**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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Government is a contrivance of human wisdom to provide for human wants.—Burke.

## COX AND ROOSEVELT

AFTER many hours of a deadlock the San Francisco convention named a candidate for president. It is peculiar that the deadlock did not involve bitterness. The newspaper descriptions of its closing scenes indicate that the end came amid very great enthusiasm.

Perhaps each realized that the other was urging a worthy candidate. Certainly the contending parties united on one of the best party platforms ever adopted by an American convention. In its directness and its freedom from evasion the convention took the people of America into its full confidence. If it has done as well in the selection of a candidate it will win very great support for the ticket.

His friends insist that Governor Cox stands four square on the League of Nations. He made his campaign in the fall elections of 1918 very largely on the then new issue, and in support of the Wilson administration. If all this is true it is a record that fits perfectly into the splendid conception of an order of peace and constructive building in America and the world as proposed in the San Francisco platform.

To have been three times elected a Democratic governor in a Republican state means that Cox was highly satisfactory to the people of his commonwealth. It is a very strong credential. It is particularly strong in a state of the importance of Ohio and involving the complexities incident to a great industrial state like Ohio. It suggests rare executive gifts and a power of leadership far beyond the usual.

The most distinctive achievement claimed by his friends in behalf of Governor Cox is his success in solving social and economic problems in his state, his zeal in leading his people into progressive and efficient government and in harmonizing the differences between the two great parties to industrial endeavor. There could be no more favorable time for a statesman to appear who can apply to the nation the harmonizing settlements which his friends insist Governor Cox has applied in Ohio.

The second place on the ticket bears a well known name. His thought and convictions are revealed in his strong support of the present administration.

If, as will be shown by future developments and a further search of the record of Governor Cox as the searchlight of the campaign plays upon it, the past and the pledges of Governor Cox square with the San Francisco platform The Journal will support the ticket. Otherwise it will not.

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This is most emphatically a year when the presidential star shines for newspapermen. Harding is a newspaperman. Cox is a newspaperman. Likewise Irvin S. Cobb got a whole vote and Ring W. Lardner a half vote from the Democratic convention.

## THE TWILIGHT ZONE

BISHOP WALTER TAYLOR SUMNER went to Seattle and delivered the baccalaureate address to the graduating class of the University of Washington. Among other things he said:

Your destiny is in your own hands. Do not find favor in mediocrity. The great mass of humanity neither enjoys much nor suffers much because it lives in a zone of twilight which knows neither defeat nor victory.

In the "twilight zone" of which Bishop Sumner speaks there is ever and again a flash of light. It may be the fire of ambition kindled in some boy's heart. It may be a lamp set in a window by a mother's hand to guide the return of wandering footsteps. It may be the spark of revolt struck by flint and steel friction with adversity.

From the twilight zone come men who live in the light of their own radiant careers. But always in the shadows just around them will be found those who are watching with wistful and tender eyes.

Bishop Sumner speaks truly when he says that mediocrity is often self elected. But when he says the "great mass of humanity neither enjoys much nor suffers much" he must have been speaking merely for rhetorical effect.

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The Port of Portland commission has put itself in a way to win praise. It has inaugurated the survey designed to discover the best method for deepening North Portland harbor. Doubtless surveys are needful, but only as preliminaries and never as substitutes. What the anxious industries of North Portland must have in the end is not the map of a survey to hang on an office wall but a channel into which ships may be brought to carry their products to world markets.

## NOT DEAD

THE fight for light wines and beer in the United States is not ended. In the coming election the people of this country again may be called upon to express their will on the prohibition question, this time with the strong drink and saloon issues deleted. The vote on congressional candidates may decide temporarily the fate of light wines and beer.

The recent decision of the supreme court, upholding the eighteenth amendment, does not, according to current opinion, banish light alcoholic beverages beyond the power of congress to revive them. In effect, the court holds that intoxicating liquors cannot be manufactured or sold within the territorial limits of the United States. But it is within the scope of congress to define alcoholic liquors. It has been done through the Volstead act which declares any beverage with an alcoholic content above one half of one per cent to be intoxicating. To amend it and place the content at a higher percentage, only a majority vote in congress is necessary.

It is evident, therefore, that congress could declare wines and beer with a higher percentage of alcohol non-intoxicating. As to the point to which the content could be raised without inviting annulment by the courts is questionable. It is a point on which elasticity of construction might be placed, and with a wet vote by the people it is not unreasonable to believe the courts would agree that an alcoholic content considerably above one half of one per cent is non-intoxicating.

