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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Great men are they who see that spiritual is stronger than material force; that thoughts rule the world.—Emerson.

PORTLAND'S NEW SPIRIT

THERE are many evidences of a new spirit in Portland.

It is a spirit of enterprise, a spirit of militancy, a spirit of progress. Time was when appeals for harbor and terminal development had few listeners and slight response. We had the town lot habit and dreams of building a city by lending money on mortgages. Outsiders wrote of us as "Portland, the Spinster."

We swapped town lots and loaned money while the railroads made us a way station on the road to Puget Sound. We droned and mooned in the sun while rival ports brought home the bacon. We were left at the post.

But it looks as if times had changed. There was a bow of promise yesterday when important men in Portland's business world urged the Swan island improvement before Portland's chief commercial body. It embodied a proposal for a better harbor, for a great ocean and railroad terminal and for publicly owned industrial sites.

Whatever the merits of the plan, there is spirit and purpose in the proposal. Many an industry has passed Portland by because too much was asked for sites. Men were trying to take unearned profits from vacant land and held sites so high that industrial concerns located in other cities. It is proposed to remedy this by preparing sites that the public will lease to industries on long time at low rentals. In principle it is a policy that is modern and faultless.

It is also proposed by the same stroke to so improve the harbor that it will meet the utmost demands of shipping as to anchorage, freight handling and general terminals for a long time to come. And it is proposed in such a way that the industrial site will ultimately pay the entire cost of the development.

The business world of Portland never showed to better advantage. A big body of 500 men greeted the project with manifest enthusiasm. It was like the commercial figures of San Francisco or Los Angeles or New Orleans in action.

We are a changed Portland. We are scraping off our moss. We are going to put Portland in the geographies.

There are royal coachmen, red and blue uprights, bucktails, brown and gray hackles and hackles with peacock bodies, black gnats, yellow jackets and many other kinds of trout flies, but one humble judgment is that when the fishin' season opens, April 1, a small spinner loaded with an angle worm will bring home more trout for the bacon than all the other lures combined.

TRAGEDY AND COURAGE

"WE WERE having such a happy time," sighed the husband. As he stood with camera focused, she clambered to a dizzy foothold where the foaming cascade leaped from the cliff. The pre-vision in both minds was of a picturesque photograph which might be sent to distant friends to help them visualize a participation in the thrills of the highway.

There was a moment of vertigo and then the sight of a woman's form crumpled and broken at the base of the cliff. It was the Columbia river highway's Sunday tragedy. It was a sorrowful reminder that it is always unwise for the unaccustomed to place themselves in perilous position upon the precarious points that rise above the highway. They are beautiful to look upon but tragic to fall from.

But it was also an occasion when with uncommon impressiveness the courage and resourcefulness of the little squad of men who wait at the police station for emergency calls was demonstrated. It is an inestimable advantage to have these men on instant call for risk of life and limb in frustrating footpads and burglars and in caring for the victims of accidents.

In the Sunday instance, the tragedy occurred at Shepperds Dell, 35 miles from the city, but Officers Anderson and Wiles and Deputy Sheriff Wilson were on the ground in time to imperil their own lives in lifting Mrs. Pollock's body over the cliff again. These brave men, and others like them, deserve more than praise.

Like blasts of the wrath of the Almighty, tornadoes fell Sunday upon Middle Western states. They came as the climax of a season that long will be memorable for its cataclysmic weather. There have been unusual storms, unusual cold, unusual snows and unusual rains. There may be something in the theory that it is the reaction of nature to the world war, but there are some who think there is more in the extraordinary tandem pull of the planets upon the earth.

ACCIDENTS AND INQUESTS

A CORONER'S jury, called to fix responsibility for the death of a woman in an automobile accident, last week recommended that the speed limit at intersections in the downtown district be lowered to 10 miles an hour. Ten miles has been the speed limit at intersections in the congested district for years.

There was no prosecuting attorney present to bring out significant points in the testimony for the state. A defense attorney was there, but no prosecuting attorney. No one was questioned as to whether there was a parked machine near the scene of the accident. No one was asked if a warning was sounded by the driver just previous to the fatal collision. No one was called upon to testify as to whether the driver of the automobile was attempting to dodge another car.

There was no officer to testify as to traffic law. No expert was called to say whether the speed limit at the scene of the accident was 10 miles an hour or 50. No traffic man was summoned to indicate whether a machine would be under control on a wet street at six miles an hour or 60.

