Oregon Journal

AN INDEPENDENT NEWSPAPER

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

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Few persons have sufficient wisdom to prefer censure which is useful to them to praise which deceives them.
—La Rochefoucauld.

TURN ON THE LIGHT

THE bond transactions at the state treasurer's office have been unfortunate, if nothing worse.

There have been very wide margins between the price at which the treasurer's office bought the bonds and the figures that certain Oregon cities received for them. A question that naturally arises in the public mind is, why did the treasurer's office pay $1.08 for Reedsport bonds when Reedsport sold them at 92? With Reedsport but comparatively few miles from the state house, why did not Reedsport get more, or the state pay less?

One thing is certain: If the treasurer's office wanted Reedsport bonds, a very intelligent way to have secured them would have been to buy them direct of the city of Reedsport. That would have saved the industrial accident fund the very wide margin between the 92 cents on the dollar at which Reedsport sold the issue and the $1.08 which the treasurer's office paid for that issue. By a direct purchase, $14,038 would have been saved to the industrial accident fund. Since the treasurer's office took the whole issue, and since it was a buyer of bonds to the extent of millions, why should so heavy a margin have been allowed for brokerage?

On one point there can be no disagreement: The bond buying for the state was not in certain cases well managed. It is not too much to say that it was carelessly if not recklessly managed, and means should be taken to find out to what extent it was so mismanaged, where the responsibility lies and when the practice is to give way to a safer and more satisfactory process.

State Treasurer Hoff has, in a public statement, invited investigation of his office. There are many who have a great deal of faith in the purposes and honesty of Mr. Hoff. They are among those who desire to see a fair and full investigation of the manner in which the funds collected for the care of injured workers and for the widows and orphans of workers killed in accidents have been handled.

The law provides full authority for dealing with such cases. It should be applied. Turn on the light.

While congress and everybody is mourning a sugar shortage word comes from Peru that there is a 10 acre space down there piled 70 feet high with sacks of sugar waiting for tonnage to convey it to market, enough to load several thousand big steamers. That ought to be a good job for some of those German boats tied up idle while congress argues about their destiny.

PERVERTED TASTE?

JOSEPH KRIEG is an unhappy man. He believes the European "is the bunk." He comes, or it might be more correct to say, he went from New York. When he went he took with him some 36,000 quarts of perfectly good American whiskey expecting to reap a harvest of depreciated European money in exchange for what he believed was his very much appreciated American whiskey. But he stubbed his toe.

In Rotterdam they told him American whiskey was "too bitter," in Brussels the Belgians thought it was "too intoxicating," in Paris they told him it "lacked the flavor." He went to Madrid and the haughty senors engaged in the trade told him his goods furnished a drink "unfit for ladies and gentlemen."

In Vienna they intimated that if what he had was so bad that America had thrown it out they were afraid to take any chances with it.

Now Mr. Krieg is headed for Constantinople with his 36,000 quarts. He hopes that among the Turks he may find some who would like to experience the kick that comes from a few shots of Kentucky "hootch."

Europe, in the opinion of a good many saddened members of our population, will doubtless seem a funny place. Among the bibulous there are those who will doubtless contend that the taste of Europe is either ignorant or perverted.

PORTLAND'S CONVENTION PROBLEM.

IT IS everybody's business to help national Shrine convention delegates find rooms in Portland next summer.

All hotel accommodations have been reserved. School houses have been pressed into service. But a serious problem in the use of the school houses is to secure enough cots and enough sheets and blankets for the cots. There is a general shortage of sheets. Even towels are secured with difficulty and it may be necessary to ask many of the delegates to bring their own towels.

What public and quasi-public agencies can provide in the way of shelter, comfort and conveniences has been wholeheartedly placed at the Shrine committee's disposal. A large number of people have opened their homes with a hospitality not less valued because no free service is involved; the visitors will pay for all that they receive.

