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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Real glory springs from the quiet conquest of ourselves; and without that the conqueror is nought but the first slave.—Thomson.

JAMES M. COX

IF COX is as good a man as his platform, he ought to be elected. If Harding is as bad as the platform upon which he was nominated he ought to be defeated.

The San Francisco platform is a forward looking document, dedicated to the progressive idea. The aspirations of the worker are accorded a consideration that is their due. Affairs, national and international, are discussed in a rational manner that appeals to sober thinking men. The San Francisco platform sends its candidate before the people with a message that sounds no hymn of hate.

In James M. Cox, the bearer of this message, the Democratic party has a candidate who thrice has been chosen governor of Ohio and whose administrations are rich in achievement. Ohioans call him "Jimmy" Cox. Their loyalty to him won him the presidential nomination. And the endorsement of one's home folk is the one that counts most.

George W. Perkins is remembered in New York not for his money, not his politics, but for the fact that as a park commissioner he was chiefly responsible for saving from dynamite and rock crushers the famous Palisades of the Hudson. Likewise he inspired Mrs. Harriman to give as a huge playground for the people of New York, 10,000 forested and rugged acres in Rockland county on the west shore of the Hudson. The good that a man does lives after him.

OREGON'S LEADERSHIP

MANY good things have come out of Oregon but nothing of higher moment in human welfare than the organization against tuberculosis which was disclosed at last week's convention of the Oregon Tuberculosis association.

Oregon will be accredited with a position of national leadership in the conflict against this arch enemy of mankind in any review of the accomplishments of states. The work in dignity and comprehensiveness has been lifted far above mere crusading. The sober-minded statistician will find in it an economic value to be measured in millons of dollars because every life guarded or freed from disease adds to the measurable wealth of the state.

The imaginative will no less vividly picture the interposition of the white shield of prevention between the weak and the creeping, malignant tentacles of death.

In Oregon the children of the schools are taught "health habits" which mean that by cleanliness and avoidance of infection they learn to preserve bodily vigor.

One by one counties of Oregon are installing public health nursing as a function of the county government. The nursing bureau seeks out homes where tuberculosis infection has lodged and gives instruction in the simple processes whereby fresh air, wholesome food and isolation dispel the noxious intruder.

The University of Oregon has instituted a course in public health nursing which is a model of its kind and which is already sought by a substantial number of students.

The Portland school board has built, equipped and is now operating in conjunction with the tuberculosis association the A. L. Mills open air school where children that are weak or incipiently tuberculous are given an environment of health. An agitation for an open air room in every school building is gaining ground. Other cities and school districts throughout Oregon are giving favorable consideration to open air school projects.

No feature of the fight against tuberculosis can be so effective and far-reaching as to protect the children from it.

A state bureau of nursing has been established in conjunction with the state board of health. The educational value of the message to be read from every Red Cross seal was proved anew when from the latest experience in their sale the proceeds were double any previous year.

Not less significant than other accomplishments, a common program of effort has been devised between the tuberculosis association and such excellent organizations as the Visiting Nurse association, women's clubs, the medical association and the state board of health.

Men who were rejected for military service because of tuberculosis or who contracted the disease after their enlistment have been sought out and helped on the road back to health by the ever active agents of the tuberculosis association.

One of the strongest weapons which the association has employed is the publicity of ceaselessly circulated literature and the freely given space of newspapers.

Oregon appears to have been enlisted as a whole in the campaign. Humanity is blessed and given new hope by such devoted, sacrificial service.

The "new star" which science announced not long ago is not, it seems, a new star after all. It is merely the flare of a general explosion which happened to Nova Aquilae 200,000 years ago but which is just being reported to earth by the increased light. The star is 217,120 light years, each year consisting of 5,781,600,000 miles, from the earth. How young some of these celestial happenings make the earth seem! Who's going to waste sympathy now on a theatrical star who has spent a scant score or so of years waiting to dazzle the observers?

THE DEATH PACE

A STREETCAR was off the track at Fifteenth and Fremont streets, front end caved in and facing in the wrong direction. It had been knocked there Friday night by an automobile declared by witnesses to have been going 50 miles an hour. One passenger had been thrown entirely over the streetcar into a vacant lot, and two girls through the front end of the wrecked trolley. The floor of the car was covered with broken glass and blood, the description continues. The driver is dead and three passengers are in the hospital.

The crash was the culmination of a wild ride. The driver, brushing safety aside, swept past intersections on up the street at racing speed until he met and crashed into the car. He knocked it off the track, and the front end was completely wrecked.

