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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Strength is born in the deep silence of long suffering hearts; not amidst joy.—Mrs. Hemans.

HIRAM'S VICTORY

HERE is the League of Nations plank in the Chicago platform:

The foreign policy of the administration has been founded upon no principle and directed by no definite conception of our nation's rights and obligations. It has been humiliating to America and irritating to other nations, with the result that after a period of unexampled sacrifice, our motives are suspected, our moral influence impaired and our government stands discredited and friendless among the nations of the world.

We favor a liberal and generous foreign policy founded upon definite moral and political principles, characterized by a clear understanding of and a firm adherence to our own rights and unfailing respect for the rights of others. We should afford adequate protection to the life, liberty and property and all international rights of every American citizen, and should require a proper respect for the American flag; but we should be equally careful to manifest a just regard for the rights of other nations. A scrupulous observance of our international engagements when lawfully assumed is essential to our own honor and self-respect and the respect of other nations. Subject to a due regard for our international obligations, we should leave our country free to develop its civilization along lines most conducive to the happiness and welfare of the people and to cast its influence on the side of justice and right, should occasion require.

Hiram Johnson has lost the presidency. But he forced the convention to accept him on the League of Nations.

The plank has to be labeled "League of Nations plank" to know that it is the party utterance on the league. It doesn't even indorse the Lodge reservations. It doesn't even suggest any kind of League of Nations. It doesn't even recognize that there is such an issue as the League of Nations. It doesn't reflect the fact that ever since the armistice was signed and before the whole world has been debating the League of Nations principle.

It doesn't even reflect the fact that since July 10, 1919, congress has been debating with the utmost bitterness, and that the people of America have been studying the League of Nations, and that in that period the League of Nations has been an issue that overshadowed every other question.

With what humiliation must a great party face the supineness of its convention, its surrender to Johnson, Borah and the other bitter enders!

For one moment, fancy Abraham Lincoln, when the slavery question was at its climax, thus having nothing to say about the slave power! Or fancy for one moment, Theodore Roosevelt dodging a great issue, laying down to pro-Germanism and surrendering to a bunch of a dozen treaty rippers!

The delegates at Chicago adopted a League of Nations plank out of harmony with the convictions of the masses of Republicans. It is a no-league plank. It is a bitter ender plank. It is a plank that Johnson, in all his hatred of the league, approved. It is a plank approved by Borah, who declared at the convention that he would bolt the party if it favorably mentioned the League of Nations. It is a plank repudiating the league, or Borah and Johnson would never have approved it. It is a plank in which a great principle was swapped off, in exchange for the pledge of Borah and Johnson not to bolt the party.

The Chicago convention turned its back on both the treaty and the league. Surrendering to the irreconcilables, the covenant holds that nothing was gained by the war beyond the temporary defeat of Germany. It holds that our soldiers and sailors dead and our soldiers and sailors living won nothing for the betterment of America and mankind.

It holds that Prussian autocracy can rise again, and again call the world to arms, so far as America is concerned. In spite of the fact that America was drawn into the war, notwithstanding herculean effort to keep out, and in spite of the fact that America can and will be as easily drawn into future European wars, the Chicago convention holds that America is not interested in whether or not Europe has future wars. In spite of the fact that we will be groaning for a generation under war taxes imposed by the late conflict in Europe, the Chicago convention holds that the peace of Europe and the peace of the world is nothing to us.

The Chicago delegates bear the name of a great party. But their cowardly surrender to the Prussian junker idea of no league of nations has lost them the respect of hundreds of thousands of members of their party, a party which rose to existence and power on the moral courage of Abraham Lincoln.

"We hold in imperishable remembrance the valor and the patriotism of the soldiers and sailors of America" in the late war, says the Chicago platform. But congress rejected the bonus bill.

THE HOUSING SHORTAGE

THE United States needs 3,340,000 additional houses. That is the statement of the manager of the St. Louis Housing association, a department of the Chamber of Commerce of that city which is erecting houses for workmen at cost.

As compared with 1,040,000 marriages annually, only 20,000 houses were built in 1918 and 70,000 in 1919. The cost of houses has increased 215 per cent, the St. Louis man declares.

The shortage of living quarters exists throughout the United States, as the St. Louis figures indicate. The problem is one brought on by the tremendous increase in the cost of materials and labor, and one that is not likely to be solved until their decline. In the meantime, with marriages outdistancing building operations more than 14 to one, there is little prospect of relief from the present cost of living quarters.

Thirty-one industries pleaded with the Port of Portland commission Thursday afternoon for dredging that would make the North Portland harbor of avail. The petitioners, according to the accounts, were told that they could have a survey. It is not a survey they want—they want a channel.