But this is not enough. No room is left for doubt that the Shrine convention is to be a tremendous gathering. Portland may be called upon to entertain 75,000 to 100,000 attendants at the convention in addition to festival and other visitors.

It is a big problem. The united assistance of all the public spirited citizens in Portland is necessary to its solution. Portland's reputation for hospitality and as a convention city is at stake. The man or the family that could help and doesn't ought to be called a convention slacker. It really isn't respectable to be that kind of a citizen.

"Too much jazz," an Auburn weather prophet tells the world, is responsible for the blizzards that have repeatedly clasped little old New York in their wintry embraces. "Social doings, with bands and orchestras," he says, "help to keep the air heavy, bringing down storm clouds." Everybody knew too much jazz did lots of things, but not that it made cold feet.

CRIMSON MEMORIES

MEMBERS of the American Legion at Tacoma are transplanting the blooms of Flanders' Fields to the parks and play places of that city in commemoration of the boys who sleep across the seas. Peder Jensen, a veteran of the Tacoma post, suggested the practice to his comrades and it has been adopted. Seeds of the Shirley poppy, the same variety which shed its soporific pollen among the crosses behind the battle lines, are to be distributed to those who wish them and who will plant them to grow as perennially blooming monuments to the memory of those young men who went from our firesides never to return except in memory.

It is a program born of kindly thought and sympathetic remembrance. But it is not a thought fresh born in the mind of the legionaries of the Washington city.

Last year the court yard at Salem held a crimson heart in which grew the gorgeous blooms of the Flanders' Fields. The thought which brought the scattered seeds and their resultant blossoms was that of Mrs. Dolman, a silver-haired resident of Oregon's capital. She had lost no son at the hand of Mars, but her mother's heart grieved with those who had. She had seen the boys of Salem march away and knew some of them did not return. She gave, as a visible tribute to those who had passed from the hearthstones of her neighbors there and otherwhere, the seeds which soon will blossom anew in memory of the dead.

Mr. Jenson's thought is just as generous even though it be not the first. His suggestion came from the heart of a comrade mourning for his comrades who in the midst of battle said farewell. That of Mrs. Dolman came from the mother heart that had sensed the whispered message above the distant din of war. It typifies the saddened heart of the nation grieving for its absent sons.

"Shoe prices are under probe," a news note informs us, which goes on to remark that "the step may develop into a nation wide investigation." Some step.

WHO'S TO BLAME?

THERE would be no discounting of Liberty bonds if their owners did not attempt to sell them. No citizen who bought war securities for patriotic reasons would have any reason to complain now that his investment has depreciated in value except for an effort to get his money back before the bonds mature.

The complaints which frequently circulate, and which are to the general effect that the government imposed on patriotism by selling Liberty and Victory bonds at their full face value and by permitting them later to be discounted, should be directed not against the government but against the individuals who are selling the bonds.

Victory and Liberty bonds are not worth intrinsically any less than when sold by the government to the people. It is not less a fact now than then that all the resources of the United States are back of the securities. The interest rate has not changed. But the bonds were sold with maturity dated in the future. When the time comes the government will redeem the bonds at their full face value in gold. Until that time the holder of Liberty bonds cannot get his money from the government. He must induce traders to cash his securities. Traders, whether banks or brokers, are in business for commercial reasons. In the same way that they traffic in mortgages and other well secured financial paper, they deal in government bonds. Their profits emerge from the discounts. It would be ideal were the original buyers to hold all their Liberty bonds. Thus the government's war debt would be distributed among millions of people instead of being pooled and carried by small groups of big interests who understand perfectly not only the value but the influence associated with ownership of the nation's bonds.

To complain of discounted government securities may be merely a swat at yourself.

A jury having at last been secured in the circuit court to try the case of State vs. Oyster, Fry et al, District Attorney Evans ought to be able to make things sizzle from now on.