Six men, constituting the jury, were deciding on whether a driver should be turned over to the grand jury to answer to a possible charge of manslaughter, or whether the pilot was to be exonerated. They decided without learning what traffic regulations could be applied to the particular case, without hearing significant points in the testimony except that which favored the defense, and without even knowing the speed limit at the scene of the tragedy.

Is that the brand of protection the traveling public is to get under present conditions?

The blame is not all on the jury.

Phil Metschan was a strong man who has left the imprint of his effort and his activity upon the state's history. He came to the frontier of the Western country when it was in the rough, and he aided in hewing the civilization of today from the raw land of his adoption. Trained in that rugged school he carried into his later life the traits it instilled in men who received their education in it. Men knew where he stood, whether for or against, in his relation to men and to affairs. His passing removes from the state another of the pioneers who helped to build it and to whom the state owes much for that which they have wrought.

THE FIRST CONSIDERATION

INVOLVED in the discussion of the milk situation as it will be taken up by the commission which the mayor has appointed are four distinct classes—the dairymen, the distributors, the condenseries and the public. The combined interests of the three first named are small compared with the issues of public welfare. But inasmuch as general well being is more or less dependent upon the success of the dairymen, the dealers and the condensers, all are entitled to impartial consideration.

It will be interesting, too, to know the facts about the industry. What is the basis for the price of milk? Does it result from adding together the cost of production and the cost of distribution? Os is it true, as has been hinted, that the primary influence in regulating the price of milk is the competition between the dealers and the condensers?

No one will quarrel with the dairymen's proposition that they are entitled to the cost of production plus a reasonable profit. The question is, what is the cost of production and what is a reasonable profit?

Nor will it be denied that the dealers who receive the milk in bulk and distribute it in bottles after the pasteurizing process has been employed, are entitled to fair compensation for their services. The questions are, what is fair compensation and is a multiple delivery system a proper charge against the milk supply?

As to the condenser's position the people know little. The condensed milk factories are operated in outlying towns beyond the usual zone of Portland milk supply. It is only when great disparity exists between the prices paid by condensers and distributors that the milk supply is diverted abnormally to or from the city.

Organized public spirit was strenuously engaged in Portland for years seeking by arduous labor and persistent effort to obtain a milk supply that would be safe and healthful for the people, and especially for the children. Its pure milk crusade was one of the distinctive enterprises upon which The Journal has embarked. To maintain the quality of the milk supply is paramount. The price discussion should not distract attention from this fact.

Associated Industries appears with a plea, "Paint up; make your place shine with a coat or two of made-in-Oregon paint," which receives the hearty indorsement of all who at one and the same time would like to see Portland in festive apparel for next summer's visitors and our local manufactories get whatever benefit they can from the clean-up spirit.

WHEN LEAGUERS COME

OREGON is about to face a condition.

Non-partisan leaguers say they will invade this state about June 1. The announcement is of peculiar concern to business interests. Of all people, they should look the situation squarely in the face.

The League idea is in direct conflict with many established forms of exchange. It is state socialism very broadly applied. If the Non-partisan league program should be applied in this state, it would result in a very great disturbance of business institutions and processes of exchange. For these reasons, this paper will, in a series of articles frankly and fairly discuss the contemplated campaign of the leaguers in this state, giving an analysis of the facts as they are.

It is now admitted by the business men of North Dakota that the Non-partisan league was the direct outgrowth of conditions that had become unbearable in that state. For years the farmers had been plundered by the elevator and milling interests of the big grain centers.

The business interests failed to realize that this systematic robbing of the farmers was a drain upon the resources of the state, and gave little heed to the rising storm of protests in the rural and agricultural districts. The farmers argued and pleaded and urged and proclaimed, but business felt that it was not concerned and, as business usually does, left the agriculturists to work out their own problems in their own way.

When the farmers petitioned the legislature for laws which would give them protection, they were told to "go home and slop the hogs." The result is known—North Dakota became a political cauldron, a ballot revolution swept everything before it, undesirable state socialism was inaugurated and much of the former business structure is buried in its own debris.

In Minnesota the league has joined forces with organized labor, and its enemies admit its probable victory at the coming election. The league movement is meeting with much success in that state because of undue profits exacted by the middleman, who pays too little to the farmer and demands too much from the consumer. For similar reasons the league is spreading rapidly in Wisconsin, South Dakota and Nebraska.

It is sweeping the state of Texas because an obdurate legislature controlled by the business interests was deaf to the pleas of the farmer, who asked to be unshackled from the bonds of a combine which took from the producer too great a toll for marketing his produce.

In Montana the league is an organized opposition to the mining trust, which for years has dominated the politics and controlled the business interests of that state. In Idaho it is a protest against the waterpower trust and a plea for better markets.