JUSTLY JAILED

ONE pilot in the death race through the heart of the west side residential district, George Vrvilo, has received the maximum penalty of the law for reckless driving—$500 and six months in jail. The sentence was imposed Thursday by Judge Rossman.

With another machine, Vrvilo staged the death race on Nineteenth street, two weeks ago, the race that resulted in the death of Tony Polich when the Vrvilo machine somersaults on a turn. Two other occupants are still in the hospital, one with a fractured skull.

All traffic and pedestrians on the thoroughfare were endangered. Machines approaching the street that was converted into a speedway, were threatened. Other automobiles pulled to the side of the street to allow the hurtling cars to pass. The latter covered four blocks at their mad speed while another car, going 12 to 15 miles an hour went one. They slowed up for nothing. Intersections and crossings were ignored. Everything in sight was passed at lightning speed.

But the speed was too great. One machine attempted to turn a corner. Two wheels left the ground, then four and the auto turned over, and settled with all occupants underneath. Mutilated Polich was pulled from beneath. He died the next day in the hospital.

Such races are not only dangerous to drivers and occupants of the cars. They imperil everybody in sight. Death hovers over the speedway.

Judge Rossman was justified in imposing the heavy penalty on Vrvilo. And, by the way, where is the driver who was racing with him, and what is his portion?

Lodge, Borah, Johnson and the others shrieked for months that the language of the league covenant is vague and indefinite. How about the Chicago plank on the League of Nations? It has to be labeled, trade marked and a bell be hung on it to know it when you see it.

THE PRICE OF LUMBER

NOTHING abnormal, unexpected or permanently serious is to be found in the lumber price reductions. The causes are perfectly discernible.

In the first place, the indefinite continuance of the high level war prices could not be hoped for or desired. A gentle decline with only slight disturbance was preferable to a continuance of high prices up to the point of sudden break, perpendicular cuts and chaotic markets.

The secondary cause is the entire inability of the nation's railroads to meet the traffic necessities of the lumber industry. Cars have been almost unobtainable. Such transportation as was furnished came in response to urgent demand. Orders, of which there were many, could not be filled. The lumber cut accumulated in the yards. Such a condition would inevitably have a depressing effect upon prices.

Loans for building purposes have been reluctantly granted and usually scaled down on account of the high prices. Many people have deferred building plans waiting for reductions in the cost of materials.

The ending of war, the shortage of transportation and the withholding of investment account for the reduction. But no cut in lumber price can be deep. World demand is too great. Too many replacements of war's destruction are yet to be made. Railroad maintenance is three years behind. The building program of the nation is even more retarded.

Along about July or August, when jobbers have disposed of stocks of lumber for which high prices were paid, retail consumers will be able in the Middle West and East to buy at lower prices than during the war. If transportation by that time is improved, a large amount of home building will be put under way. The demand which will center here where the world's greatest supply of timber is found, should keep our camps and mills busy an indefinite number of years. And perhaps the profits from prices based upon peace will be ultimately larger than abnormal prices that invite chaos.

THE EIGHT-CENT FARE

PORTLAND ought not to have an 8-cent fare.

The car rider ought not to be compelled to pay an 8-cent fare. Many of them cannot afford it. The Journal tried to save them from it.

The car riders are compelled by the higher fare to pay an additional million dollars and more a year in fares. It is the equivalent of a new mortgage on their homes, a mortgage that pays an interest of more than $1,000,000 a year. That mortgage lessens the value of their property. It diminishes the taxable value of their property and decreases their power to pay taxes.

It diminishes the power of the car riders to buy the necessaries of life. It makes it harder for them to own and occupy their homes in the suburbs. It tends to drive them, and will drive many of them, into the more crowded districts, where light and air and breathing room are limited. It brings their children into the crowded quarters where they must play in the streets, where they interrupt traffic and are run over and killed.

When the fare was advanced to 6 cents many cottages in the suburbs were abandoned by families who moved into apartments or tenements. The advent of an 8-cent fare will result in an accentuated movement of that kind. The inevitable effect is to lower the standard of living in Portland.

The lower the fare the better for a city. The lower the fare the more of its people own and live in their own homes. The greater the percentage of homes the lower the percentage of Bolshevists. The higher the percentage of home-owning dwellers the higher the standard and greater the independence, stability and happiness of the people. The larger the percentage of tenant families, tenement and otherwise, the less stable a city's population.