There is at least sufficient doubt concerning the limit of the power of congress to determine what is intoxicating liquor that the wet element throughout the country is preparing to campaign this summer and fall for the wet candidates on congressional tickets. If they are elected there is little question that they would immediately find that the Volstead act places the content of intoxicating liquor too low, and would, therefore, move to amend it. And, indeed, a wet congress could, by slashing to the bone the appropriation for enforcement of the prohibition law, limit the capacity of the government to cope with those who were evading it.

It is generally accepted that the saloon has passed for all time. Whiskey, gin and the other highly intoxicating liquors were doomed by the eighteenth amendment. But the fate of light wines and beer may rest with the electorate.

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Professor Bauder of the University of California thinks he has discovered an electrical divining rod that will locate the place and extent of oil pools with as much certainty as the hazel twig designates the presence of subterranean water. If the invention is the real thing, Professor Bauder had better prepare for unwonted prosperity. The wild cat oil companies will probably buy it for a fabulous sum and then suppress it as some of the synthetic gasoline formulae are said to have been purchased and hidden by the oil companies.

## POLITICAL BUFFOONERY

ALL down the ages the exigencies of political campaigns have served as excuses for tarnishing the names of able Americans and for misrepresentation as to their exact status. Throughout American political history odious catchwords have been appended to those whom the people seemed liable to call into public life. None more unjust nor misappropriate has been coined than that of "crown prince" as applied to William McAdoo.

The name came to us besmirched with odium as applied to the eldest son of the once German emperor. The son was raised to his position by birth, regardless of his ability or lack of ability. To apply the cognomen to McAdoo, whose record of achievement is among the most notable in American history, is political buffoonery of low order.

McAdoo has taken his place among the foremost Americans because of frequently demonstrated ability. He became secretary of the treasury and director-general of railroads because of his capacity to cope with the problems of those offices. He stood before his country on his merits.

He was a member of the cabinet for some time before the married the president's daughter. But in spite of the facts in the case McAdoo was nicknamed the "crown prince," an act as unfair and absurd as it was unwarranted.

## THAT OTHERS MAY LIVE

ONE moment he was bright eyed, gay, filling the air with shouts and laughter, heedless in his play; the next a crumpled bundle of broken flesh. The little rompers he had worn so near the earth all day that mother had despaired of ever getting them clean again were all at once stained and wet with blood. The voice, the childish treble, that imperiously had demanded all of a small boy's wants from a section of the sun to a "bite, p'ease a bite," was choked with sobbing gasps for air.

Racing homeward, mother's arms held him oh, so tenderly! Her tears fell fast upon the upturned face and in her heart was a straining pain as great as that which racked her baby's form.

But tears could not revive him. Hope could not save him. Prayers could only shorten the agony.

Life went on around the boy but his pulse ceased to beat. Officials took charge. The driver of the automobile went through the form of his report, but no words he could write on formal documents, no words he could frame to make excuse, could rob his seared memory of an active, happy little form that was suddenly a bundle of broken flesh.

The accident happened on the Columbia River highway Sunday when the Fourth of July was being celebrated. It may be said that carelessness brooded at the side of the road where the child should have been kept from running under the wheels, but little folks are hard to keep constantly still.

But let those who run and read take preventive thought so that the tiny boy on the highway shall have died that others like him may live.

While people live on crowded city lots where no plan is made for children's play and in modern homes where the polish of furnishings is guarded so jealously that the first words introduced into the childish consciousness are "Don't touch," so long will broad, smooth pavements tempt restless little feet. Just so long should every driver go slowly where children play and be as watchful as mothers are expected to be.

Then fewer little forms will be crumpled into bundles of broken flesh.

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Walt Mason has rippled forth with a rhyme to the effect that profiteer food and bed prices which tourists are sometimes asked to exchange for scenery are the result of mighty bad policy. According to Walt, "The system's foolish and insane, so profiteers will find it; and gaudy advertising's vain if piracy's behind it." He is quite right.

## A PARABLE REVISED

LET us repeat the parable of the wise and the foolish virgins. But let the parable be applied to coal, to wood, to industries, apartment houses and homes.

Fuel oil is to disappear in the early autumn. This is the announced dictum of the oil companies. Where oil has been burned a substitute fuel must be found.

Will substitution be deferred until fuel oil supply has been withdrawn? Will manufacturers and apartment house managers think to avoid the evil day by ignoring it?

Just now the coal companies are doing their best to acquaint the people with what are undoubted facts. Coal can be moved from many mines in abundant supply for next winter's needs if early orders justify it. More cars are available now than will be again, perhaps, in many a day. Doubtless supplies of wood are more available for next winter's consumption now than when the movement of the summer's crops will conflict with congested fuel orders.