It is said that 37 per cent of the farmers of Washington have already signed up with the league and that organized labor is almost a unit in its support. Just across the Columbia from Portland, in Clarke county, Washington, over 2000 farmers have joined the league at a membership fee of $18 each. Such ready support to the league and its program can only be accounted for by widespread dissatisfaction among producers and consumers alike.

In 60 days the Non-partisan league will begin its active canvass in Oregon. It is publicly announced that organizers now working in Minnesota and North Dakota will arrive in Oregon the first of June. The success of the movement in this state will depend upon the amount of dissatisfaction which exists among the farmers and the spirit in which the business interests meet the farmers' demands for better marketing conditions.

A movement which is the outgrowth of unsound and unfair economic conditions cannot be successfully opposed by the villication of its leaders. It is unfortunate that the producers, consumers and business interests of Oregon have not already joined forces for better commercial conditions, but even now it is not too late.

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.]

AUTO KILLINGS AND HANGING

Portland, March 29.—To the Editor of the Journal—Why have capital punishment back again? Why go to the expense of bringing hanging back in this state, when such cold blooded murderers as some of our automobile maniacs go free? What is the matter with our juries? Why are drivers not held responsible? Why make more laws, when we don't keep the ones we have? This is a stain on the fair name of our city. When we let these men go free, we can look forward to more such "accidents," because the guilty have nothing to fear if they take a human life.

What of the poor, sick mother and little babies in that little home at the foot of Mill street. When we go to the polls let us remember this case and try to elect men to office that will enforce the laws against both rich and poor alike. A Father.

BUT DON'T SHOOT

Portland, March 21.—To the Editor of The Journal—My attention has been called to the subject of reckless auto driving by newspaper articles, and in particular by one in last Sunday's Journal, where a writer is quoted as saying, "Shoot, and shoot to kill." I wish to relate a couple of incidents that came under my observation. Some time ago I had occasion to cross the street at the plaza blocks, when an auto filled with young people came along. As I was about to step up on the curb the driver, a young man, deliberately swerved the car toward me and, as I hastened to a place of safety on the curb, the occupants laughed and the driver remarked with a sneer and grin, "I'll get you yet." That is one instance where if I had had a pistol I certainly would have used it with telling effect, for it was only my hasty retreat that saved me from perhaps a violent death.

Another incident that came under my observation happened on Holladay avenue. A workingman carrying a lunch basket was crossing the street. An auto came around the corner and came within an ace of getting the pedestrian. The driver seemed to think that particular invididual had no business on the street, for he shouted to the man: "Get out of the way or I'll run over you."

I quite agree with the writer who says, "Shoot, and shoot to kill," and I rather think that if a few of these reckless drivers who have no consideration for human life were killed when attempting one of these deliberate stunts it might serve as a warning to others. N. R. Whipple.

DON'T BECOME LAWLESS

Portland, March 29.—To the Editor of The Journal—I am anxious to know why the American people should be lectured every day by the newspapers about the killing of people in Russia and Mexico and other parts of the foreign world, while here at home, where we are supposed to be partially civilized, we are killing our innocent citizens every day on the public streets. Why should we rise up in wrath against a crazy I. W. W. for killing a person when we readily absolve our murderous automobile drivers for slaying people, maliciously and wilfully? If the auto drivers in Portland persist in taking the law into their own hands, and maim and kill innocent people with impunity, I think the time is ripe for a vigilance committee to mete out justice to these wholesale murderers. Murder in its wilful sense, is malicious murder, whether it be committed by a person shooting a hole through a man, woman or child, or by a reckless driver crushing them to death on the street. Both are murderers and should be given the limit.

If I don't miss my guess, some of these fine days in Portland we will see an example made of some of these auto highwaymen. And the completeness of the job will tally with the crime committed. We must have safe and sane auto drivers, or none at all.

J. A. Wilson.

A SAFETY SUGGESTION

Portland, March 24.—To the Editor of The Journal—In reference to the numerous accidents that occur daily in Portland, one shudders to think of what it will be 50 years hence, with probably 2,000,000 people. I have stood hours on London bridge, England, where at a conservative estimate 250,000 vehicles pass every day—fancy, a quarter of a million!—and very rarely an accident. Why? Because there is one continual stream of traffic, all in line. They are not allowed to pass one another, but keep in line. Here, in our principal streets, one sees sometimes four autos abreast, stretched across the street. Nothing can pass. The result is congestion.

The Pettygroves, the Couches, the Ladds and the other old families made the mistake of planting the business section on the wrong side of the river. What a beautiful residence district the West Side would have made! But alas, it is now too late.