One of his passengers says there was "something wrong" with the driver. He does not say the pilot was intoxicated although he had been drinking what is said to have been cider.

Knowing that there was "something wrong," why did the companion allow the driver to rent an automobile and drive it at a death pace out Fremont street? Did the garage attendant also know that there was something wrong, and still rent a car without driver, or did he make any investigation as to whether the man to operate the machine was competent?

There is a lesson in the sad incident for all automobile drivers. Whether there is anything wrong with the pilot or not, it is certain that machines cannot ply the streets at 50 miles an hour with safety. That is the speed of death.

Who knows for sure whether the man who was asphyxiated in a cider tank at Hood River succumbed to the fumes or the heart constricting effect of the memories they aroused?

SPEED VERSUS SAFETY

ELEVATOR accidents have been many and serious in Portland within the last few weeks. Passengers have been mutilated and killed. The toll is avoidable.

People in their haste rush frantically into elevators. They step into moving cars. As the doors close they attempt to slip between. Safety is abandoned for a few seconds' saving in time. In several cases it has been at frightful cost.

Elevator operators often are careless. They start lifts before closing the doors. The car is put in motion sometimes without surveying lobbies for prospective passengers. And before a passenger has had sufficient time to enter or leave, the elevator frequently is moving.

Cars at times are overcrowded. With a capacity load, those near the door can be easily pushed forward and crushed.

The essence of the trouble is a sacrifice of safety for speed. The operator hurries the car into motion, and the passenger hurries into the lift. Both are frequently careless.

The elevator never should be placed in operation until the doors are closed. It never should be overcrowded. Passengers never should thrust themselves between closing doors.

The accidents can be eliminated.

There were several individuals on Sunday who must have indignantly felt themselves to be the victims of violated tradition. Among them were the boys who went swimming without bathing suits and the romantic Westerner who merely did what Bret Harte taught him to do when as he sat into a game he declared it must be "on the square" and permitted a peep at the gun with which he purposed to enforce his decree.

A HIGHWAY EPISODE

A FRIED chicken is a savory dish when served with mashed potatoes, its own gravy, beaten biscuit and relishes both sweet and tart. But out on the highway a little woman who had undertaken to feed the hungry in return for the comfortable sensation of an independent living had been busy in a hot kitchen frying chickens for guests who came in numbers beyond calculation. Having prepared the viands it was her next duty to appear cool and composed among the tables making sure of the comfort of each.

Evening came and a sunset over which the tourists exclaimed. But the feet that had been traveling all day between kitchen and dining room had no time for sunsets, and composure, like the waitresses, was threatening to desert entirely.

Much after the hour they had designated when they telephoned for reservations, a party of 12 arrived. But they fumed when asked to wait until the table could be prepared. Irritation blinded their eyes to the dazzling close of a perfect day. "We'll go elsewhere," the head of the party declared. "Such treatment of us is abominable, shameful, and we will not endure it."

All that the tired little woman could say to their retreating backs was, "I did my best; I'm so sorry." And then, when they had gone, "I wonder if they knew how much more tired I am than they. Why couldn't they have spoken just one kind word to help me instead of hurt me!"

The exclamation, uttered or thought, probably arises a thousand times a day from the hewers of wood and drawers of water. Why cannot people who employ the services of others at no matter what compensation take occasional thought that their servants are as human as they, as sensitive as they and perhaps better paid with a kind word than with money?

A local electric company has filed application with the Oregon public service commission for a raise in rates to be charged for heat. It would seem that the law of supply and demand during this weather would force a decline.

WANTED, A SLOGAN

IN BLAZING letters above a New Jersey city, Frank Branch Riley of Portland found, "Trenton Makes, the World Takes."

In New York state, where successful industry is financing art and music, another slogan, "Do It for Rochester."

Farther west, in Chicago, the inter-ocean metropolis, two short and thrilling words, "We Will."

Industry, the orator tells us, is marching westward. It will pause on the shores of the Pacific and reach its brawny hands across the sea.

Industry in the West will attain its own conquests in city building, in port expansion and in contribution to the development of wide-flung lands.

But it will also finance the picturization and the sculpturing of the traditions, the legends and the heroic figures of the West. It will provide temples for art and music and poetry and literature. It will build shrines to beauty upon our mountainsides.

Industry is worth attracting for its own sake and for its stimulus to ideals. The Chamber of Commerce just now, as one of its many methods to make Portland convincingly attractive to industry, is seeking such a slogan as Trenton or Rochester or Chicago has. It should be a slogan dedicated to industry, for industry is the servant of prosperity and progress.