It would seem to the wise that the substantial certainty of fuel oil's withdrawal, coupled with knowledge that fuel supplies can be accumulated in coal and wood, would lead to immediate action.

The man who gets his winter's supply of fuel put away in industry, apartment house or home will certainly have more of a carefree feeling than he who waits.

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The anti-fire cracker ordinance in Portland produced the ideal condition. Youngsters got their fireworks beyond the city limits where ordinances don't rule and their parents got big restorative doses of the out-of-doors.

## A SUGAR REFINERY

THE American Sugar Refining company recently selected the site of a new plant in Baltimore. It will build at an expense of at least $8,000,000 the most modern facilities for the manufacture of sugar. Only one other industry attributed to Baltimore will be larger, the Bethlehem Steel company, headed by Charles M. Schwab.

One of the arguments used decisively in attracting the industry was that a consuming population of 3,000,000 people was tributary to Baltimore.

On the strength of the same argument Portland invites the American Sugar Refining company or any other substantial manufacturer of sugar to build a plant here.

This is the natural distributing center for the Pacific Northwest. At least 3,000,000 people can be supplied from Portland. Raw sugar can be brought by water direct from Hawaii and the Philippines. Port facilities are exceptional. Climatic conditions are ideal. Water grade transportation provides access to the interior. Only a few hours' travel is necessary to reach all the communities of Puget Sound.

Most convincing of all, the Pacific Northwest needs sugar. The people are tired of inadequate supplies at impossible prices. The fruit canning industry and the homes are handicapped by the sugar shortage.

Baltimore welcomed the American Sugar Refining company cordially. Portland will extend a welcome radiantly cordial.

## HARDING AND THE LEAGUE

By Carl Smith, Washington Staff Correspondent of The Journal

Washington, July 7.—The next big event in the political ring is the Harding speech of acceptance. It has peculiar importance because two well known Republicans of the far west, Senator Johnson of California and Senator Borah of Idaho, along with large numbers who hearken to the voices of these senators, are believed to await Harding's speech before they determine their course. Johnson and Borah, judging from what they said and the way they acted, believed they had won a victory on the League of Nations issue in the Republican platform, and that the league had been turned down. They left Chicago with that belief, and most of the platform analyzers thought the same thing. Since then the irreconcilables have begun to wonder if they were tricked. Taft says the platform means the treaty with reservations; Smoot says there is nothing in the platform to prevent a Republican administration from putting through the Lodge reservations; Hoover says a "forward-looking interpretation" may be adopted which will harmonize with support of the league, with Article X cut out.

How about Harding? What view does the Republican candidate take? Will he pussyfoot and utter airy nothings? Does he agree with Johnson and Borah that the platform repudiates the league? Does he still favor the treaty with the Lodge reservations, which he supported as a senator? It is known that Harding has received all sorts of advice concerning what he should say about the treaty. He has been giving it serious thought. Those who know Harding and his mental habits and know his associations in the senate do not believe that he is going to repudiate his own vote and the votes of those senatorial associates who had so much to do with his nomination. It is not believed that he will come out against the league, but that he will choose a course of flexibility under which if elected president he can act without embarrassment.

It will be recalled that Harding was a thick and thin supporter of Lodge in the treaty fight. He was a member of the foreign relations committee that reported the reservations, and he supported them loyally. He resisted the assaults of mild reservationists and of irreconcilables. He voted against the Frelinghuysen substitute for Lodge's reservation on Article X, which declared: "The United States assumes no obligation to preserve the territorial integrity or political independence of any other country. The United States assumes no obligation to interfere in controversies between nations or to employ its military or its naval forces or its resources for any purpose under any article of the treaty." The Frelinghuysen substitute was supported by several senators, like Frelinghuysen himself, who were near-irreconcilables, and voted for the treaty itself. Harding did not join that group, but stayed with Lodge, in putting through the committee reservations as they were written.

Since the platform constructed at Chicago is being construed in different ways, the course Harding himself takes is regarded of the highest importance. He is in a difficult position, and what he says seems likely to determine the decision of Johnson and Borah concerning his candidacy.

* * *

The board of engineers for rivers and harbors has informed Senator McNary that the report of the district engineer on a 35 foot channel from Portland to the sea is on the way to Washington, and has promised that it shall be given prompt consideration after it arrives. The survey was directed by the river and harbor bill of last year, and the report will be submitted at the next session of congress. It is thought the report will prove favorable to the project, though official comment is not now obtainable.