But a multitude of these accidents can be avoided, and here is a suggestion: Place two 4x4s between the curb and the car track just far enough apart for a vehicle to pass, and the same on the opposite side of the road. Autos, wagons and all such traffic must then keep in line. This will prevent their going around one another. Lots of accidents occur through one driver trying to beat another. My suggestion may seem strange at first, but I feel sure that, by its adoption, 95 per cent of downtown accidents would be avoided. I hope the commissioners will give this suggestion their careful consideration.

Frank Billington.

SEES TROLLEY CAR'S FINISH

Portland, March 24.—To the Editor of The Journal—The public service commission suggests that Portland should buy the tracks of the street railway company, cancel all license fees, bridge rentals, etc., and allow the company to operate its cars over the rails free, I suppose. To purchase this old junk would cost $4,000,000 or $5,000,000, which Mayor Baker is reported to favor acquiring by means of bonds issued by the city.

Were the people ever beneficiaries of the railway company in the days when the big profits were coming in? Not that anyone ever noticed. Did the company ever grant the citizens any improvement of service, or safety fenders on the cars, or lower the steps, or grant any demand of the car riders of Portland, without a grinding fight? No. The company kept all the fat profits and stood firm on the contract made for a five-cent fare when the coin was coming its way, and always assumed a defiant attitude when demands were made for better service. But the company now finds itself in the hole and sobs for help or it will go into bankruptcy. Well, suppose it does. Is there any valid reason why the people should assume its liabilities? We all have our troubles, but that is no reason why the city should assume our liabilities or make good our losses due to our own lack of foresight or to our greed or bad judgment or to the march of progress, which is scrapping old methods and developing new.

This monstrous proposition reduces to this: The railway company is in the shadow of the scrapping of the electric street railway. Many bright mechanical men believe it will be only a short time until rails, poles and wire will disappear from city streets and some form of gasoline propulsion will replace them. The railway company knows this. If it can get the public to buy the old tracks when the time comes for a change the street cars can be changed into other types of cars and the company can operate busses on the pavements. If this monstrous proposition ever went through, the company could quit using the tracks any time, as its contract could be as easily broken as its five-cent fare contract, and the city would have a bunch of used rails on hand which would sell as junk for perhaps $50,000, certainly no more, after the expense of taking them up was considered by the buyers.

But why all this sobbing and tears over this corporation which was built and operated solely as a money making concern? I challenge the statement that any street car system operating on fixed rails with overhead wires is vital to this city. Gasoline busses are being operated in many cities with great satisfaction to the public and profit to the owners. In Long Beach, Cal., several lines are operating busses with a capacity of 16 to 20 persons for five-cent fares. They are bonded and if anyone is killed, either passenger or pedestrian, $5000 is paid as damages, with proportional amounts for non-fatal injuries. These bus lines pay as high as 20 per cent dividends and the number of lines and busses is constantly increasing.

For $4,000,000 or $5,000,000—yes, for one-tenth this sum—the city can establish street bus lines that will give better average service at smaller overhead and higher profit, with a better rush service and a service flexible to all conditions and growth of the city, and that can be diverted from street to street as conditions demand.

When our City Beautiful arrives and all these antiquated wires and tracks and poles are sent to the scrap pile we will look back and wonder why we stood for the miserable things as long as we did.

Vote against this proposition to hold the bag for the railway company.

For the Common People.

ON THE FARMER'S BEHALF

Washougal, Wash., March 25.—To the Editor of The Journal—In your editorial entitled "Their Losses," of March 24, you pertinently remark that "movements among men do not originate from nothing." It was licensed robbery that started the Non-Partisan league in North Dakota. There are commercial groups, like chambers of commerce, that have assumed that they are the final courts to pass on the wisdom of any movement which has to do with economic conditions. A chamber of commerce in a large city (no laborers or farmers holding membership in this organization) decides the city should have a municipal elevator or municipal docks or municipal lighting system or municipal warehouses for cotton, from all of which the commercial and real estate interests of the city hope to profit. But let an organization like the Non-Partisan league propose such a program for a state, with insurance and banking added, and all the chambers of commerce go on record as opposing it as revolutionary and dangerous.

The commercial interests of the cities are now profiting immensely at the expense of the country. It is an open secret everywhere that the farming interests are bearing the burden of the increased wealth of cities all over the country, due to the strangle-hold of organized wealth over their necessary operations of buying and selling.

Why would state owned institutions for the common good be so much worse than municipal owned institutions held for the good of the commercial bodies that institute them? If a railroad should monopolize the whole waterfront in a city, is it any worse than when a grain or packing corporation monopolizes the channels through which the main part of the farmers' products must pass? Pelting will not take the place of feeding the goose that lays the golden egg. F. V. Moss.