Germany is getting back into the shipping game. During April, four German vessels aggregating 25,000 tons passed through the canal and paid to our Uncle Samuel tolls amounting to $20,872.

FOOD

THE price of food has found a level, according to the bureau of labor statistics. It is not a particularly easy level where the wheels of progress roll with little effort. The atmosphere is highly rarefied. It is what might be called a high plateau level. The average price of 22 important items of diet is a little more than twice what it was in 1913.

The highest point of the seven years in food price making was reached in February last. But instead of becoming a peak it became the level referred to. In some items, indeed, there was a slight decrease, but the sustained flight of sugar—three and a half times the price in 1913—and the naughty imitations essayed by pork chops, potatoes and butter kept the food bills up where the air is thin.

Between March, 1919, and March, 1920, farm products increased 5 per cent, food 21 per cent, cloths and clothing more than 64 per cent, fuel and lighting 14 per cent, metals and metal products 18½ per cent and lumber and building materials 96 per cent.

There is now, in prospect at least, a marked tendency on the part of many staple articles of food and use to slip down the mountainside of H. C. L. and get within the reach of the plain folk.

May the day hurry along. There are a lot of people who yearn to have their grocery bills reestablish the credit relation of 1913.

TRANSPORTATION BREAKDOWN

By Carl Smith, Washington Staff Correspondent of The Journal

Washington, July 6.—Congress, last February, responded to the call of the railroads that they be returned to their owners, in order that "efficient private management" might correct the woes of the transportation world. Now, at the end of four months, the tangle and confusion and near breakdown of transportation is giving serious concern. The railroads seem impotent to get out of the mire, and the interstate commerce commission is deluged by industries unable to secure coal to supply even their summertime needs, while the attempt to pile up reserves at the head of the Great Lakes and in New England for the winter has so far been an alarming failure. Strict orders for coal priorities in the use of the open top equipment are now being issued by the interstate commission.

* * *

William B. Colver, member of the federal trade commission, has been discussing this situation in recent speeches. He asserts that the "shortage of cars" is largely a fiction, and that the great trouble is lack of system, lack of the unified control that guided operations during the period of federal control. He pointed out the intimate connection between coal production and transportation. If coal cannot be shipped from the mines, the miners are laid off, coal production fails, and the big wages of the miners become a pittance.

"In the month of June," he said, "the most favorable from a weather standpoint, the coal mines by and large were allotted about 15 per cent of the cars they needed. Coal miners who nominally receive a wage so high as to be unheard of, but able to work only one day a week, see their families go hungry. A scale of wages per hour does not mean much unless we know how many hours are worked and how many days.

"At the end of June, one fifth of the season of lake navigation is gone. Only one tenth of the needed supply of coal has been moved to the head of the lakes. Industries in New England are actually closing down for lack of coal. Unless remedied, this means untold suffering and industrial shutdowns next winter. Within a few days comes the new crop of wheat, and new demands for cars.

"Since 1916 you have heard continual clamor about 'car shortage' and that is taken to mean that there are not enough cars and that the poor, starved railroads ought to have more cars. The fact is that if the available open top cars, after liberal allowance to other industries requiring such cars, were loaded with coal and moved at canal-boat speed, allowing 20 days for a round trip and allowing shop time for repairs in excess of the requirements of experience, there are enough cars now on the tracks to move all the coal the country could possibly use, and have a surplus which would take care of over 50,000,000 additional tons, or nearly a 10 per cent overload factor of safety.

"So long as the railroads are operated separately, with separate ownership of motive power and rolling stock, no railroad, not even the richest, can operate properly and with reasonable rates if it has to supply itself with motive power and rolling stock capable of taking care of its peak load.

"If the government is to supply credit for a great increase in the number of locomotives and cars, and if the millions and millions set aside for that purpose are employed by treating the railroads as separate entities, in the end no road will have adequate and complete equipment and we will only put a little more in each watertight compartment.

"Separate operation of the railroads in private hands utterly broke down when the strain of war was thrown upon them, and when at the end of government operation the roads went back into private hands, separate operation broke down again within 90 days. It seems to me that unified operation of any government supplied equipment with the benefits of direct hauling and mobilization of cars and locomotives is self-evidently a necessary thing."

* * *

This is the essence of Colver's argument: That, if the government puts in millions to help equip the railroads, it has a right and a duty to follow up this expenditure and require that cars and locomotives be used to the greatest ultimate benefit, for the industries that need them most, under unified control, and in disregard of the private interests of the government-aided "owners."