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Through error in telegraphic transmission, a recent dispatch appeared to quote A. C. Dixon of the Booth-Kelly Lumber company as testifying before the interstate commerce commission that "there has been a revulsion in Oregon against government railroad operation." This reverses the statement made by Dixon, the correct reading being that "there has been no revulsion in Oregon against government railroad operation." He expressed the opinion that the tendency of sentiment has been rather in favor of unified operation since the railroads were returned to their owners.

* * *

From Willamette lodge, No. 63, International Association of Machinists, of Portland, Senator Chamberlain recently received resolutions asking for speedy adjustment of wages for navy yard mechanics. Admiral R. E. Coontz, acting secretary of the navy, has informed the senator that the whole question of navy yard pay will be the subject of study by representatives of the department, the shipping board and organized labor, pending which no action will be taken.

## Homer Cummings' Speech

From the New York World.

The first day of the San Francisco convention revealed in the person of Homer Cummings, temporary chairman, an orator of commanding gifts. His address, however, was much more than a notable display of forensic power. It was a masterful array of facts, a superb tribute to the better nature of the American people in peace and in war and a fitting denunciation of the meannesses of our partisanship. In all the long discussion that has followed the armistice, no one has presented the issues with greater force or clarity.

Platform-makers may trim or dodge, but this speech will ring true for many a day. It is true in its record of Democratic achievement and of Republican failure in constructive legislation; in its recital of our motives in entering the war, the high ideals which we upheld and which the world accepted and the invincible force with which we sustained them, and in its lofty appeal to the conscience of America not to be swerved by envy, jealousy and timidity from finishing its task as in honor bound. There is no word of apology. If now there is to be a retreat from the advanced position occupied by our people under President Wilson's guidance, the Democratic party at least will stand fast.

Mr. Cummings shows that the idea of a League of Nations had the sanction of Republicans and Democrats alike until it came into being; that the senate itself by unanimous vote in 1916 requested the president to take the lead in such a movement; that the allied and neutral powers accepted the principle, as did the enemy nations at the armistice, and that suggestions made by Mr. Taft, Mr. Hughes and Mr. Root were embodied in the covenant, in spite of which a senatorial cabal set out deliberately to wreck the treaty and break faith with a war-cursed world. He stands with the president for the covenant, not against reservations if they are deemed necessary, but against nullification, and, like Mr. Wilson, he pleads for a return to the reverence and pity and high resolve that inspired the American people when they resolved upon a war to end war. There never was a better cause or a nobler appeal.

## 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.]

### FARES AND OUTLAY

Portland, July 6.—To the Editor of The Journal—The Portland Railway, Light & Power company has put it over on us in the way of raising fares. The public is overburdened now, and has been for 15 years. The street railway company has not suffered the loss of one cent in the last 10 years, for Portland has increased in population three to four times the number of autos that have been bought, and never in the history have the street cars been so crowded as in the past few years. One may start out at any hour of the day, and he will have to stand up, scarcely ever getting a seat. This is the case with men folk, absolutely. I travel a lot on the cars, and scarcely ever get a seat.

On the other hand, in the last 10 years the company has not made any repairs of any consequence. The tracks are not in good condition, by any means, and this would show to the public that they were paying, if the company kept them in good order, but if they were let go down until they became so rough that the traveling public would have their senses shaken out of them the company would have the chance to drop in with the plea of poverty. Sly dog. Now if the public will look around they will see that the rolling stock has not been repaired, painted or varnished; then where does the company expect the public to come from that will continue to pour huge profits into their bank account without a kick, when such wasteful mismanagement is going on? Nowhere is the public so gullible as in the United States of America.

If they are not satisfied with their agreement with the city of Portland some years back, just let them go into bankruptcy, and then the city can take over the system at bankruptcy price. First, the city commission should squeeze the water out of it, and buy at the right price. The cry of the company has been high wages paid to the employes. The one-cent raise amply took care of the raise in wages. But inefficiency, wilful neglect and poor management will put the best business in the whole world on the downward road. Let it come before the people next election, and set the fare at 5 cents or let them get out.

Observer.

### ON THE CLOSING OF MILLS

Reedville, July 5.—To the Editor of The Journal—The closing down of the lumber mills in so many places means that the lumber barons have gone on a strike. It means industrial sabotage in its worst form. It means that the profiteers in lumber are going to try to maintain their grip on the throat of the consumer. Let me ask if this is not a far greater crime against the welfare of the general public than a strike of workers would be. And yet, what can we expect the authorities to do about it? Does the press of the country rise up in general condemnation against the strike of the mill owners? It does not; yet, when labor, seeking to improve its condition, using the only weapon it has at its command, goes on strike, our press at once gets busy and tells us of the injury the strike is doing to the public in general.

