lumber having been hauled by ox team from a sawmill at Oregon City.

* * *

The state paid $160 an acre for the farm, and has since refused an offer of $200 an acre. There are 32 pens 40x80 feet, and 54 pens 24 feet square, already built on this place. The pens are made of fine chicken wire. The smaller pens are used for breeding pens, one cock and six hens being placed in each pen. There are at present 1250 pheasants at the state game farm at Corvallis and 750 at the farm near Eugene. The pheasant population will soon be reduced to about 150 birds at each farm, as they are being liberated almost daily in different sections of the state. While we were at the farm near Eugene we went into the larger pens and caught seven crates of pheasants. Each crate contains a dozen. They are caught in a large canvas net and placed in crates. The pheasants are last year's birds, and are as wild as hawks. The air was full of pheasants while the catching was going on. They were taken to the Cartwright farm near Harrisburg, where they were liberated. As they were released from the crates they flew toward the timber, half a mile distant, and not one of them lit at less than a quarter of a mile. There are seven game refuges in Benton, Linn and Lane counties, where no hunting is permitted.

* * *

"In 1903 the whole Willamette valley was alive with Chinese pheasants," said Mr. Simpson. "In that year more than 30,000 were killed during the open season in one county alone. That same fall the express records show that 14,400 pheasants were shipped to the San Francisco market. Pheasants had been protected for the preceding 10 years, and when the ban was raised a limit bag of 40 a day was established. The result was that in a very few years there were very few pheasants in Oregon.

* * *

"Our present problem is the restocking of the state with this most kingly of all of Oregon's game birds. In my opinion, the three essentials are artificial propagation, female protection and spring liberation. Taking up the last question first, it certainly has not been good business for the state to purchase pheasants, as it has in the past, at $2.50 each and liberate them in the fall, to be killed by hunters. A hunter pays $1.50 for his license, and is allowed to kill four roosters and one hen each day of the open season. In other words, he can kill on each and every day of the open season what costs the state $12.50 to replace. By liberating them in February, the birds will have raised two to three broods before they fall to the sportsman's automatic. If no hen pheasants are killed we shall have gone a long way toward restocking the depleted game resources of our state."

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.]

Asks Why a Guaranty

Portland, Feb. 26.—To the Editor of The Journal—I am pleased to see that one of our newspapers has the courage to insist that "big business" pay its share, by taxation, toward maintaining streetcar service. The rich ride in their automobiles, and care but little what the car rider pays. Mr. Woodward, for instance, says the public is willing to pay more for better service. But how often does he ride in a streetcar?

I would like to go one step farther than you have as yet done, however, and ask what God-given guarantee of dividends has the Portland Railway Light & Power company? The rest of us will be glad if we can get through the reconstruction period without bankruptcy, so why should we guarantee 7 per cent to the street railway system?

STRAPHANGER.

Will They Gladly Pay 10 Cents?

Portland, Feb. 23.—To the Editor of The Journal—The maxim, "What is everybody's business is nobody's business," is in large part the cause of the seeming indifference of car riders in Portland to the threatened increase in car fares. Perhaps many car riders have a simple faith that we have a city commission whose business it is to jealously and zealously guard the interests of the people. If the members of the commission are not paid for that, what are they paid for? Then we have elected a state commission to protect the people from greedy corporations. But instead of protecting, are they not considering turning the car riders over, bound and gagged, to the street car corporation? How absurd is the commission's alleged eagerness to hear protests from the street car patrons! The commission knows, as everyone else knows, that the car riders, who are fully 75 per cent of the people of the city, are absolutely opposed to any increase in fares. No one but a hypocrite would pretend to doubt that. What the car riders want is for the state commission to keep its hands off and let the people of Portland at an early election provide for submitting to the car company the bridge tolls and certain paving charges in lieu of increased fares. Then it may be that some workable scheme can be formulated to make big business and smaller business on the west side, which are the chief beneficiaries of the street car system, bear a fair percentage of the increased burdens. If west side business men shirk this duty car riders can organize and pledge themselves to buy everything possible of the suburban stores.

It is painfully noticeable that west side business has not raised even one small voice in protest against increased fares. On the contrary, it is reported that one big west side business man enthusiastically told the state commission that car riders would gladly pay a 10-cent fare. This is the kind friendship for the car riders that Joab had for Amassa.