THIRTY PER CENT INCREASE

ACCORDING to an estimate of the U. S. department of agriculture, the funds available for road construction this year in the various states are more than three times greater than any previous year. The total estimate is $633,000,000. Other authorities place the amount at $1,000,000,000. Heretofore the greatest annual expenditure has approximated $200,000,000.

Although there is a great popular demand for comprehensive highway construction and a willingness to pay for it, there are essential elements which may prevent its realization to the full.

First, there is the labor supply in which there is an evident shortage. Second, there is the question of obtaining materials, and third, the doubtful ability of the railroads to transport them. These conditions will necessarily be a limitation on anticipated work.

It is also evident that the mileage cost of road work is to be greater this year owing to labor and material prices. An increase of 30 per cent in cost is considered a conservative estimate. Some question was raised last year as to the wisdom of the state highway commission in letting contracts for work the execution of which had to be carried over to this year. It turns out, however, to have been a good stroke of business when the prices of last year and those of this year are compared.

When Wisconsin authorities who are planning "to test the intoxicating qualities of 2.5 per cent beer," get ready for their demonstration, they ought not to have much difficulty in securing enough horrible examples to make their findings final.

DETROIT'S PLAN

THE whole country will watch with interest the result of an election which is to be held in Detroit on April 5. The voters of the automobile city will pass upon a $15,000,000 bond issue for the municipal ownership and operation of the Detroit street railway system.

Some years ago the people of Detroit adopted a municipal ownership amendment to the city charter, which was mandatory in form. It has been unheeded until the present administration of Mayor James Couzens. Should the measure carry, Detroit will operate 150 miles of street railway lines. It may, perhaps, employ gasoline cars containing an engine of recent invention by Henry Ford. An interesting feature of the project is a statement by Mayor Couzens. He says:

A municipally owned and operated line under the law has got to do more than a private company can do, and it is my firm conviction that not only can it do more than a private company does, not only can it give better service, but it can retire the investment within 30 years at a 5-cent fare.

If the wife of the Albany merchant whose pet meerschaum pipe was stolen by burglars recently, possesses the disposition of some, she will be very liable to say sarcastic things about any police force which is unable to trail the marauder to his lair.

ALIEN AMERICANIZATION

IT IS time to begin organized Americanization if the Y. M. C. A. estimate is correct that Portland possesses 50,000 residents of foreign birth of whom 5000 adults can neither read nor write. The problem will be to obtain such contact with the unlearned aliens as will secure their friendly cooperation in conveying to them, first, the rudiments of education, and, next, instruction in the institutions and privileges of American citizenship so that they will be inspired without delay to become citizens through the processes of naturalization.

The job which has been tackled by a business men's committee, under Y. M. C. A. direction, is to extend social friendliness, educational effort in the form of classes and definite Americanization to the districts where those of foreign birth reside. Neither the committee nor the Y. M. C. A. should rest under the delusion that the task will be exempt from difficulties and discouragement. It will probably be of slow organization, handicapped by indifference or open resistance, but if won through persistence and practical method it will constitute community accomplishment of the first order, worthy the spirit of service of the great association which prompts it.

General View of the Rich Regions That Make Up Benton County

Together With a Lengthy List of Natural Wealth Makers There Abounding.

Do you know where Kings valley, Glenbrook or the Alsea country is located? Take a map of the Willamette valley and look it over and you will find Kings valley is a fertile farming district in northern Benton county, just south of the Polk county line, while the Alsea district is in the southwestern section of Benton county not far from the Lincoln county line, where dairying conditions are ideal. Glenbrook and Alpine are west of Monroe. Monroe is best known for the high quality of its apples; Alpine specializes on poultry, while Glenbrook lies near an extensive body of timber, where lumbering brings in the larger part of the money. One of Benton county's valuable assets is its 5,000,000,000 feet of yellow fir. Here and there along the western slope of the Coast range considerable bodies of cedar and white fir are to be found. There are also some hemlock and maple.