The Voice of the Prophet

From the Chicago Post

The duty of the prophet in Israel was less that of prediction than it was that of warning a heedless people. When ideals were forgotten and men sought after strange gods there arose the voice of one who cried, "Return ye! Return ye!"

Something of the prophetic note is heard in the baccalaureate address of President Hibben of Princeton. No one will accuse Dr. Hibben of radicalism or rash idealism. Among American educationalists he has been regarded as a conservative. It is, indeed, as a conservative—using the word in its best sense—that he speaks. He would conserve the spirit which has made America great, which won for her the admiration of the world in the days of 1917-18.

"In those days," he said, "we lived on the high places of the earth and saw the vision and dreamed the dream of a new order of things in the world. The words 'duty, sacrifice, service' were often on our lips and constantly in our thoughts.

"Instead of the fulfillment of this dream we have come to feel the deadening effect of a violent reaction. We have allowed ourselves to sink to lower levels of aspiration and endeavor. About us is a world of confusion and turmoil, and under the spell of a general moral laxity we are groping in the dark for the ray of light which we have not yet discovered."

President Hibben expresses what thousands of Americans feel, and feel with a sickening sense of dismay. The fact that they feel it, and the fact that men like Princeton's president lift their voices to utter it, is the one sign of hope.

"We have allowed ourselves to sink to lower levels of aspiration and endeavor," but we will not be content to remain there. The soul of America cannot express itself in a program of "Safety first, and for God's sake do nothing." It cannot be stirred by a cry of "Back to normal," which means abandoning everything but the pursuit of material prosperity. We are groping but we will find the light and the way, and blessed be those who in this hour have the courage to prophesy.

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 JURY AND THE CRIME

Portland, July 5.—To the Editor of The Journal—When capital punishment was in effect, some years ago, it rested with the jury to decide as to what degree of murder should be found. The first degree carried with it the death penalty and the second degree life imprisonment, and so it was up to the jury to decide as to whether or no the murderer 'should' hang. According to the new law, a man may be convicted of first degree murder, but it is up to the jury to say whether or not he shall hang. If there is any difference between the old statute and the new I fail to see it. It was up to a jury to say whether or no a man should hang and it is now the same proposition.

Why not deal with the source of crime rather than with the effect? Today on our city streets mere children are standing with the "extra," shouting "Horrible murder," etc., for the sensation-loving public to secure, and those of a sensational trend of mind are the ones that devour the news and commit the crimes. Where did the youths who killed young Dubinsky get the idea? Possibly from sitting in a down town movie house.

We shall now proceed to hang people for a number of years, after which we shall finally conclude that a better and more efficient method would be to saturate them with kerosene and apply a torch to them. N. F. Case.

EMMA GOLDMAN AND RUSSIA

Portland, July 3.—To the Editor of The Journal—Very recently the news dispatches told of Emma Goldmen's disappointment in Russia and her dislike of the soviet management. Those who were at all conversant with Emma's activities in the United States will recall that she was ever a stalwart opponent of Marxianism, and, indeed, the leaders of socialism knew in her an agent of capitalism, desiring to muddle the understanding of the people, as to its aims and purposes. The authorities were mistaken if they thought they were putting Emma into a congenial mental climate. She is far from being an authority of baleful influence of socialism, and desires its success just as little as any of Rockefeller's minions. Emma Goldman's teachings were almost as pernicious as those of the despotic tyrants of Wall street, although the form was different. Had the example of the editor of Mother Earth been followed the world would soon be only the home of the wild beasts and the family an unknown presence. Doubtless there are conditions in Russia not at all attractive, but to blame it on sovietism is simply cowardly. The fag ends of hell, wrought by the war, are stitll to be seen, and those desiring a better condition meet with much hindrance, just as do the workers for social uplift in America. If, however, what we hear is true, a march toward brighter conditions is being led by soviet leaders. Some of these steps might be followed by American workers. Take, for instance, the care of children while mothers are performing needed industrial activities. Certainly it betrays a hopeful sign, and in America, the land of freedom, the ballot and opportunity would not be out of place. John Williams.

HOOVER AND ARTICLE X

Oregon City, July 3.—To the Editor of The Journal—I think Mr. Hoover is making a mistake in trying to discard the whole of Article X from the League of Nations. Article X is the soul of the league. What would all the weak nations of the world care for the League of Nations, without Article X? It is not the principles indorsed by this article that anyone objects to, but the objectionable system that they are trying to adopt to carry out their plans with. The French insisted on creating an international police force to protect the weak nations that wished to join the league. Now, these weak nations have no one they can depend on for immediate protection. If they had done as the French wanted them to do and offered strong enough inducements to volunteer policemen, so as to make the offer attractive to all old soldiers that were discharged, they could have had a police force strong enough to give protection to every member of the league that needed help. They would then have had confidence in the league and there would have been no need for any member of the league to send armies over there to fight to protect weak nations. We should have had no trouble with our senate like we have had, and every nation could have borne its just share of the whole expense, and by having a strong, well equipped police force there, right under the control of the council, there would have been no trouble. George Hicinbotham.