This new mortgage on the homes of Portland car riders, a mortgage which must pay an interest of more than $1,000,000 a year, costs the big interests and the auto riding public of Portland nothing. Nothing connected with the streetcar system costs them anything. They even get part of the fare money which car riders pay in, for part of the fare money is used to apply on the cost of city government. Free rides for city employes, street paving along the tracks, bridge tolls and other charges which are paid out of streetcar fares lighten the cost of city government and save big interests and auto riders from having that cost to pay.

In the late election a great mass of citizens voted against giving any relief to the car riders. Though the car riders were paying practically every dollar of the cost of supplying and maintaining and operating the rapid transit system, and, in addition, contributing from their fares to the support of certain phases of city government, this great mass of citizens voted with a considerable majority, that any additional cost of operating the system should be borne by the car riders. Appeals were made to them to give the car riders justice but their ears refused to hear and their minds declined to be moved. Even the advice and appeal of the public service commission, which was really trying to make a start in a constructive adjustment of the street car situation, did not budge them.

In the main, the car riders are the working population. Any one who stops to think, knows they are people who can ill afford to take on this new million dollar burden and more. Anyone who stops to think must realize that the long rows of business houses on both sides of the streets in the downtown district are supported and made profitable by the presence of the streetcar system which the car riders pay for, and realizing that, must know that the placing of this new mortgage solely on the homes of Portland car riders is a rank injustice and that a time will certainly come when that injustice can be no longer practiced.

One of the most important problems in Portland today is the streetcar problem. Portland is harmed by the 8-cent fare, harmed in many ways, but in no way more than by the injustice which the present streetcar arrangement heaps upon the city's working people—its car riders.

LODGE'S SONG OF HATE

All Pretense Dropped, Reveals Himself As Johnsonian Toward the League As Toward Wilson

From the Astoria Budget (June 10).

As a keynote speech Senator Lodge's address to the Republican national convention left many things to be desired by the great number in his party who had expected him to outline a forward looking program which would develop a spirit of harmony and enthusiasm among the delegates. We are not, therefore, surprised that press reports tell of distinct dissatisfaction with his speech even among the party leaders themselves.

• • •

Senator Lodge carried into the convention and into his address the bitter hatred which he has generated during the League of Nations fight against President Wilson and all that savors of him. This spirit of venom which was manifest from beginning to end was the real keynote of the speech. No less a political authority than Mark Sullivan, in writing of the Massachusetts senator's efforts, speaks of the "partisan meanness" and the "waspish malice" which characterized his utterances.

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The Republican party had reason to expect that so great a man as Henry Cabot Lodge would rise above personalities and brick throwing and make such criticisms as he felt the record of the Democratic administration invited, in dignified and lofty language. The members of his party had a right to expect that his keynote speech would be a broad, constructive offering rather than a political tirade of the "outs" against the "ins."

Senator Lodge in that speech revealed himself for what he is, a narrow partisan rather than a great American statesman. The opportunity was his to become the dominant figure in the convention and the leader in the dictation of a platform that would cement the warring elements within his own party. The opportunity was his, but he did not seize it.

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In his discussion of the League of Nations, the senator in effect threw aside all pretenses of being a friend of the league idea and showed himself a foe as implacable as Hiram Johnson himself. All through the fight he conducted in the senate, he was in heart a treaty killer, and now he comes forth boldly to tell his party members that they must go to the presidential polls to support his record. "We make the issue," he said, "we ask approbation for what we have done. The people will now tell us what they think of Mr. Wilson's league and its sacrifice of America."

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Senator Lodge spoke hundreds of words in bitter condemnation of the league which Wilson advocates, but not a sentence to show that the fundamental principles of justice and mercy upon which the league is founded have in him a firm friend and should find a staunch champion in the Republican party. In taking this attitude, the senator was a disappointment as a convention "keynoter" and, unless the men who are framing the platform show themselves bigger and broader, they are going to place their standard bearer under a handicap at the start.

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.]

"THE ONE ONLY GOD"

Portland, June 8.—To the Editor of The Journal — Answering J. Harold, whose letter on "The Natural God" appeared in yesterday's Journal: Whatever he means by "the natural God," he seems much opposed to the real God, the creator and sovereign Lord of all things, who, being the author of nature, of course is supernatural—which means, superior to nature. Mr. Harold's ideas seem to be patterned after Karl Marx, the "discoverer" of "the materialistic conception of history," defined by one of his present day followers in these words. "There is no substance but matter, and matter and its motions constitute the universe." This so-called philosophy leaves no room for God or the soul; therefore its advocates would abolish religion, the family and common morality and substitute atheism and free love.