* * *

The area of Benton county is 688 square miles, and in this area you will find a wide diversity of products, scenery and natural conditions. At Corvallis, the county seat, located on the banks of the Willamette on the eastern border of the county, the altitude is only 233 feet, while at the summit of Marys peak, in the western edge of the county, it is 3500 feet. Rolling foothills, fertile farming lands, heavily forested mountain slopes of the Coast range, the Willamette, Alsea, Marys, Long Tom and Lucklamute rivers and innumerable ice-cold mountain streams, as well as numerous springs, give an abundance of water to the farmer and stockraiser, as well as furnishing fine trout fishing and adding greatly to the scenic beauty of the county. Lumbering, apples, prunes, loganberries, poultry, dairying, beef, potatoes, beans and other vegetables, sheep and wool, all help to bring prosperity to the Blue Ribbon county. There are many side lines that add to the revenue of the county, such as the raising of clover seed, bee keeping and the production of certified seed. Last year Benton county produced 238,000 bushels of winter wheat, 94,150 of spring wheat, 342,500 of oats, 19,150 of barley, 8205 of rye and 66,400 of corn.

* * *

The largest and most valuable crop turned out in Benton county is the crop of graduates from the Oregon Agricultural college. This institution is helping to build up the character of the citizenship not only of Oregon, but of the entire West. Graduates are improving farming conditions wherever they locate. They have been taught to build up the land, not to deplete its fertility. They are eliminating the scrub and introducing pure bred stock. They are preaching and practicing the gospel of better farming conditions by advocating good roads, crop rotation, the use of tested seeds, improving the standard of country schools, eradicating weeds, beautifying the home, the use of labor saving machinery and the use of wife-saving equipment in the home, such as a sink with running water, washing machine, vacuum cleaner, aluminum kitchen utensils and the elimination of back breaking, temper trying working conditions. They are helping to make the farm a home, not a workshop—a place where real men and women are reared, the type which will be producers and leaders, not parasites and followers.

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.]

From a Hard-Ridden Car Rider

Portland, March 1.—To the Editor of The Journal—Every street car patron in Portland should heartily support The Journal's stand against the amazing demand of the streetcar company for a boost of fares to 8 cents. As a salaried man with a family and forced to live in the suburbs in order to pay tribute to the merciless profiteers, I most emphatically protest against a further holdup in the guise of increased streetcar rates. There was never a bigger imposition sought to be fastened on an already ridden-to-death public than the one now attempted by this Portland corporation, and if the people of this city permit such a robbery to be put over, it will be an everlasting disgrace. In fact it will make a whole lot of streetcar patrons feel like moving out of Portland altogether.

Why should fares be raised in Portland while many other cities of the country are now and have been for several months reducing streetcar fares? Should we be forced to pay 8 cents in Portland while in Seattle one can ride for 5 cents?

With tears in their voices, officials of the streetcar company lay special stress on the company's alleged bankrupt condition. If this were true I could have more sympathy for them in their financial straits if they showed the least consideration for thousands of men like myself who have all they can do to make ends meet. If the truth were generally known it would be surprising the numbers of men, in Portland especially, with families, who are on the verge of bankruptcy, a situation indeed much more alarming than that claimed by the streetcar company officials, all due to the insatiable greed of men, and women, too, who fear they won't accumulate a million dollars before this orgy of profiteering subsides.

And incidentally, all this talk one hears about the extravagence of wage earners causing the high cost of living is simply rot. Just imagine a family with an average income of $150 a month being extravagant, with prices soaring into the heavens for everything necessary to live on. It is absolutely ridiculous to even imagine that members of such a family—and their number is legion in Portland—are going into a store and demand the most expensive goods offered for sale. It's absurd on the face of it, particularly in view of the fact that the average salaried man is compelled to do some tall figuring to hold his expenditures for the bare necessaries of life within his income. I know what I am talking about, and my condition unfortunately is shared by hosts of others.