Olden Oregon

Union County's Name Reflects Loyal Spirit of 1864.

Union county, which was created in October, 1864, owes its name to the loyal sentiment of Civil war days. Originally Union county embraced the entire northeastern corner of the state. The town of Union, founded in 1862, was the first county seat, but in later years the center of county government was removed to La Grande, which was founded in 1861 by Daniel Chaplin, who afterward was appointed receiver of the state land office, established in 1867 for the sale of state lands. La Grande is said to have derived its name from the French phrase, "la grande vallee," a term often applied to the Grande Ronde valley.

Curious Bits of Information For the Curious

Gleaned From Curious Places

A new self-recording weather-observing instrument has lately been perfected by Prof. Charles F. Marvin, chief of the United States weather bureau, Washington, D. C. It is technically known, says a writer in Leslies, as a "meteorograph," and automatically records the changes under any conditions, at any altitude. It is lifted into the air by means of a large box kite, secured to earth by a piano wire of great tensile strength. The wire is fed from a steel drum, upon which is wound eight or 10 miles of wire. Frequently, at the six box kite stations maintained by the bureau, as many as ten kites are operated simultaneously on one line. The information gained by this means is used as a basis for forecasts, as well as for the guidance of the government's airplanes. The present apparatus is based upon the principle of a revolving drum or cylinder of smoked paper, upon which tracings are made by means of needles attached to a delicate recording apparatus sensitive to the atmospheric changes about it. Temperature, humidity, direction of wind, electric conditions, etc., are ascertained by this means.

* A SUGGESTION.

From the Youth's Companion.

If you live in or near a large city, stand for a few minutes in front of one of the great railway stations between 5 and 7 o'clock at night, and watch the crowd pouring in or out. Go to the heart of the shopping section in the middle of the day and observe the tide of people that flows and eddies about the great department stores and sometimes fills the streets from curb to curb.

When you have fixed the picture so firmly in your mind that even with your eyes closed you can see your fellow creatures as bees in a swarm, pushing, crawling, ceaselessly moving over and upon and against one another, ask yourself how many of them all actually produce one-tenth or one one-hundredth of the food that they eat.

Everything that goeth in at the mouth of a man must come, directly or indirectly, from the soil, and by the work of human hands. When you have made your mental picture of the people in the city who expect to be fed, and another mental picture of the number of farmers who are expected to feed them, you will know one reason why food is scarce and high, and you will also have had a hint of what you can do to improve conditions.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Guess there's no holiday now, is there, this side of Labor day?

* * *

Traffic accidents are fewer. They can be eliminated entirely.

* * *

The delegates got their money's worth at San Francisco, anyway.

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The man who drank shellac hoping to acquire a "polish," probably got it all right. In the lining of his stomach at least.

* * *

An American newspaper man in England has returned to the "states" and found that prohibition fails to prohibit. Keen chap, that.

* * *

Allied and German representatives are "sparring around" at Spa, and as many such well-intended matches do, it may end in a general fight.

* * *

A jailer in Indianapolis was knocked down and left unconscious by prisoners who escaped. A man isn't safe any place these days, is he?

* * *

Forty housemaids quit their jobs at Buckingham palace when Queen Mary refused to increase their wages. Now we hope the queen will demonstrate that she's a regular woman by pitching in and doing her own housework.

* * *

"Miss Wyoming," in cowgirl costume, astride a broncho, rode into the lobby of a New York city hotel, and created a lot of excitement and talk. She did it to advertise the "Frontier Days" show at Cheyenne. Pendleton had better sit up and take a little bit of notice.

SIDELIGHTS

The Evangelical association has let the contract for the erection of a new church at Airlie. This will be the first church building in that town.

* * *

Announcement is made in the Crook County Journal of the transfer of the Journal by Guy Lafollette, owner for the past five years, to County Judge N. G. Wallace, W. R. Russell and Zeke E. Hendrickson, the two latter having been connected with the plant for some time.

* * *

"If some of our editors," argues the Hood River News, "would educate themselves on figures of oil production and consumption, instead of publishing propaganda on fuel shortage, there would not only be plenty of gasoline on the Pacific slope, but the price would be more within reason."