Like all others of his turn of mind Mr. Harold charges God with the crimes of all who have believed in Him, from Cain and David down to the present. Cain, David and every other son of Adam who has greviously sinned against God has been severely punished, and unless they have obtained pardon through repentance and the saving sacrifice of Christ on the cross they are still undergoing punishment. As an instance of the loose thinking on this subject men sometimes say, "David was a great sinner and still he was 'a man after God's own heart.'" If you want to know how he became so read the seven penitential psalms. You can find them in almost any Catholic prayer book. I quote three verses from the thirty-first psalm: "For day and night Thy hand was heavy upon me; I am turned in my anguish whilst the thorn is fastened." "I have acknowledged my sin to Thee, and my injustice I have not concealed." Then he could say, "Blessed are they whose iniquities are forgiven, whose sins are covered."

Mr. Harold speaks of that blasphemous, swaggering braggart, the kaiser, as "God's own beloved William." I would ask him to compare this miserable wretch with that humble servant of God, Marshal Foch, who worked "the miracle of the Marne" and spent much of his time during the most trying periods of the war before the altar of God, praying that right might prevail, and in regard to the statement that "the scientists, philosophers and discoverers are the true followers of the natural God" (which strictly speaking is no God at all), the facts are that by far the greatest in number and accomplishment among such men, from Kepler, Galileo, Copernicus and Columbus down to Pasteur and Marconi, have been sincere followers of the one only God, who has revealed himself to men by the inspired writers and through his only son, Jesus Christ.

I would advise Mr. Harold to consider these words: "For every idle word that man shall speak he shall render an account on the day of judgment."

Hugh A. Coyle.

DENIES THAT NATURE IS GOD

Portland, June 10.—To the Editor of The Journal—We had supposed that the men who worshipped nature as God were all in pagan lands, where no higher light than that of nature has clearly shone. "Nature" is only a word, after all—a common noun, which is interpreted in many ways. If it is used as meaning the material world, surely no intelligent being could worship it, for worship is to a being, not an "it"—a being having power and intelligence to respond to and appreciate worship. There are not a natural God and a supernatural God; there is either a God of absolute power, knowledge and goodness, or there is nothing whatever to look up to. We ourselves are the highest in known nature, so without God we must look only to ourselves for help—in trouble, in pain, in extremity, in death. Call on nature, and she answers coldly, "This is the way of all the earth; die!" But God is called the Father of mercies and God of all comfort. He was perfectly shown forth in Jesus, who spent his life for man, even to the utmost of giving it up voluntarily for man's sins. It was disobedience to the supernatural God which brought about every case of violence and evildoing mentioned in a recent letter in The Journal. Cain killed Abel, who had obeyed God; David flagrantly disregarded the law of his God, and was punished for it, though repentant; the violence in the church has been because of following false teachings of man, instead of the word of the supernatural God. Every good we enjoy, every hope we have for the future—yes, "every good and perfect gift cometh down from the Father of light," and "in the day that ye seek Him with all your heart, He shall be found."

C. L. PRATT.

WHEN LEAGUERS COME

Kelso, Wash., June 10.—I ask space for a few additional items from my list of reasons for despairing of any relief for the producer on the farm, save something drastic. These supplement my communication of recent date.

A few weeks ago I sent to one of the large firms in Portland the hide from an extra large Shorthorn cow. It was carefully skinned—not a cut in it. I sent it in fresh, so as to avoid any kick on the way it was cured. The returns lacked 75 cents of being enough to pay for one pair of common plow shoes that I purchased at a local store. With that hide I sent another from a three-year-old Shorthorn, and the proceeds from the two came to about three quarters the price of a pair of logger's shoes.

During my 40 years I have never known so much unrest and dissatisfaction among the farming class. One of my neighbors whom I have many times heard denounce socialism said recently: "This present thieving system we are struggling against has driven me to socialism, and almost to anarchism."

The Non-partisan league may not be perfection or a cure all, but in my opinion if we have to discount our expectations 50 per cent it will still be a great improvement on the present state of affairs.

If there were more Henry Everdings in business today, and if the confidence of the people were restored so they could devote their time and energies to producing, the leaguers would not have a look in, and, I dare say, no desire to dominate.

What good will all this get-together dope do, where merchants picnic and lunch with farmers, talk it all over, pour a little oil over the farmers' backs, and then go back to town and do it all over again? Let them do as other men have done and there won't be any differences to fix.

Farmer.

CANDIDATES AND ISSUES

Umatilla, June 7.—To the Editor of The Journal—I am one Democrat who hopes to see the day of true democracy, bringing the issues as near to the wishes of the majority as is possible, for their decision. For that reason, I favor the platform plank advocated by William Jennings Bryan, for a national initiative and referendum, particularly as it applies to the declaration of war. This might change somewhat the authority of the League of Nations, should we enter the league. I have no sympathy with the members of congress who opposed the president's stand on the covenant or with their motives, for I believe it is the intent of the framers of the covenant to have the consent of the majority of the people of the nations before entering into war with any one nation or group. But the Swiss system appeals to me as being the most likely to succeed. They have entered the league reserving the right to decide by a vote, on any declaration of war, just as they did before entering the league itself.