With all this confronting us, it is surprising that a local business man has the nerve to try to discourage the importing of Holland butter because, as he might just as well have added, it would likely reduce profits for some of the butter dealers. Mind you, nothing is thought of the thousands of consumers who would be glad to buy Holland butter if it were as good, and lower in price than the home made product.

Your editorials in The Journal on the proposed advance in street car fares are the most logical of anything I have yet read or heard. They are irrefutable and should carry conviction to every reader of your valuable newspaper. If the 8 cent fare is forced on the public some other means of conveyance should be found for suburban residents. And I believe it will be.

JAMES M. PENNER

Wants City to Take Over Lines

St. Johns, Feb. 28.—To the Editor of The Journal—I have been reading with interest your editorials and arguments in behalf of the car rider, and I am convinced that to raise the fare to 8 cents, or even to 7 cents, would be the means of causing greater hardships than most of the car riders are able to bear. I know of many families whose burdens are now at the point where the placing of any more expenses upon them would mean the loss of the homes they are trying to pay out on. My case is one of these. I own a small business in St. Johns, and make the trip daily. I go down town twice or three times a week to buy material for my studio. I pay extra fare. My wife buys necessaries for the home down town. Altogether it makes between $7 and $8 a month we pay to the car company. We live east of Union avenue, at 1559 East Sixth street north, and we depend wholly for our living on what we get out of our little business in St. Johns. With rents and all other expenses to maintain the business and with the home payments to meet, all on an average income of $150 a month, it is about all it can cover. New we are paying $84 a year carfare, and this is saying nothing of side trips to church, theatres, or any kind of down town affairs.

I see no justice in forcing a part of the inhabitants to pay everything that the comapny is called upon to pay. If the streetcar system is to benefit the entire city of Portland, why discriminate and make a few bear all the burdens, while the very ones it benefits most pay nothing? Why does the city not take over the transit system in Portland, as other cities have done, and run it for the good of all, and equalize things a little, if it is really something necessary for the good of Portland?

If the fares are raised it will be the worst thing that ever happened to the car company, and also to the city of Portland. It will cut down the company's revenue, cause dissension and contention, and work a great evil to the city in a good many ways. Numerous plans have been put forth to adjust this matter, as The Journal has many times explained. If what I have proposed is done everybody will eventually be pleased and the city will advance. I do not want to see the fares raised a cent, for I see ruin to all if it is.

CHARLES A. HUFF.

The One-Man Car Denounced

Portland, March 1.—To the Editor of The Journal—I don't believe the Portland Railway, Light & Power company should be relieved of bridge tolls, taxes, or receive increase in fares. From the number of one-man cars they have in operation—and Mr. Griffith states he is going to have them all over Portland—I think we should have a 3-cent or a 4-cent carfare, if one man is going to do two men's work.

I don't approve of the one-man car, for the reason they can't give service. Who is going to help the cripples and the aged, or women with little children, on the one-man cars? The Portland Railway, Light & Power company advocates safety first, then turns right around and burdens the head end man with the conductor's work. I note the methods of the boys that operate the one-man cars. As soon as the passenger is aboard they start the car before starting to collect the fare, make change and issue transfers. Now this should be stopped before a serious accident occurs. I am willing to pay a reasonable fare, but I want service. Everyone knows you cannot get service with the one-man cars. We have lots of ex-service boys out of work. Let the company show its 100 per cent Americanism and keep two men on each car and give the boys work, for they need the work.

A CAR RIDER.

Other Ways to Get to Town

Portland, Feb. 28.—To the Editor of The Journal—I see the majority of the people here are opposed to paying a higher streetcar fare—and why not? They have a good right to kick. I don't think we should be asked to pay any higher fare than we are now paying, and most of the working class have to pay for the privilege of having to stand up most of the way home after a hard day's work. I, and my family, shall walk to town, as walking is good here. We have no hills like Seattle.