THE FARE ZONING SYSTEM

Newport, March 27.—To the Editor of The Journal—The talked of increase in Portland streetcar fares regardless of the fact that San Francisco and Los Angeles, the two largest cities on the coast, have the 5 cent fare, brings up the zoning system. In my home city, Pittsburg, Pa., we have the zone system, and there is a joker in it. You pay when you get on the car going toward the center of the city, and when you leave the car coming from the city. It costs 5 cents for the first zone and 10 cents for the second zone, unless you buy eight checks for 60 cents. The residential section in Pittsburg is more than two miles from the business center, or in the second zone, and persons who board a car in the second zone must pay the second zone fare though they may ride only a few blocks.

Joseph Patterson.

LAUGH

From the Daily Garment News

The diaphragm beats a tattoo on the stomach when you laugh. Every time you let go a good, hearty laugh, this diaphragm pops up and down on your liver and helps to drive away the very thing that gives you the blues—biliousness. Laughter is the best brand of pills on earth. Laughter strikes in when it comes from without, and instantly comes to the surface when it starts from within. Laughter penetrates. You may laugh because you are happy, and you may be happy because you laugh. It is the one thing where the cause is the effect and the effect the cause. Any man can be a millionaire of good cheer.

NOTHING LIKE CONFIDENCE

From the Home Sector

Employer: Do you consider yourself a good salesman?

Former mess sergeant: Say, I could sell Fords in Venice.

Curious Bits of Information For the Curious

Gleaned From Curious Places

Longfellow's poem, "The Launching of the Ship," may have been inspired by some incident current at the time, but it could have had its origin from launching ceremonies of a very early date. Records tell how the ancient Egyptians blessed their ships as they entered the water, and the Greeks and Romans are known to have done likewise—using both wine and water. When the British ship Sovereign was launched, in 1488, in the presence of Henry VII, she was named and ceremoniously blessed. We read that "a mitred prelate with an attendant train of priests and choristers, croziers in hand, with candle, book and bell, and holy water" participated in the benediction. In France during the eighteenth and early part of the nineteenth centuries, the launching ceremony was singularly akin to the baptismal service for an infant. This was especially so where merchant craft and fishing vessels were concerned. The practice lay close to the hearts of the pious people, and the parish priest usually officiated. Not infrequently the ship's "godparents" were mere children. No wine was used, but holy water was sprinkled on the bow, with the giving of the benediction.

Uncle Jeff Snow Says:

No wonder some of the most pious billionaires in the country is a-chippin' in a few millions to stop the spread of Bolshevick doctrines. With the courts layin' down the rule that a patriot can't spend but $3700, or some sich small change, to git into the U. S. senate and save the country, it's high time them billionaires got busy and started the people talkin' about religion or somethin' as fur away as possible from this earth. If sich a rule was put in force there mightn't be no U. S. senators left, outside the penitentiaries. I reckon, however, that they could all be put in one penitentiary and keep on legislatin' jist the same.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

But when the sun does come out good—oh boy, how that garden will grow.

* * *

Honey producers of the Northwest have organized. Sweet news.

* * *

Somebody's getting it every day. Why wait until April 1?

* * *

While sympathizing with the storm stricken in the Middle West we can congratulate ourselves again on living in the Far West.

* * *

The two chickens reported in Monday's news as being worth $2500 wouldn't be worth that much dressed—so you know now what kind of "chickens" they are not.

* * *

In New York city it has been discovered that crap games were allowed at the six-day bicycle race. Surely there had to be something there to make things interesting.

* * *

One of the people who write letters to editors asks: "What is a profiteer?" After an experience that has been almost heartrending, we have decided that he is anyone from whom we find it necessary to buy anything.

SIDELIGHTS

The Baptist Brotherhood of Corvallis has been revived under a reorganization. One of the aims of the brotherhood will be to attend and conduct meetings in the outlying community centers of the county. The reorganization meeting went on record as favoring the higher educational tax act.

* * *

Historical note in the Banks Herald: "Eighty-eight years ago, March 11, 1832, 21 pioneers left Boston for Oregon, blasting the Oregon trail. Eight of them got through and were the first white settlers of the Northwest from the East. It took them a year to make the trip. Now if the train is eight minutes late getting into Portland, the tourist puts up a kick."

* * *

"If all of the automobile accidents in the country occurring each day were recorded in a daily newspaper there would be no room," says the Woodburn Independent, "for other news. The number of cars is increasing and the number of collisions, fatalities and injured people is growing larger. In large cities, especially in the congested districts, arched footwalks should be built over crossings for pedestrians."