Woodrow Wilson is an inspiration to all nations and all men, suffering as he has to usher in a new governing power. He has no doubt been the promoter, leader and originator to a marked degree of this league, but we, the people, should be the ones to decide on a life or death sentence, which is a call to arms—not our congress or the world congress, but a majority of the individuals concerned.

If Mr. Wilson never did another thing for his country, he has covered himself with glory by establishing a precedent in refraining from accepting as reward territory or indemnity for our part in winning the war. I believe we would not be making a mistake in nominating Mr. Wilson, McAdoo or W. J. Bryan for president. But it is my hope to see in the Democratic platform the demand for a national initiative and referendum law and an anti-profiteering law, and for a changed tax system.

Christina H. Mock.

IN APPRECIATION

Salem, June 8.—To the Editor of The Journal—I noted your editorial, "He Over-Insured," and had intended before this time to express my appreciation of same. It so nearly expresses my own convictions as to the duty devolving on fire insurance agents licensed by this department that I have nothing more to add. This is written, however, to express my appreciation of the valued cooperation of your newspaper. Very respectfully yours,

A. C. Barber,
Insurance Commissioner.

CLASSIFIED

From Life.

What kind of golf does Grabber play?
Worst I ever listened to.

Curious Bits of Information For the Curious

Gleaned From Curious Places

In the Fiji islands physical activity is synonymous with heartlessness, all things being done slowly. Everything there is "malua," that is, no matter what is wanted, or whom it is wanted from, "wait a bit" is the process. There is no use of rushing anybody, is the islanders' idea. When the Fijian works, however, he is as indifferent to big as to little tasks. The Indian, small and wiry, who seems too delicate for any task, and is stopped by none, acts as a reinforcement in the South sea labor market, including the Fiji islands. Labor is borne unevenly, the white man looking on and commanding, while the Indian slinks about and slaves. All the business and labor of the islands has passed into the hands of the Indian, who is tailor, jeweler, grocer and gardener, Sidney Greenable writes in Harper's Magazine. The Indian works the plantations and the factories, and is gradually buying up land. Meanwhile the Fijian idles, happy if he can add a shilling, an old vest, or a torn pair of trousers to his possessions.

Olden Oregon

Statesmen a Century Ago Begrudged Oregon a Chance.

During the debate in congress on the Oregon question in 1822, Tucker of Virginia had no objection to the occupation of the Columbia river region because it was visionary, but he thought it too practical a question, as it would draw population and capital to a point where they would be of little use. The people of the Pacific Coast, he said, would carry on their trade with China and the Orient rather than with the Atlantic states. He mentioned the appalling fact that the mouths of the Mississippi and the Columbia were thousands of miles apart.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

"Roses, roses, everywhere!"

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The 8-cent fare will certainly make hard sledding for a poor, lonely, old, slick dime.

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General Pershing is being boomed according to report, as a "dark horse." A war horse, of course.

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Chances are that when the party platforms are all ready there will be knot holes that some will want to crawl through.

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Don't talk to the man at the wheel. He has all he can do to drive the car safely. He'll be glad to talk it over when he isn't so busy.

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The "weather man" will kindly take note that the city is being decorated in honor of the visitors soon to come to Portland, and govern himself accordingly.

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When prices were going up we were assured every few days that they couldn't go any higher. Presently we shall be told that they can't go any lower; but we are going to be slow to believe it.

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Census returns give Los Angeles larger population than San Francisco, and the Bay City will probably come back with the argument that they are "reel" figures, so far as Los Angeles is concerned, and not real ones.

SIDELIGHTS

Roseburg's fire department is very busy in an anti-fire menace campaign, with special reference to cellars that contain accumulations of trash.

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"Land's the thing—if it is in Salem district—and if it is put to the right uses," avers the Salem Statesman. "It will grow more valuable throughout the years and make Salem grow greater and greater."

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"Speaking of timely occurrences," says the Eugene Register, "there is a drop in the shoe market just as the gasoline shortage is at its height. Perhaps the price will drop low enough so that it will be as cheap to walk as to ride."

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For years a campaign has been in progress at Eugene for the removal of poles that support trolley wires, from Willamette boulevard. The Register now makes a point of the one lone pole left between Sixth and Tenth avenue, and indicates that it, too, is soon to go.