If the people here will just get up grit enough and put their foot down and say they will not pay higher fare, we may win out. We will hope so, anyhow. We should not be bluffed by the Portland Railway, Light & Power company. The more they get, the more they want; and I think a 5 cent fare is plenty. They should be made to be satisfied with that, anyhow. They say they are not making expenses on a 6 cent fare. I think they will be worse off if they raise to 8 cents, or even 7 cents, as the people won't stand for it, as there are other ways to get to town besides the street car.

A READER.

Means More Tin Lizzies

Portland, Feb. 26.—To the Editor of The Journal—The profiteering business is at its height, and so it goes on with the street car company. During January we had kept tab on the Sunnyside line and on one car on an 8 hour run from noon, the receipts were at no time less than $35 for the 8 hour run, and many times fares rung up on outgoing trips of evenings were over 100. Mount Tabor and Montavilla lines yielded from 70 to 100 fares per trip in morning and evening runs. Yet the company says it is running behind. Let it show up its fares, transfers and the records on its books during January and February, and we will see where it is. One fault is the small, old fashioned cars, seating only 32 to 40 persons, with their noses together; so you see the standing accommodation given the public on one of these cars on a 75 or 100 fare run. The company's light system, I suppose, is not paying, either. Its minimum rate is $1 a month, yet many houses use only 40 to 75 cents' worth a month. The gas company's minimum rate is 50 cents a month. In one of my houses, using the gas system, I paid in January 50 cents, and on the other house $1 to the Portland Railway, Light & Power company; and the gas furnished just as good and as ample lighting.

Let the company put the 8 cent rate on, and it will only be putting more tin Lizzies in service. J. M. WREN.

Hoover's Chances

Fort Stevens, Feb. 29.—To the Editor of The Journal—I see an editorial in the Oregonian of February 27, saying Hoover's chances are about as good as a hole in a doughnut. Well, the chances of Hoover are even better at that than the old Wood-pile the Oregonian is boosting. More power to Hoover.

MRS. W. C. YOUNG.

When Food Is Currency

From the Cleveland Plain Dealer

Doctor Wiley proposes to establish food as the standard of value, instead of gold. We could keep the decimal system—10 beans make one turnip, 10 turnips make one spud, 10 spuds make one cabbage, 10 cabbages make one egg, 10 eggs—but that's as high as the ordinary person could go.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Wonder what the original John Smith would think of this modern age Major Albert D. Smith and his record of 1500 miles in 15 hours in the air.

* * *

It was a rare day yesterday. Particularly so in the morning, when the sun shone with a warmth significant of the summer season just in the offing, as it were.

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For failing to place any blame for alleged shortcomings in the American air service during the war, the lower house of congress may be said to be still up in the air.

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It was an original alibi offered by the alleged moonshiner, who said his twin brother was the real offender, but even so it didn't seem to make much of an impression on the officers.

* * *

Over in Spokane women housecleaners are going on strike for more pay before their season begins. At least they're thoughtful enough not to tie things up indefinitely when the house is in the midst of a general upheaval.

SIDELIGHTS

Sales in less than three weeks at Bend's army store totaled $14,504, with a shortage of groceries at that.

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Proclaiming that the automobile show in Portland was a pronounced success, the Bend Press goes on to promise that the day will come "when Bend will have an automobile show which will be surpassed only by the Portland show."

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More tramps, panhandlers and bums are now passing through Salem than for several years past, according to the Salem Statesman, quoting Patrolman Victor, who guards the district along the Southern Pacific tracks, 147 transients having put in their appearance during the month of February.

* * *

Those who would break drouths by the supplication route are thus rebuked by the Medford Mail Tribune's Smudge Pot man: "The prayers for rain should be turned down. Unless the fervency of the appeals is reduced, the answer will be a blizzard. To date six weeks of beseeching for something an irrigation ditch could furnish better has netted two young snowstorms."