Again let me repeat, what the car riders want is for the commission to keep its hands off the fare question. The people of Portland will give the car company a square deal in whatever relief is required, just as soon as the matter can be put to a vote. A mass meeting will doubtless soon be called to formulate plans to that end, if the commission signifies its willingness to accept this solution of the question.

A CAR RIDER.

"Wa Want No Raise in Fares"

Portland, Feb. 26.—To the Editor of The Journal—As for me and mine, we want no raise in streetcar fares. We are paying 1 cent too much already, according to a legal contract entered into by the streetcar company, and if any contract was legal it was that one. Why have one law for the rich and another for the poor? And when will the people of Portland wake up to the fact that an injustice is being done to our citizens in contemplating a raise in fares, especially the people who are employed downtown, and the shoppers?

We have all read and heard about the Greater Portland association, which recommends trading with the stores nearest us. Let us all join the association and work for it with a will, not forgetting to ask for Oregon-made goods while we are about it.

What an inconsistent people we are—holding a pretty little bungalow out with one hand, and slipping the extra pennies away from it with the other. Within the past two years I had occasion to enter the private office of one of the Portland, Railway Light & Power company's officers, and in the course of our conversation he of the swivel chair remarked, "The extra penny added to fares is now bringing in $365,000 a year," as if it were something for Portland to be proud of.

Suppose an 8-cent fare were forced upon us. Just think of it! Let us hope the people will demant the 5 cent fare returned to them instead. I feel quite certain the man who said the people were willing to pay 10-cent fares providing the service was improved upon, did not voice the car riders at all. Possibly he has an automobile and does not have to be embarrassed by being pitched headlong into a streetcar as he enters and leaves and hang onto a strap all the while aboard, or, after working hard all day, have to chill through, from open doors, windows and transoms, in a cold, side-seated streetcar. Poor, dilapidated back numbers, they are.

Many a poor man and woman ride to and fro from their places of employment in order that they may educate and decently clothe their families in these abnormally high priced times—for what? Just to work behind the man's counters who says a 10 cent fare is a willing burden. He would not want an uneducated or ill clothed person to sell his goods, you know.

We often see advertisements in the help wanted column reading, "Girls living at home preferred." Why? Because the wages will be too small to pay for living elsewhere—and the streetcar fares besides. Some day righteousness will prevail, but why not have a little of it to comfort us now.

There are other ways of traveling besides streetcars, and people are fast finding them out. Another thing—no city or community can prosper or appear prosperous that does not treat citizens right, for it requires unity to accomplish a thriving, peaceful business.

CITIZEN.

The Soldier Dead in France

Corvallis, Feb. 15.—To the Editor of the Journal—I have just finished reading an article in today's Sunday Journal in the magazine section, by Rene Bache, whoever he or she may be. It looks to me to be skilfully written propaganda under guise of exposing a so-called undertakers' job for business to fleece Uncle Sam or anyone else who might have to do with bringing our soldier boys' remains from France.

It makes my blood boil when I read anything like this, for, when it comes right down to business, whose business is it if I wish my boy's body returned to me for final interment, or whose business is it if another parent should request our government to leave his son's body in France? There is a lot of propaganda, if the truth were known—and it is getting so bold that the most stupid who read the daily papers are getting next—in the interest of money making, and such interests don't respect the most tender and sacred feelings of the human heart. My wife and I gave all the boys we had old enough gladly, to fight for their country and humanity. All were volunteers. One was killed in action in France, October 15, 1918, and we requested that his body be returned to us, in answer to a questionnaire sent us by the war department, and we hope and pray our government will keep faith with us in this matter.

This writer paints a gloomy picture of the almost impossible job it will be of returning the bodies, the great expense, the identification, and a lot of other rot, trying to work on the feelings of parents and the public so they will create sentiment to leave them all in France.