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Structural note in the Hillsboro Argus: "Hillsboro's building record isn't so slow, anyway, in this year of our Lord 1920. A little matter of perhaps a couple of hundred thousand is finding its way into structures, commercial and residential, this season. Even a presidential campaign hasn't put a damper on civic progress."

* * *

"Sometimes Cottage Grove real estate is in great demand," says the Sentinel, "as was illustrated this week when three men from as many parts of the state arrived on the same day to buy the L. G. Markham ranch on Coast fork. The three were Charles White of Oregon City, A. C. Vernon of Mill City and George M. Flower of Pendleton. Mr. White secured the place."

MORE OR LESS PERSONAL

Random Observations About Town

Due to arrive at the Portland hotel Tuesday morning were H. L. Pratt, vice president of the Standard Oil company, and his party consisting of Mrs. H. L. Pratt, Miss Harriet Pratt, Miss Florence Pratt, Miss Beard, Fred Pratt, H. L. Pratt Jr., and William Hester. Reservations of a suite of rooms were ordered by C. E. McCullogh of the Pennsylvania system. The Pratts will remain in Portland until Friday morning.

* * *

Manager A. B. Campbell of the Multnomah has a regular hunting lodge up on the shores of Lake Washington, where he expects to go about July 17 for a two months' vacation. Campbell has been improving his game farm within the last year by building a $10,000 lodge upon it, with all sorts of modern equipment. On his game farm he has deer and game birds of all kinds. Campbell hopes eventually to be able to spend about five months in a year at his lodge.

* * *

"It is simply beyond words!" exclaimed Mrs. G. F. Putnam and Miss Marion Lewis of Lawrence, Kan., who spent Sunday in Portland, after a ride over the Columbia river highway. "I have been on many rides," said Mrs. Putnam, "but never on any that had so many wonderful things. There has usually been one principal attraction on every trip I have been, but this is simply a series of attractions, one right after another. I have seen Niagara, but it cannot compare with these beautiful waterfalls, each one with a personality all its own. And the formations of those bluffs! No two of them are alike!" Mrs. Putnam and Miss Lewis left Sunday night for Spokane.

* * *

Dr. J. F. Reddy, who is connected with several railroad, mining and other interests in and around Medford, Grants Pass and Eugene, arrived Tuesday morning at the Imperial for a visit of several days.

* * *

Hotels are beginning to feel the effects of the tourist travel to the Northwest. Without reservations ahead, rooms are almost at a premium and even with reservations, patient faced clerks are kept busy pacifying early morning arrivals who expect a room and a bath the minute they arrive, no matter how early the hour.

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

By Fred Lockley

[That "Barview" Smith, whose acquaintance Journal readers made yesterday, can, when he chooses tell sea tales that thrill, is attested in the sketch Mr. Lockley presents today.]

"What was I doing 50 years ago?" "Barview" Smith of Barview repeated my question as his gaze swept out toward the line where the sea and the sky meet. "Well, I am 76 years old. Fifty years ago I was 26. I was master of a ship in those days. I was cruising in the South Sea islands, recruiting cannibals to take to the sugar plantations in the West Indies. We couldn't send our men ashore for fear the natives would rush them and take them inland to serve at some of their savage feasts as 'long pig.' The natives used to esteem 'white meat' as a great delicacy. We would send a boat to lie off shore. The native we had hired as interpreter would hold up a handful of bright cloth, some looking glasses and beads, a hatchet and a tomahawk or so, and the natives couldn't resist coming out to see the trade goods. We aimed usually to secure from 100 to 125 natives, for we were operating in small trade schooners.

* * *

"I can see it all so plainly—the bit of fire on the beach, with the smoke curling up through the broad leaves of the palms; the naked natives standing on the beach like statues carved out of brown stone; the round, firm breasts of the women—for the natives of some of the islands, from swimming so much and living simply, are wonderfully graceful and handsome; the pile of yams, bananas and cocoanuts lying just above where the waves creep shoreward, to trade for beads and gewgaws; the natives splashing through the shallow water out toward our men in the longboat; the bright sunlight, the blue water, the dense green foliage just beyond the shore line.

* * *

"For years I was in that trade, getting natives for the plantations. They bought the natives for a three to five years' term, usually agreeing to pay them $80 for their services and promising to bring back those who were still alive to their native villages. You see, if you happened to drop a man on the wrong island the other natives either robbed him of all he had, as he was a stranger, or they ate him. Their methods are very direct. Sometimes a voyage would not be very profitable, as too many of the natives would die before you could deliver them. I remember on one trip I slid 35 over the rail. Maybe the food you give them doesn't agree with them, or they get the measles, or something else comes up that knocks the profit from the trip.