MORE OR LESS PERSONAL

Random Observations About Town

"Astoria will open hospitable arms to receive the members of the G. A. R. when we go there for our annual encampment on June 8 to 11," said Comrade Daniel Webster of Salem, department commander of the G. A. R., Webster, returning to Salem Saturday, stopped in Portland as a guest at the Seward hotel, after spending some time in Astoria arranging dates and details for the department encampment. "Our ranks are rapidly thinning and this year the G. A. R. has lost many men, but we will have a splendid representation at Astoria for the encampment," the commander said. "The city seems to be interested in the meeting and its citizens have promised to do everything possible to make it pleasant for us. Among other things they have promised are excursions to the mouth of the river and to the Columbia river forts." Affairs in the G. A. R. organization of the state are in particularly good condition, Webster declared.

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When the mouse runs up the clock or the fudge pot boils over, and exuberant young spirits impel the girls of Waldo hall, the women's dormitory at the Oregon Agricultural college, to engage in the delightful pastime of heaving pillows at one another, it is the stern voice of Mrs. Mary E. Fawcett that quells them. Mrs. Fawcett is dean of women at the state college and between her own activities and those of the preceptress of Waldo hall the young women of the college are put to bed at the proper hour. Mrs. Fawcett spent the week-end in Portland, stopping at the Seward hotel.

* * *

Mr. and Mrs. O. C. Lucke and daughter, residents of Harrisburg, Or., spent the week-end in Portland, visiting and sight seeing. They were registered at the Multnomah hotel during their stay here.

* * *

Over the hills and far away, nestling in the Coast mountains, is the contented little community called Hebo. On all sides cows graze and bees buzz. The grazing cows produce the cream that makes Tillamook county cheese famous the country over and the buzzing bees produce the mountain honey that causes automobile tourists traveling on Tillamook county's splendid roads to pause and buy. Still, with all these charms, there are only about 50 people in Hebo. One of them is T. G. Skyles, who was in Portland Saturday. There are other nice things about Hebo, too, for after paying $1.25 express charges on a five-gallon freezer of Portland made ice cream, the general store at Hebo road crossing last summer found he could sell the refreshing product for 10 cents a quart less than it was sold for within two blocks of the factory in Portland.

* * *

In the Southern Oregon town where a man named Gates is mayor, Timothy is chief of police and Pickel is health officer, G. F. Collins pays his taxes. With that much information to identify the place of Collins' residence it was a simple matter to find Medford standing boldly out on the map. In the same town the man who runs the public market is named Runyard. Collins was a guest at the Benson hotel over the week-end.

* * *

J. C. Flora, a lumberman from Kerry, Or., was registered at the Multnomah hotel Saturday, and announced a very firm intention of remaining in the city over the week-end. All of which gave "Patsy" Clark another opportunity to exclaim: "Just wait till ya se the new Arcadian gardens."

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C. F. Moxey, national bank examiner with headquarters at Washington, D. C., is in the city on a business mission, meanwhile finding peace and quietness for his resting hours as a guest at the Cornelius hotel.

* * *

"Mikkalo sounds like an effort to say Mikado or McAdoo in pidgin English," said the lobby wit at the Perkins on Saturday evening when he saw on the register the names of Frank Little and family of Mikkalo, Or. But the 20-odd residents of Mikkalo would unanimously protest the slander, for that little post-office town is surrounded by some of Gilliam county's finest soil and is in the midst of a wheat and livestock country.

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Mr. and Mrs. C. W. Ball, the former a stockman from Malheur county, were week-end visitors at the Multnomah hotel, registering from Vale.

* * *

Fred W. Weeks makes his living at undertaking, but his most recent undertaking is his greatest, he declares. With Mrs. Weeks, Fred W. spent the week-end at the Oregon, receiving the congratulations of his friends upon his entry into the blissful wedded state. Weeks, whose home is at Medford, is well known in Southern Oregon.