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Nature story in the Woodburn Independent: "The robins are proving pests and destructive. Berry growers report millions of them and more being hatched. They come close to those hoeing and seem to know in their innocence that they are protected by law. The strawberry they are especially fond of and the cherries will also rapidly disappear on account of the number of birds and their voracious appetite."

MORE OR LESS PERSONAL

Random Observations About Town

After spending the night in the rain, wind and wilderness H. A. Calohan of Seattle and George F. Stannard of Kalispell, Mont., arrived at the Multnomah Wednesday night, a tired couple. The two left Kalispell for Salt Lake City by auto and after attending an insurance convention started for Portland. A short distance east of Pendleton, in the mountains, they lost the road after nightfall and later broke their machine. Following the accident the auto headlights went out of commission, so the remainder of the night was spent in the mountains in wind and rain. Stannard and Calohan report the roads in very good condition, everything considered. They are resting for a few days before proceeding by auto to Seattle.

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Mrs. D. L. Robinson and daughter and their maid and Mrs. Arthur Jelley and daughter, all of Detroit, Mich., and Mr. and Mrs. M. J. Blodgett and daughter, Gertrude H., are at the Hotel Portland—Eastern tourists enjoying themselves in the West.

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William Pollman of Baker, where the era of prosperity that started when the town came into being is said not to have subsided yet, is at the Imperial. Pollman is a banker in the live Eastern Oregon town.

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A party of Metolius, Or., residents, en route to Seattle, stopped at the Multnomah hotel Thursday night. The group, traveling by automobile, included Mr. and Mrs. C. S. Marsh and daughter, Miss Leida Marsh, Mrs. Jennings and Miss Worthington.

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T. F. Ryan, president of the Ryan Fruit company, with a branch in Portland, spent Thursday at the Hotel Portland. Ryan's company is said to be the most extensive importer of bananas in the world, shipping the fruit from South America and from Mexico—when Mexico will permit exports.

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T. G. Bligh, Salem theatre and hotel man, is at the Hotel Portland from the Capital City. Bligh does a lot of business at Salem, but can't avoid an occasional trip to Portland for the same purpose, in spite of the fact that he is thoroughly satisfied with his home town.

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Professor H. D. Scudder, a widely known specialist at the Oregon Agricultural college, is a guest at the Seward hotel. Another member of the state college faculty is Professor E. B. Fitts, who is stopping at the Multnomah.

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Mr. and Mrs. T. A. Livesley of Salem are stopping at the Benson during a brief visit in the city. Livesley is an extensive hop grower with big ranches south of Salem where, in the past, many Portland folk have spent their vacation days picking hops. Although thousands of acres of hops were turned under with the advent of statewide prohibition, the industry is still important and within the last year owners of hop roots have done a lucrative business in selling their wares to farmers who are replanting their acres to hops.

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Mr. and Mrs. Charles Wood Eberlein of Klamath Falls are guests at the Multnomah hotel. Eberlein, who was formerly in charge of Southern Pacific company railroad lands, retired to the farm some time ago and now operates a splendid tract adjoining the bustling city of Klamath Falls.

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Mrs. Frank W. Settlemier, wife of the owner of the Woodburn, Or., nurseries and herself prominent in fraternal circles of the state, is a guest at the Imperial.

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T. P. McFeely, manager of the J. C. Penney company store at The Dalles, is registered at the Multnomah hotel while transacting business in Portland.

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R. T. Moore, resident of Bandon, Or., is in Portland in company with John A. Moore and Claire Moore of Port Huron, Mich., who are here to see Oregon under the direction of the Bandon relatives. They are stopping at the Multnomah.

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Mr. and Mrs. T. E. Daniels of Medford, where Daniels is in the life insurance business, are guests at the Multnomah hotel.

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Performers in different walks of life, yet performers withal, the cast of "Friendly Enemies," a current show shop attraction, are registered at the Portland hotel, where also is L. J. Simpson of Coos Bay. Simpson is accompanied by L. F. Falkenstein of Coos Bay.

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F. W. Sumner, owner of the Sumner Iron Works at Everett, Wash., is a guest at the Oregon hotel while in Portland on a business visit. Another Washingtonian at the Oregon is J. R. Thompson of Kelso, who has just put into operation his large new sawmill at that place.

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A. D. Anderson and Harry W. Gard, Madras, Or., stockmen, are at the Multnomah hotel.

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The Multnomah is entertaining Mrs. J. M. Murray, who, with her husband, conducts the O. & W. hotel at Huntington. Mrs. Murray is on her way to her Willamette valley apple orchard.