MORE OR LESS PERSONAL

Random Observations About Town

Charles Mahler, Tekoa, Wash., is newly wed. Perhaps he thought the whole world knew by the light that shone in his eyes. But he was wrong. When he failed to register his woman companion on stopping at a local hotel, the clerk called his attention to the oversight. Mahler took a pen in hand, writing "and wife" as nonchalantly as possible, while grinning brother traveling men gave him the laugh. Mahler is an O.-W. R. & N. railroad conductor committeeman, attending an employer-employe conference in Portland.

* * *

Stanley Glidden has been a traveling salesman so long that he is powerfully set in his ways. In the entire Portland hotel there are only two rooms that will qualify as display space for the wares Glidden sells, and, even though he has to "lobby" around the hostelry for a fortnight, he is bound to have one of those two rooms. Usually he gets it, too. If one didn't know what Henry Van Dyke looks like, he might take Glidden to be that noted author-diplomat. Glidden makes periodic trips to Portland from New York, bringing along the latest styles in personal adornment, meanwhile selling umbrellas to the Oregon trade. He has been at the business of supplying Oregon with New York umbrellas for 30 years, and in all that time has missed having his particular choice of rooms at the Portland not more than once, it is said. In fact, he won't display his samples till he gets one of those rooms.

* * *

P. Botham of Chicago, who has been associated with the Crane company, manufacturers and jobbers of plumbing supplies, for more than half a century, is at the Nortonia hotel while officially visiting the Portland branch of his company. Botham has been a Crane company worker for 55 years.

* * *

F. M. French of the Albany jewelry store bearing his name is enjoying himself as a guest at the Multnomah hotel while he transacts business in Portland. For ever so many years French has been the leading jeweler in Linn county and is one of the best-known tradesmen in that line in the state. He doesn't give all his time to selling diamonds to the young hopefuls of Albany, however, for he is incidentally official weather forecaster for Albany, and one of his usual pleasures is in hoisting the rain flag on the pole before his store.

* * *

A Moro, Sherman county, business man has owed C. L. Ireland a bill for advertising for two years, and every solicitous atempt to get a settlement of the account has been fruitless. The theory is that if Ireland collects too many bills due his income tax will be unbearable. He is publisher of the Sherman County Observer at Moro, and as a profitable side line sells books and stationery. With Mrs. Ireland the editor is spending a few days between publication dates at the New Perkins.

* * *

George T. Galligar of Hood River is lolling about the Cornelius, debating as to his next move. That is the custom with recently dispossessed citizens, it is said, so Galligar has company. He has just disposed of his apple orchard at Hood River and hasn't definitely decided just what to do without it. Mrs. C. A. Bell, another Hood River resident, is a guest at the Multnomah hotel while visiting for a few days with Portland friends. Mrs. Bell is the wife of the big chief in charge of the Mount Hood hotel at Hood River.

* * *

M. A. Nayberger, McMinnville merchant, is a guest at the Oregon hotel.

* * *

Mr. and Mrs. P. C. Garrison of Prineville are at the Portland hotel. In his home town Garrison is distinguished as city recorder, from the duties of which office he is taking a vacation for a few days.

* * *

Roscoe Howard of Grants Pass is a Portland hotel guest. During the war Howard was an employe of the Emergency Fleet corporation and his duties took him to the Azores. From the delights he found there he still has a fresh fund of conversational inspiration.

* * *

E. M. Davidson, secretary of the Davidson Fruit company at Hood River, is at the Multnomah hotel while spending a few days in Portland.

* * *

H. B. Cusick, Albany banker and general live wire, is spending a brief time in Portland, making his headquarters at the Seward hotel.

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

By Fred Lockley

[The story of a busy and useful career is told today by Mr. Lockley, his subject being a pioneer of Eastern Oregon who has done many things in many places and done them well, exemplifying the versatility of the American, especially the American of the West.]

John Burnham Huntington is an old time Portlander. The town of Huntington, in Eastern Oregon, is named for him. When I first knew Huntington the place was a stage station and was called Miller's Station. This was in the fall of 1880, before the coming of the railroad. We stopped there while driving from Boise to Walla Walla.