* * *

"Once I was transporting coolies from China to British Guiana, and some kind of epidemic hit them, and I threw 25 of them overboard before I could get it stopped. Their systems do not respond to medicine as a white man's does, or you don't guess what ails them right and give them the wrong medicine. For years I took naked islanders to Queensland, Australia, as contract laborers. I was in the trade for a long time between the New Hebrides and Australia, carrying natives. I also took natives from New Caledonia and coolies from China. On one trip I took 525 coolies from China to the West Indies. I carried horses from Sydney, Australia, to Madras, India. During the score or more of years I was mate and master I made trips to New Zealand, Africa, Australia, India, Japan, China, the South Sea islands, the Hawaiian islands, the coasts of South America and a lot of out of the way places that are only dots on the map. I came from Japan to Portland in 1878. I met my fate in Portland, and married her—but that's another story, and I have told you all I am going to."

* * *

As Captain Lloyd C. Smith told me of the old days when the trade in natives was so profitable I could not help thinking of Jack London. One time when I was his guest at his home at Glen Ellen in the Sonoma valley—or the Valley of the Moon, as he loved to call it—he showed me a shallow dish carved out of ebony or some other hard, dark wood. He had secured it on account of its interesting history, in the South Sea islands. He said: "When I heard the history of this ancient wooden bowl I determined to secure it. On one of his trips to the islands a ship captain had come ashore to trade with the natives. He had given them rum, and when they had no suspicion of his purpose and were off their guard he had seized a number of the natives and had taken them aboard his ship. When their friends came out in their canoes to rescue them he had fired at the canoes and killed most of the natives. Some, however, had jumped overboard and swam ashore. For years the father of a boy that had been kidnaped and who had never returned, watched for the return of this ship. At last his patience was rewarded and the ship again came to the island. The captain, with an armed crew, came ashore to trade with the natives. The father, who had looked forward to this day, ambushed them, killing all but the captain, who was taken inland and eaten. To the father of the kidnaped boy was given the honor of cutting his throat and catching the blood in this bowl and drinking it as it flowed warm from the throat of the struggling man. I had to pay much more than its real worth, in trade tobacco, but it was a treasured relic of the village. Yes, their methods are quite direct."

* * *

I must get to work and write about the growth of the summer resort business of the Garibaldi beaches, though I would much rather write of romance and adventure, hardship and hazard, life and love, dreams and the mystery of the East. I ran across a bit of verse by M. L. Stockett recently. It was entitled "Overland," and somehow it stirred me strangly. Here it is:

"Ancient trade routes of the East"—
Dry as dust, the title ran,
But the magic of the past
Travels with the caravan.

Day by day the brazen sun;
Night by night the purple sky
Powdered thick with burning stars;
Still the caravan moves by.

Up from Ethiopia's sands
Trudges slow the laden file,
Bearing ivory and gold
From the lands beyond the Nile.

Tyrian scarlet, cedar wood,
Cunningly inwrought by hand
Spikenard, cassia, aloes, myrrh,
Bound for distant Samarkand.

Purple nights and burning stars,
Arid sands and brazen day;
Still the caravan moves on
Journeying to far Cathay.

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON NOTES

T. D. Hall has been elected to fill the vacancy on the school board of Huntington.

Frank W. Dutton of Hood River, aged 36, was asphyxiated by carbonic gas in a large vinegar vat.

Lane county will build a new bridge one mile south of Cresswell on the Pacific highway.

Arrangements have been completed for Billy Sunday to speak at the Albany Chautauqua July 18.

County Agent Jamison of Washington county has resigned. His successor has not yet been selected.

Hood River observed the Fourth Sunday with a union patriotic and religious service at an open air theatre.

Business men of La Grande have voted to establish the 8 hour day and time and a half for overtime.

The residence of Colonel John M. Williams of Eugene has been badly damaged by fire, due to defective wiring.

In an accident between Central Point and Medford an airplane has been destroyed by fire causing a loss of $7500.

J. W. Keyes of Pasadena, Cal., has purchased the Broyles ranch in Marion county near the State Industrial Training school.

Fire blight in Spitzenberg trees is reported by the Hood River experiment station. The disease appears in fruit spurs and twigs.

Forest rangers in charge of the Rock Diamond lake district have reported from Big Camas that a severe lightning storm started five forest fires.

Warm Spring and Yakima Indians who have been pocking strawberries in Hood River valley have taken their departure, as they came, in automobiles.