I think our government is capable of handling this gentry without gloves. I am surprised, in a way, that you would print an article like this in your paper. Surely you don't believe in trying by any means to deny the fathers and mothers, brothers and sisters of our dead boys the earnest longing of having their bodies in the homeland once again, where on Decoration day we can go to their graves and live again in their sacrifice the resolve to live, and die if need be, like them, for our country and humanity. Moreover, we want the satisfaction of knowing that no German shell will ever disinter the bodies, as happened in France. I hope The Journal will not fail to support the request of those parents or nearest of kin who have requested the return of the bodies of their loved ones and those who want their boys' bodies left in France should have their wishes respected, without question.

GEORGE R. M'KIMENS.

Olden Oregon

Military Defense an Element in Early Immigrant Route Problem.

Highways as a military defense were early suggested in Oregon during the acute agitation over the boundary question. It was desired to find a route for immigration which would be outside the influence of the Hudson's Bay company. Under existing conditions, in the event of war with Great Britain, it would have been an easy matter for the British to close the Columbia river route, and the practicability of the Barlow pass was doubtful. The Santiam, McKenzie and Willamette passes had not yet been discovered. In order to settle the question of a pass to the south through the Cascades, a company was organized in Polk county in May, 1846. An inadequate party was sent out under Levi Scott, but he only got as far as the Calapooia mountains.

Heavy Work

From the Home Sector

Ex-Buck: Gotta job at last.
Ex-Sarge: Did ya? Doin' what?
Carrying samples for a salesman.
What line?
Anvils.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Did you get your little railroad back this morning?

* * *

Do your garden planting early—but not too early.

* * *

"Japanese emperor dissolves the diet."—Headline. Eating whatever he likes again.

* * *

Begins to look as though Hoover might be worth first page position for some years to come.

* * *

According to The Journal's straw ballot, Wood is the most likely Republican presidential timber in Oregon.

* * *

Man with lot of false teeth speaks of his remaining natural grinders as "I" teeth. "I grew them," he says.

* * *

If the fifth Sunday in February gets any satisfaction out of being somewhat unusual it's all right with us, though we can't get all worked up about it.

* * *

Disappointed robbers who were handed dollar watches used them to beat up their victims. The kind of watch you get for a dollar nowadays is a concealed weapon anyway, and not so very much concealed at that.

SIDELIGHTS

A Parent-Teacher committee at Pendleton is investigating the proposition of a city playground.

* * *

"The special city election," says the Moro Observer, "was decided in favor of all propositions voted on by majority vote of from 10 to 1. This plainly shows that the citizens of Moro are a unit in favoring city improvements along right lines."

* * *

White cedar cut into proper lengths is being delivered at the wharves at Bandon for $16 a cord. The wood is taken to Berkeley, Cal., to be used in the manufacture of matches. "The shipments are regular," says the Gold Beach Reporter, "and the market affords an opportunity for the man who is clearing up land to turn his stumpage into money."

* * *

Astoria Budget's Brownsmead correspondent under date February 20 writes: "Brownsmead farmers are highly pleased with the favorable weather this month and many of them are doing much early plowing. One farmer has already planted 40 pounds of garden peas and states that he may put in 25 pounds more. A 'farmerette' has lettuce up and some of it transplanted."

MORE OR LESS PERSONAL

Random Observations About Town

There is nothing compromising in the attitude of Dr. Mark Hayter of Dallas when it comes to profound opinions as to Oregon weather. For instance, when it snows in Dallas anyone who likes it better than Oregon mist and has the temerity to say so, is a "foreigner." Dr. and Mrs. Hayter, whose family was a pioneer Polk county contingent, were in Portland for the week-end, stopping at the Cornelius hotel. And in spite of his opinions anent the climate, Dr. Hayter likes most Polk county "foreigners," pretty well. The visitor gives most of his attention to dentistry in the Polk county seat, but odd moments and hours are delightfully spent in watching his prune orchard grow the fruit that makes the county famous. Other odd moments are spent beside the splashing trout streams of the coast range—those happy creeks where Isaac Walton would have found the heart's desire.

* * *

J. A. Westerlund, who finds time to attend the sessions of the legislature at Salem as a representative from Jackson county, between spells of intensive business activity at the Holland hotel, Medford, which he operates, was a Sunday guest at the Imperial hotel. In their own way Southern Oregon hotels are encountering the same problems of heavy traffic that Portland hotels face, the visitor finds.