* * *

Miss Helen Cowgill, extension worker at the Oregon Agricultural college, accompanied by her mother, a resident of Corvallis, spent Saturday at the Seward hotel.

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

By Fred Lockley

[The story of the first considerable effort to get the East to look at Oregon's products is told by Mr. Lockley today, as told to him by the man in charge of the "Oregon on Wheels" exhibit that toured the country in the early '90s. This demonstrator, an enterprising Corvallis man, also tells of the inception of one of Benton county's big orchard enterprises.]

"Every old time Oregonian will remember the old Exposition building at Portland," said Burt Johnson of Corvallis. "In 1892, while I was working for a land company at Corvallis, I traveled all over Benton county gathering an exhibit of grains and grasses. I took this exhibit of Benton county products to the Exposition building and won seven blue ribbons. In those day Charles H. Dodd was president of the state board of immigration. He was instrumental in preparing a car of Oregon products that was christened 'Oregon on Wheels.' He offered me the job of demonstrator and lecturer on this car on the strength of my having secured and prepared the exhibit that had won seven first prizes. This car was furnished free transportation on all Hill lines, as well as their affiliated lines. With it I traveled all over Minnesota, Iowa, Ohio, Illinois, Indiana, through Kansas and as far south as Maryland and thence to Washington, D. C., and New York city.

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"This was the pioneer publicity work of Oregon along the line of going out after settlers, and wherever we stopped our car was thronged with sightseers. The papers gave us columns of space and some of the larger Eastern papers gave us illustrated Sunday stories. We were on the road seven months, traveled over 15,000 miles, and had more than a million people visit the car. As a direct result of the trip Oregon within the next few years received several thousand new citizens from the Middle West.

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"Upon returning from a trip all over the United States, and having met many prominent men along all lines, it was not difficult for me to land a job as a reporter at $15 a week on the Corvallis Gazette. No, it wasn't hard to land the job, but it was next to impossible to collect my wages. Finally the proprietor suggested that George Paul, Jim Flett and I, who had been getting more and more insistent about receiving something on our back wages, take the paper in lieu of wages. This looked good to us, so we agreed, but we found we had jumped out of the frying pan into the fire, so far as getting any money for ourselves went. George landed a job as Hamlet, or maybe it was King Lear, with some theatrical company. I landed a job as postmaster, and I don't remember what Jim did. I became postmaster on January 1, 1898, and for the next 16 years I was on the job. When I went in there was an allowance for clerk hire of $100 a year. When I quit the clerk hire allowance was $6100, which will give you an idea of the growth of the postal business in 16 years. I was married shortly before I became postmaster. On September 22, 1897, I married Miss Lillian Hamilton.

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"In the spring of 1909, with a group of well known men, I helped to organize the Oregon Apple company. We secured an option on 650 acres of land near Monroe, here in Benton county, and Professor H. D. Scudder was employed to bore every acre on the place to test the character of the soil. We found it all we hoped for, and bought it. We now have 800 acres, 420 of which is planted to apples. Dr. W. J. Kerr was elected president of the company, J. F. Yates vice president, C. A. Dobell treasurer, and I was selected to serve as secretary and manager, under the following board of directors: Dr. W. J. Kerr, J. F. Yates, A. J. Johnson, H. D. Scudder, John M. Scott, C. M. McKillops and W. G. Wilhelm.

"No, I won't try to describe our place. I think I have pull enough with my wife to get her to invite you to come out and stay overnight and see it for yourself. We certainly have proved that you can raise good apples in the Willamette valley."

"Every man is a king so long as he has someone to govern him," said Napoleon Bonaparte. Many a man who has someone to govern him is a king in name only.

"Automobiles are the greatest curse of the age," declares Rev. Billy Sunday. Yet the reverend gentleman has been known to ride in one.

Many a man who has a good job is looking for a better one.

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