

Oregon Daily Journal

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AN OREGON MOVEMENT

There seems to be promise of better markets for Oregon farmers. Saturday, representatives of agricultural, financial, commercial, transportation and labor interests met at the Chamber of Commerce.

A market commission bill was the product. Under it, the state is to gain information for use of the producers, a bulletin is to be issued, and the state is to assume leadership in the organization of cooperative marketing associations.

Had there been meetings in North Dakota like that at the Chamber of Commerce there would in all probability have been no Non-partisan league.

ASTORIA AND THE RATE CASE

IT WAS principle and fact, not discrimination between communities, that governed the position of the Oregon public service commission in the Columbia basin rate issue.

The contest is one primarily between the mountain routes to Puget Sound and the water grade of the Columbia river. The action involves the competitive relation of the ports of Puget sound and of the Columbia in its anticipated effect upon the rate structure.

What Astoria should see is that if the interstate commerce commission adopts its examiner's recommendation and orders a lower rate between

Portland-Vancouver and the zone south of Snake river, the ports of the Columbia will present a commerce getting combination unsurpassed on the Pacific coast.

The National Radium bank in New York has a third of a million dollars worth of radium to lend to physicians and hospitals free of charge.

EMMA GOLDMAN wants to come back to what she calls "dear old U. S. A." She writes Ben L. Beitman, her former manager, that America is to be much preferred to "free Russia."

With Miss Goldman, so it would be with all of the Red regiments. They have in their imagination pictured a land that is not. There is on earth no fairland where there is living without work.

There can be no automobile in which to glide through the country without the work necessary to produce it. There can be no crops without the labor of planting the seed.

These arguments will prove to be boomerangs in the struggle to maintain private ownership of the nation's carriers. They are fallacious and unjust.

Another measure of efficiency was the speed and completeness with which the various rail systems of the country could be consolidated into one coherent and smoothly articulated system in order to meet the emergency of war.

That the Oregon season opens on April 1 when trout in Cascade mountain streams are just beginning to spawn, and closes on November 1, just after sea trout in the coast streams have spawned.

Forty years ago the bricklayers of Kansas City were getting 30 cents an hour for a 10 hour day. At that time they began an agitation for \$3.50 per day.

Yet the heads of five Western railroads, conferring in Portland, debated the expediency of lifting one of the tracks in the Deschutes canyon and concentrating their train movement on the other.

Jersey bull is added fame for Oregon pedigree livestock. Nor is there any reason why Oregon should not be at the front in such achievement.

The high cost and scarcity of building material has struck the English sparrow. He must find a substitute for horse hair for use in nest building, and horse hair, in these days of the automobile, is scarcer than it used to be.

IT IS quite as unjust as it is customary to blame the police bureau for failure to enforce the clearing of rubbish and weeds from vacant lots.

The repeated offer of proposal to send out gangs of vacant lot renovators under municipal authority and charge the cost to the owners is also something from which the city shies.

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It was of incidental moment, when the war was being waged, whether the railroads paid expenses or not. To win the war was the objective, no matter what the cost.

Justice, too, should dictate attention to the fact that the Canadian government's experiment in railroad ownership involves some 25,000 miles of lines that are also, the war being over, in sad need of new equipment, maintenance, repair and finance.

Yet everybody sympathizes with the railroads in the position in which they find themselves after their heroic and patriotic service. Short-sighted executives should not by distortion or half truth destroy a sympathy which is susceptible of being capitalized into definite and adequate support of the nation's rail carriers.

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COMMENT AND NEWS IN BRIEF

SMALL CHANGE: A loafer is a man who loafs and has no bank account. It is easier to start a rumor than it is to head it off.

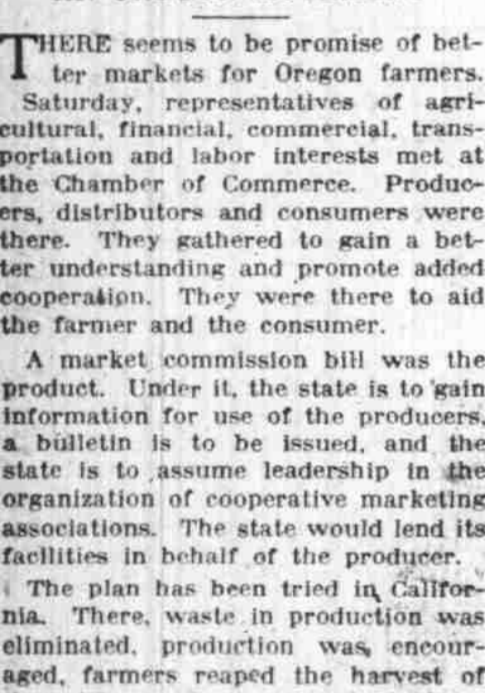
LETTERS FROM THE PEOPLE: C. H. Kandle doesn't have to be foreman at the Oak Grove ranger station, but he seems to like the job and, therefore, sticks to it.

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN: [Pins] is Mr. Lockley's text for the day. He presents statistics and historical data of pins.

OLDEN OREGON: The supreme importance of highways is illustrated in a consideration of Portland and the Canyon road. The city, then, about seven years old, got a great leap in 1849, over all actual and possible



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