* * *

Mrs. C. T. Blogin and daughter, the former the wife of a prominent Aberdeen, Wash., lumberman, are registered at the Multnomah hotel. Mrs. Thomas W. Tebb and daughter, also of Aberdeen, spent the week end at the same hotel, from where they directed their shopping and pleasure trips about the city.

* * *

It must give a red-haired fellow a funny feeling when his name corresponds with his hair. Will Redhead, Seattle advertising man, who was a Sunday guest at the Benson hotel, fits into that unique combination, for his real name is Redhead and his real hair is, if not actually red, so close to it that careful inspection fails to distinguish the slight difference in shade.

* * *

Miss F. Campbell of Richmond, Va., and Mr. and Mrs. James G. Campbell of McMinnville were guests at the Imperial hotel on Saturday. The Oregon Campbells are parents of the Virginia visitor and are thoroughly enjoying themselves showing the daughter the fine points of Oregon's scenic assets.

* * *

L. S. Hill, formerly a Cottage Grove, Or., lumberman, is renewing Portland acquaintances while spending a brief time in the city. Hill, who is a guest at the Imperial hotel, now calls San Francisco home. J. H. Chambers, who answers "here" when Cottage Grove lumbermen of the present day are called together, is a guest at the Multnomah. He operates a mill at the Lane county city.

* * *

Ida M. Tarbell, widely reputed writer of fiction and business stories, who came to Portland in the course of an extended lecture tour, was a guest during her visit at the Portland hotel. However, the Portland's crowded condition made it necessary for the writer to occupy a momentarily vacated room long enough to prepare for her appearance Saturday evening. Later more suitable accommodations were available.

* * *

The new flouring mill at Pendleton, in which H. W. Collins is heavily interested, will start operating within a fortnight if everything goes according to the plans that have worked so successfully thus far, Collins told Portland friends Saturday. He was down from Pendleton on that day, stopping at the Benson hotel, where also were Mr. and Mrs. J. E. Elkins of the Umatilla county city. Max Gorfkle, a Pendleton business man, was at the Multnomah.

* * *

Mr. and Mrs. H. J. DeClark of 47 East Twenty-sixth street departed on Saturday for Texas, where they plan to make their future home. En route to the south the travelers will stop in Idaho cities, where they have friends.

* * *

There are trials and tribulations, even in the lives of Portland hotel men, who are fairly rolling in business. Hotel men delight in holding a guest through the years. The fact that their hotel holds out attraction enough to draw the same person back to its shelter time after time is a source of professional pride. But H. E. Fletcher, manager of the Cornelius hotel, would have us believe that persons who have been Cornelius guests never go elsewhere. "Oh, yes," Fletcher recalls sadly; "once we did lose a guest after he had been a patron for years. He died."

* * *

Grizzly, a Jefferson county village, isn't half as wild or bearish as it sounds, its residents testify. From that district of wide ranges and extended vistas, Thomas and Joseph Smith came to Portland Saturday. While here they were guests at the Cornelius.

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J. W. Stemens, banker and business man generally at Klamath Falls, was at the Imperial over the week end, where, it seemed probable, he would have opportunity for greeting the biggest man in Stanfield—none other than James M. Kyle.

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Mr. and Mrs. J. M. Pigg and D. E. Baxter, residents of Spray, Wheeler county, were Portland visitors Saturday, stopping at the New Perkins. No Oregon town, it seems, is too small, or too large to harbor a commercial club, and Spray, so the latest dictionary of fact shows, is no exception.

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

By Fred Lockley

[It was tough on the stockholders in the early prune days, but it's like finding Captain Kidd's cache, the way that pioneer prune orchard in Benton county is shelling out the pieces of eight and the bugots and all the other varieties of lucre in these days. Bob Johnson tells Mr. Lockley the fascinating story, and he places it before the readers of The Journal.]

If you will look up the files of the Corvallis papers for 1888 you will find considerable discussion as to the advisability of planting commercial prune orchards. One of the most ardent advocates of the prune industry at that time was Bob Johnson. The agitation finally resulted in a meeting of some of the leading men of the city to organize to plant a commercial orchard. The promoters suggested that 20 men take one share each at a cost of $150, and that a 20-acre orchard be set out. So enthusiastic were the prospective prunegrowers that 16 men subscribed for 10 shares each, and it was decided to set out 160 acres. A choice quarter section midway between Corvallis and Albany was purchased, the ground was deeply plowed and a surveyor was employed to lay out the orchard so that the trees would be exactly 20 feet apart, making 108 trees to the acre.