* * *

"Who am I?" said Mr. Huntington in a recent interview in answer to my question, "Do you know B. S. Huntington, the attorney of Portland who is a regent of Pacific University and a director of the Portland Y. M. C. A.? He and I are brothers. I was born at Rockford, Ill., and when a young man came West by the Isthmus of Panama. This was in 1867. My uncle, William H. Watterman, was superintendent of Indian affairs for Washington Territory. I came to Olympia to take the job of messenger. He died a few weeks after my arrival and General T. T. McKinney of Keokuk, Iowa, succeeded him. He retained me and appointed me interpreter. In 1869 the war department took the Indian service over from the interior department, and we were all let out. I went to Forest Grove to attend the college there, as my father had been a student under Professor Marsh at Vermont university. Within two years the war department turned the Indian service over to the commissioner of Indian affairs. This was in 1871. I was offered, and accepted, my old job. After a couple of years a change of administration again let me out, so I went to Yakima, where I raised stock. While there I married Eloise Guyland, daughter of the hotel keeper at Yakima. Our daughter is named Eloise, for her mother. For the past 17 years she has been employed in the city surveyor's office at Portland.

* * *

"In 1881 I went to Miller's Station, where I ran the stage station and raised Shorthorn cattle and thoroughbred horses. Freighters, pack trains and emigrants usually arrived to camp over night at our place and it was an eating station for John Hailey's stage line. Major Keifer of Walla Walla, an army paymaster, made frequent trips between Walla Walla and Boise. He always stopped over night with us. One time while he was there I had him help me make out the application papers to have a postoffice established at my place. When we came to the line where it asked for suggestions for a name for the proposed postoffice, Major Keifer said: 'Give me your pen. I will fill that out.' I handed him the pen and he wrote 'Huntington.' The name was accepted by the postoffice department. This was in 1882. Two years later, in November, 1884, Senator J. N. Dolph drove the last spike where the rails were joined in the transcontinental road at our station, and the railroad adopted 'Huntington' as the name for the station.

* * *

"In 1887 I sold my band of over 200 mares and shortly thereafter President Harrison appointed me register of the land office at Burns in Harney county. I held that office for the next five years. I could tell some lurid tales of the 'hay burners' and the 'fence cutters' and the feuds between the big landowners and the settlers, as well as between the cattlemen and sheepmen, and of the death of Peter French, whose holdings are now managed by Bill Hanley.

* * *

"I was reading clerk of the state senate when Joseph Simon was president of the senate. For some years I practiced law in Athena, handling cases for C. A. Barrett, Mosgrove & Co., T. J. Kirk and other well known residents of Umatilla county.

"In 1907 I went to the Philippine islands as an employe of the Atlantic, Gulf & Pacific company, which employed over 4000 men in its construction work. For the last four years I was in the islands I operated a small coasting schooner, carrying sugar, hemp, cocoanuts and hardwood to Manila. I finally landed a contract to supply fuel to the government. The government used bocaoin wood. The sticks were required to be one meter long and not less than 4x4 inches in size. The wood sells for from 25 to 40 pesos a thousand sticks. I employed 80 natives at 25 cents a day to cut the wood and made good money on my contract.

* * *

"Returning to the United States I worked at Victoria, B. C., and at Spokane for a few years, but for the past year or so I have made Portland my home.

"No, I wouldn't advise any ambitious young man to take up politics. It saps your courage, independence and initiative. Better get into some line of useful and constructive work where there is a future, and be a producer, not a political hanger on and parasite."

Olden Oregon

Congress Started Oregon Territory With Appropriation of $26,500.

When Oregon was granted a territorial government by congress in 1848, federal appropriations amounting to $26,500 were made. Of this amount, $5000 was for public buildings, $5000 for a territorial library, $15,000 for lighthouses and $1500 annually for contingent expenses. Provision was also made for the salaries of officers and members of the legislature. The salary of the governor, who was also Indian agent, was fixed at $3000; United States judge, $2000, and secretary of the territory, $1500. The pay of legislators was $3 a day and mileage, chief clerk $5 a day, and other officers $3.

FAVORITE SONS

From the Indianapolis News

On the other hand, some of those favorite sons may find that they are not any favoriter in other states than they are in their own.

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader

OREGON NOTES.

A fund of $20,000 has been subscribed at Bend for a county fair.

All business houses will close at Mount Angel on Good Friday from noon to 3 p. m.

The annual election of directors of the Apple Growers' association will be held at Hood River, April 3.

A large silk flag has been presented to the Lane county American Legion by the Women's Relief Corps.

It is reported that Attorney General Brown will resign and return to Roseburg to resume a private law practice.

Shortage of garage room at Roseburg has caused plans to mature for the erection of three big concerns in the near future.

Ten million feet of logs are to be cut in the vicinity of a new camp just established on Lake creek in western Lane county.

Stockmen in the vicinity of Durkee and Dixie, Baker county, are worried over the shortage of grass on the cattle ranges.