A needle worm, found in only a few places in the United States, has been discovered in the strawberry and clover patches in the lower Siuslaw region. It is very destructive.

Shipment of strawberries will be brought to a close at Hood River this week. The shipments of the Hood River Produce exchange have averaged about 200 crates per day for the past three weeks.

WASHINGTON

A permanent organization of the Whitman-Latah County Shorthorn Breeders association has been formed at Pullman.

The new $30,000 dairy barn of the Western Washington experiment station at Puyallup has been formally dedicated.

In a letter to Mayor Powell of Walla Walla three inmates of the city jail ask for three square meals a day and more variety.

More pay and shorter hours is the program of the grocery clerks' union of Walla Walla. They want to cut the present 12 hour day to 10 hours.

The Aberdeen Pioneers' association will consolidate with the Grays Harbor Pioneers' association, if negotiations now being carried on are completed.

Tacoma police have found in a pawn shop the $3000 diamond lavallier stolen from the home of T. S. Lane of Spokane. A 16-year-old boy has been arrested as the thief.

By an overwhelming vote the State Federation of Labor in session at Spokane has indorsed the "triple alliance" and denounced the "Workers' Non-partisan League."

Efforts of the Pierce County Dairymen's association to raise the price of milk to a figure which would bring the retail cost to 16 cents per quart have been frustrated by distributors.

According to Supervising Engineer Holt of the Indian service, half a million dollars will be expended the present fiscal year in irrigation development on the Yakima Indian reservation.

IDAHO

Dr. L. G. Phillips of Jerome has been elected president of the State Dental association.

A contract has been let for the construction of a school building at Pocatello for $28,478.

The city automobile camping grounds at Lewiston are proving so popular that the council has restricted local visitors from driving through them.

Lewiston Methodist church has the distinction of being the second church in the Columbia conference to grant a license to a woman to preach.

Idaho industries will save not less than $4500 a month in freight as a result of a recent ruling of the interstate commerce commission on rates on lead to eastern points.

The commercial club of St. Anthony has petitioned the public utilities commission to compel the American Railway Express to maintain a pick up and delivery service within the city limits.

District Judge Babcock has decided that the cities of Buhl and Twin Falls, as representatives of the High Line Pumping company have a legal right to vote stock of which they are trustees.

Under the constitution of the state the legislature may not prescribe the time or place of hearing and determining any cause pending on appeal in the supreme court, according to a recent decision of the court.

Uncle Jeff Snow Says:

A honey bee don't gather honey fer other folks intentional, and don't like to be robbed. The rougher you go about it the more trouble he puts up. The Spanish way to rob a hive is to kill off the bees, but the American way is to git the honey 'thout killin' of 'em. There is jist that diff'rence in the gineral methods of gov'ment, too. Our trusts gits more of the wealth the people produces 'thout slaughterin' 'em than what the Spanish dons gits away with. When you rob bees scientific the bees can buzz and fuss and cuss, but they soon settle down and go to makin' more. They take a little sugar syrup and git through the winter, and the people takes a little shoddy and a little less eatin's and wastin's and gits through, too.

Oregon Excels in Products of the Dairy; There Are Many Good Reasons

One of Oregon's largest and most inviting enterprises is the dairy industry. In six years the annual value of dairy products has more than doubled. The total for 1914 was $17,350,000, and last year $35,190,000. As a record of consistent growth the increase year by year holds interest. In 1915 dairy products were valued at $17,630,000; in 1916, at $18,740,000; in 1917, at $26,670,000, and in 1918 at $33,900,000.

The three major dairy products upon which the record of 1919 was based are: 13,880,000 pounds of butter, $7,000,000; 14,000,000 pounds of cheese, $4,190,000; 30,000,000 gallons of milk and cream, $27,000,000.

The transactions in dairy cows during 1919 involved 113,600 animals valued at $14,500,000.

Oregon's milk and cream are the basis of the flourishing ice cream industry in this state, of the cheese manufacturing industry, which has an international reputation, and of extensive milk condensing and drying plants, the condensed milk going both to the Orient and to Europe.

Oregon has from time to time won world records in the breeding of dairy cows, Vive La France, the world famous Jersey, being one of the more conspicuous examples.

The pasture of Oregon, the climate of Oregon, the feed produced in Oregon and the excellent farmers of Oregon, as well as fine dairy animals, account for this dairy preeminence.

SWEETS TO THE SWEET

From the Louisville Courier-Journal

"Your daughter is very beautiful. But is she of any help to you in your housekeeping?"

"I find her very useful to send after sugar."