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A day or so ago I talked with the former secretary of the company, Bob Johnson, and asked him to give me the history of this orchard.

"We had more enthusiasm than knowledge of the prune industry in those days," said Mr. Johnson. "We purchased Italian prune trees at 9 cents a tree and set them out. When the bill for the 17,280 prune trees came in, amounting to over $1500, we levied an assesment of $25 a share on our stock. As the payments for the land fell due we levied additional assessments. We hoped that we should never have to pay the full assessment of $150 a share, but we were compelled to increase the par value of shares from $150 to $200 a share to keep the enterprise out of debt. The first year we planted 100 acres of potatoes between the rows. We bought 500 bushels of seed potatoes at $1 a bushel. We had a tremendous crop. Potatoes that fall were a drug on the market at 15 cents a bushel, so we didn't dig our potatoes.

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"When the trees were five years old we employed Professor Lake, in charge of the horticultural department of the Oregon Agricultural college, to take charge of our orchard. We paid him $150 a month. The following season we had a phenomenal crop. The trees were blue with prunes. Professor Lake traveled all over the Willamette valley investigating the various types of prune evaporators or dryers. He finally selected the Flickenstein, guaranteed to dry 100 bushels a day. We installed one, but because of our inexperience or for some other reason we were unable to take care of more than 50 bushels a day, the result being that the bulk of our crop rotted under the trees.

* * *

"The next year we decided to ship our prunes green and we realized $350 a car for them. This, we thought, solved the problem. The next year after that we packed our green prunes in 22-pound crates, 1000 crates to the car, and shipped 10 carloads and spent the next few weeks figuring where we could spend to best advantage the $3500 we would receive. When the returns came in we were told we owed $324 for freight. In other words, we were out the labor and the crates and still owed $324. That settled the question of shipping green prunes. We erected another dryer so as to be able to care for our next year's crop. Hundreds of farmers had planted prune orchards and built dryers of all sorts. The result was that carloads of Oregon prunes were being dumped on the Eastern and Middle Western markets that were improperly dried. These shipments of messy, sticky, unsalable prunes gave the Oregon prune such a black eye that the price went down to 2½ cents a pound and stayed there several years.

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"We had to levy an extra assessment on the stock of our company. The stockholders were fed up on prunes and refused to pay. We mortgaged the place to secure funds, and eventually the mortgage was foreclosed. For two or three years the orchard was neglected. I hated to see it suffering for spraying, pruning and cultivating, and, moreover, I still had fath in the prune industry. I borrowed the money and bought it in 1911 for about $100 an acre. They made me a low price because they figured I would have to grub out the prune trees before I could use the land. It has been a money-maker from the start. In 1918 I made more than twice as much money on my crop as I paid for the place. This fall I expect to have not less than 500,000 pounds of prunes, for which I will receive from 15 to 18 cents a pound. Pigs are pigs, and prunes are prunes, these days."

Uncle Jeff Snow Says:

I look fer a trust in khaki now purty soon, sence business men and uweils in the cities is startin' to swat the high cost of livin' by wearin' of it entirely. A trust puts its trust in grabbin' off first what the people thinks they want. What folks don't want the trusts don't nuther. Since most ever'buddy I ever knowed needed land—even the tinhorn gambler haster eat and sleep on it—the biggest trust is the land trust, and it can lay as low and keep as quiet as a skeered kitten while folks is yammerin' over other trusts breakin' into their safe deposit vaults and bank accounts and wage checks. In fact, it's mighty content to have 'em yammer s'long as they don't yammer at its own self; but let somebody tweak its tail the least mite and the yowl it lets out'd scare a Injun.

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON NOTES

The women's fifth annual stunt show at O. A. C. made a clear profit of more than $800. The money will be used to further the work of the Women's league.

A report of the state fair board filed at Salem last week shows that all indebtedness has been paid and there remains a small balance in the treasury.