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Captain Donald S. Ames, local inspector of steam vessels for the Seattle district, is in Portland to visit friends. He is stopping at the Seward hotel.

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

By Fred Lockley

[A reunion of the descendants of a pioneer of the middle '40s is Mr. Lockley's theme today. The Glover clan marshals 64 strong, and the patriarch of the tribe tells of the journey across plains and mountains and relates interesting incidents of the early days.]

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Last Sunday it was my good fortune to be a guest at the home of Wallace Glover on Floral avenue in Portland. For the first time in 20 years the Glover clan had gathered. The gathering was to celebrate the eightieth birthday of Charles Peyton Glover, founder of the clan. Mr. Glover came to Oregon more than 70 years ago and has lived to see children, grandchildren and great-grandchildren grow like green bay trees.

"We crossed the plains in 1846," said Mr. Glover. "My father, Philip Glover, was captain of the wagon train. There were upwards of 50 wagons in our train. There were 11 of us children, so we had a wagon full, all right. There were eight boys and three girls. I also have 11 children—six girls and five boys. All are alive and doing well. I was born June 7, 1840. We took up a donation land claim in the Waldo hills. Our place is about a mile from Macleay. Alonzo Gesner and William Culver were neighbors. I married a neighbor girl, Clarissa Palmer, December 29, 1864. She had come to Oregon in 1853.

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"When I was 22 I went to the Salmon river mines, in Idaho, not far from Lewiston. When you get fairly well along in years you think of your boyhood, and it's odd how well you remember things that happened 70 to 75 years ago. When I came across the plains I rode a fine American mare and led another blooded mare owned by Ronald Gibson. He was afraid to turn them loose. I figured maybe he would give me a colt or give me some money for it, but he told father if he would furnish the leather he would make me a pair of boots for taking care of his two mares during the six months across the plains. Both the mares had colts shortly after getting to Oregon. He sold one of the colts for $600 and the other for $550."

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As Mr. Glover looked at the table, loaded with fried chicken, salad, cake, ice cream and other good things, he shook his head and said: "I sure have seen a heap of changes since I came to Oregon, upwards of 70 years ago. See this jackknife? I have carried it 65 years. When I was about 16 I went from the Waldo hills to Silverton to have some wheat ground. I had to wait my turn at the mill for a couple of days, so I put my oxen in my brother-in-law's pasture and stopped with him. While I was waiting a blacksmith named Joe Jones hammered out this knife blade, cut a limb off an apple tree and made this handle. That knife is just as he made it for me, nearly 65 years ago, barring one rivet that I replaced 20 or 25 years ago. When I die I have put it in my will that my youngest boy, Ronald, shall have it.

"I want you to meet my brother, Sam. He is 89. My brother, J. N. Glover, who is also from Spokane, couldn't come down to my party. He isn't as old as Sam. He is only 83. He went up to Spokane Falls in 1873 to run a trading post for the Indians, and a lot of other people drifted into the country and settled all around him and made a big city there. At first they called it Spokane Falls, but now they call it Spokane. I haven't been there for quite a spell, but my brothers tell me it is a good live city. They call my brother, J. N., the father of the city, because he was one of the first settlers and ran the first store there. He has seen it grow from an Indian trading post 47 years ago to a modern city.

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"How many of us are here today? Well, all my children but one, Samuel, named for my brother. He lives at Antelope. He couldn't get away. Lenora, the oldest girl, became a mother to the family when our mother died. You have known Laura, my next girl, for over 25 years. She will tell you who is here. Samuel was the next child, then Orange, Narcissa, Wallace, Edith, Ralph, Matilda, Ronald and the baby, Mabel.

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"I left the farm in 1890 and moved to Albany. I stayed there till 1908, when I came to Portland. I have been living at Firland, a suburb of Portland, 12 years. Come on out and see me some day when there isn't so much going on and I'll tell you all about who was who in Oregon in the '50s. The first time I saw Ladd's addition was on April 8, 1862. There wasn't a house in the heavy timber there anywhere around. I camped there overnight. Next morning my blankets were heavy with snow, more than six inches having fallen during the night. Yes, sir, I sure have seen some changes since that snowy day in April 58 years ago. Portland has grown from around 2500 to over 250,000. What she'll be 50 years from now is hard to tell."

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I called the roll of the Glover clan after dinner and found the 64 in attendance hailed from Salem, Spokane, Stayton, Cascade Locks, Hermiston, Macleay, Albany and many other points in the west, and that by marriage the Glovers were related to many of the well known families of the Willamette valley, such as the families of General W. H. Byars, Bent Jones, William Culver and Homer Holland, as well as the Cleavers, the Taylors and many other pioneer families.