L. J. Knox of the commercial department of the Eugene high school has resigned to engage in ranching in Eastern Oregon.

Lester Martin has been appointed chairman of the Lincoln county committee of the Republican ways and means committee.

The Eastern Oregon cattle feeders' convention, in session at La Grande, passed a resolution indorsing the millage tax measure.

The only hops left in the vicinity of Mount Angel have been sold at 50 cents a pound. They were of the crop of 1917 and comprised about 60 bales.

A chlorine tank exploded in the Y. M. C. A. gymnasium at Bend and a number of children in the swimming tank barely escaped the deadly fumes.

The recent stormy weather is pleasing to fruit growers of Hood River county. Ten inches of snow are reported from the southwestern part of the county.

WASHINGTON.

The new Pacific highway bridge over the Cowlitz at Toledo will be ready for traffic about July.

Spokane barbers are threatening to advance the price of shaves to 35 cents and haircuts to 65 cents.

Major Carl H. Reeves has been appointed superintendent of the Seattle department of public utilities.

The women's clubs of Centralia are cooperating in the improvement of the appearance of North End park.

The King county Republican convention will be held at Seattle, April 17, to elect delegates to the state convention.

The total shipment of apples from the Wenatchee district has reached the unprecedented number of 11,000 carloads.

Mayor Caldwell of Seattle has named six citizens, representing different interests, to serve on a new city zoning commission.

The University of Washington Alumni association of Clarke county will hold its annual meeting at Vancouver, March 30.

Contracts calling for delivery of 144,000 pounds of hops in 1920, 163,000 in 1921 and 203,000 in 1922 have been filed at Yakima.

A number of Spokane men are organizing an association to import 250 domestics from Europe to relieve the servant situation.

Telephone service between Grays Harbor and Portland will be improved about April 20 by the stringing of new wires between Aberdeen and Centralia.

The exchange of approximately 483,000 acres of unsurveyed school land belonging to the state and located within the forest reserves, for an equal acreage outside, will be possible under a recent decision of the state supreme court.

IDAHO.

The State Teachers' association reports that there is an actual shortage of 100 teachers in the state.

The Carpenters' union of Lewiston has declared an increase in the wage scale for carpenters to $8 per day.

The sale of $50,750 worth of state-owned timber to J. A. Ryan of Portland is announced by the state land department.

Increased rates for the Meridian Independent Telephone company have been granted by the public utilities commission.

The fruit packing plant of the Lewiston Orchards association will be enlarged with an additional amount of floor space.

Work on the extension of the Lewiston, Nez Perce and Southeastern railroad from Tammany to Waha and Craig mountain has been resumed.

Moscow high school basketball team, Idaho champions, have challenged Whatcomb high school, champions of Western Washington, for a post-season game.

The Shoshone Lumber company drive on the north fork of the Coeur D'Alene river above Prichard is started. There will be between 16,000,000 and 18,000,000 feet in the drive.

The state public utilities commission will not grant the petition of the patrons of the Frazer Telephone company for a physical connection with the Orofino lines of the Clearwater Telephone company.

Twin Falls, Burley and Sandpoint have filed with the state board of vocational education applications for designation of their school systems for the addition of auto mechanics' trade courses.

The Journal Rejoices to See Its Idea of Port Making Generally Accepted

Perhaps a few more words about a certain phase of the public attitude toward the $10,000,000 port plan proposed by the Committee of Fifteen would be in order. Down at the Chamber of Commerce on Monday members of the committee (one was also a member of the dock commission and another a member also of the port commission) were enthusiastically applauded when they spoke in general terms of the value of publicly owned dock and terminal facilities to attract commerce. One of them predicted that through the use of piers and docks built at public expense this year's commerce will reach the handsome total of $100,000,000. No one had any contentious offering against the general principle of a harbor controlled and administered by the public for the public interest.

Yet there was a time when scores of business men and property owners would have attempted to hoot down a project for public docks. There was a time when a mayor of Portland refused to issue $500,000 in dock bonds after the authority so to do had been voted by the people. There was a time when the old newspaper influence of Portland was exerted against public dock projects. And there was also a time when The Journal took up the fight for public docks, for public control of the waterfront, for intensive local effort to secure commerce. In the years that have followed this newspaper has kept up an educational effort that showed how ports which become great do so by coupling together natural advantages, that in many instances are less than those of Portland, with aggressive and practical port building.

And now the ready enthusiasm with which great port projects are received makes The Journal feel that its past efforts have been valuable, not alone to the public and to business men, but in the education of competitive newspapers.