Employes of the Charles K. Spaulding Logging company in Marion county have organized a local branch of the Loyal Legion of Loggers and Lumbermen.

An agent for Strauss & Co. of London is contracting for the 1920 crops of hops in the vicinity of Aurora. The contract price is given as 35 cents a pound.

A Marshfield company has been awarded the contract for furnishing 20,000 cubic yards of gravel and sand for the improvement of state roads in Coos county.

The Kiwanis club of Astoria has forwarded a telegram to the naval committee in congress urging early favorable action on the proposed Tongue Point naval base.

The First Congregational church of Oregon City has installed an up-to-date motion picture machine. Motion pictures will be made a portion of the regular evening services.

The city of Roseburg has filed with the Oregon public service commission a brief opposing the proposed increase in rates sought by the Douglas County Water & Light company.

T. S. Ishizu, a Japanese employed at the Oregon Lumber company mill at Bates, in Baker county, was instantly killed when his body was caught in the carriage and crushed.

Mr. and Mrs. Michael Shields celebrated their sixtieth wedding anniversary at John Day last week. There were four children, 16 grandchildren and 12 great-grandchildren present.

It is stated that the holdings of the Jackson Lumber company at Oregon City are to be taken over by the R. H. Nelson company of Chehalis and associates of the Grays Harbor section.

Twelve hundred dollars as the minimum salary for any grade teacher employed in Umatilla county was indorsed at a meeting in Pendleton of school directors and school clerks from nearly 100 school districts.

WASHINGTON

Elnora, 11-months-old daughter of L. R. Perry of Wenatchee, was burned to death while playing with a celluloid knitting needle around the stove.

The Standard Lumber company of Spokane has purchased the Odessa yards of the Edwards & Bradford Lumber company, and taken charge of the business.

J. R. Shinn, who has received an offer of $13,500 for his services for three years as a farm adviser in Illinois, has resigned as farm expert of Spokane county.

Building permits issued in Spokane during February show a 500 per cent increase over February of last year and are far in the lead of any February in four years.

Pierce county commissioners have cancelled the $260,000 bitulithic paving contract let to the Warrenite company of Portland last fall, the big deal being held illegal.

Mrs. Olive Wallace, a school teacher of Yakima county, is reported to have been seriously stabbed in the back by her former husband, from whom she had obtained a divorce.

Items making up $28,766,841 cash transactions in the maintenance and operation of the Seattle city government in 1919 are shown in a report just issued by the city comptroller.

The five I. W. W. held in jail at Chehalis, who were to be tried in separate cases, have been dismissed and a single case filed against the five. The men are charged with criminal syndicalism.

The proposed cut in appropriations for the United States bureau of foreign and domestic commerce will mean a discontinuance of Northwestern offices of the bureau, maintained at Seattle since 1914.

About 25 married men who enlisted in the recently organized artillery battery at Walla Walla must be replaced by single men before the unit will be recognized by the state militia authorities.

Mary M. Dever, 28 years of age, instructor of physical education at the University of Washington, committed suicide at Seattle by hanging herself. She was suffering from nervous prostration.

A search lasting 20 years came to a happy ending when John D. Miller of Chase, Mich., discovered that his sister Mrs. A. W. Cobb, and her daughter, Hazel Cobb, were living at Wapato, where both are teachers.

IDAHO

While en route to Pocatello to meet his wife, who was returning from the east, W. L. Crozier of Twin Falls dropped dead on the train.

There is a scarcity of snow in Northern Idaho, which is hampering logging and giving farmers anxiety as to next summer's moisture.

A proposition to issue $14,000 of school bonds for increased salaries and improvements was defeated at a recent election held at Glenns Ferry.

Colonel L. V. Patch has decided to enter the race for United States senator and has resigned as adjutant general of the Idaho National Guard.

At a meeting of the trustees of the towns of Vollmer and Craigmont, a joint ordinance was adopted consolidating the two towns under the name of Craigmont.

O. G. F. Marhus, for many years superintendent of the Idaho Power company, has resigned to become general manager of the Boise Artesian Hot and Cold Water company.

Several thousand dollars will be spent enlarging and improving the packing plant and living quarters of the Lewiston Orchards association.

As a means of combating th