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON NOTES

A new prune evaparator will be erected in Dallas this summer, using a new process.

Within the next few days the Salem dehydration plant will begin work on spinach.

The cherry crop of Douglas county is rapidly ripening. A heavy yield is promised.

Marion county poultry raisers are discussing the formation of a cooperative association.

It is estimated that $875,000 will be paid out at Salem during July for the loganberry crop.

The citizens of Dallas, by a vote of 407 to 260, have voted not to close moving picture shows on Sunday.

The state P. E. O. convention which has been in session at La Grande has elected Mrs. Mary K. Logan, Albany, president.

Up to date there have been approximately 600 applications filed for the O. and C. grant lands at the Roseburg landoffice.

David Rees, while operating a tractor near Salem, was pinned beneath the machine. He sustained injuries which may be fatal.

A large amusement hall and homes for employes are being erected by the Oregon Lumber company at Bates, in Baker county.

Two vacancies still obtain in the teaching staff of the Dallas high school, a mathematics teacher and a manual training instructor.

As a parting gift to Pacific university the graduating class of this year left a cement sidewalk between Herrick hall dormitory and Marsh hall.

The leg of Mrs. J. V. McKee of Klamath county was broken in two places when a horse she was riding became unmanageable and threw her.

Standard oil service stations at Eugene are now furnishing pleasure cars 50 per cent of their tank capacity of gasoline and trucks full capacity.

The degree of doctor of divinity has been conferred upon President Williams of Albany college by Cumberland university of Lebanon, Tennessee.

The Fisher prize in hymn and scripture reading has been awarded Robert Dike, a graduating theologue at the Kimball theological college, Salem.

WASHINGTON

The Seattle jitney ordinance has been declared constitutional in the federal court.

City Councilman Silver of Tacoma has refused to participate in secret council meetings.

Million dollar rains have fallen in Eastern Washington, according to reports to the Great Northern Railway company.

Residents and property owners in and near Hockinson are planning to establish a drainage district involving from 3000 to 5000 acres.

Hearings involving gas and electric rates at Yakima and Walla Walla have been postponed for several weeks by the public service commission.

A jury at Montesano has awarded a verdict of $1 to George A. Coran, who sued a Hoquiam natatorium proprietor to recover $10,000 for the drowning of his son.

Railroads operating in Washington will not be permitted to increase rates on intrastate shipments until after an investigation by the public service commission.

Robert McCroskey of Colfax has been elected president of the students' advisory board of the college of business administration at the University of Washington.

Business men of Yakima have convinced themselves that there is a real shortage of gasoline. Farmers and others to whom it is necessary are put on the preferred list.

The clam pack for Grays Harbor for the season closing June 1 totals 60,000 cases or 2,880,000 cans. Five plants were in operation, employing between 400 and 500 persons.

In a damage suit brought against the Aberdeen school district by John Malsys to recover damages for the injury of a daughter while playing in the school basement a jury has brought in a verdict in favor of the school district.

IDAHO

The new automobile license plates for 1921 will be either a lemon-yellow or goldenrod with black leters.

Charles W. Beale of Wallace has selected Bertha Stewart Newland as manager of his campaign.

The Universities of Idaho and Washington will join in the investigation of wheat production cost.

The battle for a north and south railroad will begin at Boise, September 16, when the interstate commerce commission will hold a hearing on the case.

Proposed reduction in freight rates for lumber between points on the Pacific and Idaho Northern railroad and the Oregon Short Line have been approved by the interstate commerce commission.

Uncle Jeff Snow Says:

Some men swells up to double natchurl size when their names is mentioned fer president of these here United States. It don't take much mentionin' to swell 'em up so they bust. They make me think of Major McQuiddy in California, who run fer some office ever' time there was a 'lection, from 1870 to 1910, and one time was reported to of been 'lected county supervisor, but the final count beat him by three votes. The way that feller swelled up when mentioned fer some office was amusin' and pathetic. The convention expenses was allus pasted onto him by the politicians, and the major never got nuthin but mentionin' and nominations.

The Pacific Coast's Greatest Wheat Export Point Is None but Portland

"Portland is the largest grain exporting port on the Pacific coast of the United States," say the business and marine reports.

The statement is true. It is also true that Portland is away up toward the top among the grain exporting ports of the nation.

Last year we sent out of the Port of Portland 14,000 carloads of wheat, oats, barley and flour. There were 9,250,000 bushels of wheat, 1,000,000 bushels of oats, 750,000 bushels of barley, and 1,500,000 barrels of flour.

During the last half of 1919, 1,250,000 bushels of wheat was shipped from the Port of Portland to Europe alone. The flour referred to was shipped