This nation should be rededicated to the proposition that all men—and that means all classes of men, no matter what their position in the industrial world might be, whether employer or employe—are created equal. The great desire of the human heart is to be able to surround itself with the blessings of home. This has long been denied the great moving mass we know as common laborers. We continue to drive them from job to job, wasting the substance they may have accumulated at the last job in seeking employment elsewhere. We rob them of their rights as citizens by not keeping them in one place long enough for them to establish themselves as voters, and so to protect their rights at the polls. Then we wonder why labor does not cast a heavier vote.

If we can send soldiers to quell a strike of workingmen, why cannot we compel the owners of factories who close down when the whole world hungers for their products, to resume operations and at the same time give employment to men? O. E. Frank.

## Curious Bits of Information For the Curious

Gleaned From Curious Places

Genuine coral may be red, pink, white, blue, yellow, green or black, the last being the rarest and most highly prized. The next valuable is the red coral, which is susceptible of a high polish and is most in use for jewelry, being the coral of commerce. Corals are roughly classed under two heads, the horny corals and the lime or stone corals. To the former belong the red and black forms and the white to the latter. Red coral is chiefly found in the Mediterranean. The corals found on the Atlantic coast of Florida are the lime, or stone corals, which are the reef building forms.

## Olden Oregon

Wasco Is What Is Left of a Once Colossal County.

Wasco county is the mother county of Eastern Oregon. Named after a tribe of Indians who lived near The Dalles, it was organized in January, 1854. It embraced all the territory east of the Cascades. The name of The Dalles, the county seat, is of French origin, meaning a trough, or gutter, and describing the narrow channel of the Columbia river at that point. The Dalles was founded by the Methodist mission in 1838. After its abandonment by the mission in 1847 the federal government established a military post, which figured largely in the Indian wars. During the mining excitement of the '50s and early '60s The Dalles became an important distributing center and continued so until the completion of the railroad.

# COMMENT AND NEWS IN BRIEF

## SMALL CHANGE

Ohio is living up to its best traditions.

* * *

The man who has an orchard full of prunes is to be congratulated.

* * *

Asphalt softened by the sun's rays is rather a relief for tired feet, anyway.

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Now the home gardener is beginning to realize on the digging he did after dinner a few weeks ago.

* * *

In the heat of the day it's refreshing to remember that the nights in Portland are always cool enough, anyway.

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It now looks, whatever way you figure it, that a newspaper man is going to be the next president of these United States.

* * *

Manufacturers are reported to be well satisfied with both old party platforms. Hope they do not celebrate by raising prices again.

* * *

The "Eskimo Hop" is said to be the latest craze in London. If it is danced in native costume we can't see where it would be a very agreeable performance on a summer's evening.

* * *

Ex-service men in camp with the national guard at American Lake will doubtless find pleasure and recreation in fighting again some of the engagements of the vivid days over seas.

## SIDELIGHTS

June rainfall at Pendleton, 1.25 inches, exceeded the normal by over a quarter of an inch, and was more than eight times that of June, 1919.

* * *

The Independence Post buoyantly announces: "Some of our citizens have become enthusiastic enough to cut down the weeds around their places."

* * *

"And a census now," claims the Statesman, "would show over 18,000 in the corporate limits of Salem, and over 20,000 if all our suburbs were included."

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The Pendleton fire department went through June without an alarm, a record of which the city is duly proud. The chief, however, says the public is observing fire prevention rules.

* * *

The Eugene Register gloats in this fashion: "The beauty of Oregon weather is that the hot days are just hot enough to make us appreciate the cool ones that come along at the psychological moment."

* * *

The swimming season having arrived, the Albany Democrat hooraya as follows: "Plop! A pretty one! These days we see dignified business men of Albany, as well as undignified youngsters, head-firsting from the divin' board over at the swimmin' hole. Yip! Oh, you hot weather! Watch me, fellers!"

# MORE OR LESS PERSONAL

## Random Observations About Town

Among the many tourists at the Multnomah are Mr. and Mrs. Emil Cockin and daughter of Baltimore, Md., where Cockin is in the clothing business; Mr. and Mrs. C. E. Dingwald of Milwaukee, Wis., who are in the grain and feed business, and their daughter, Miss Flora Dingwald; Mr. and Mrs. M. E. Grant of Minneapolis; Mr. and Mrs. W. J. Nesbit of Providence, Ky.; Miss Lula A. Cox and Miss Inez E. Cox of Livermore, Ky.; George A. Kelly, wholesale druggist of Pittsburg, Pa.; Mrs. S. R. Kelly and Miss Eleanor Kelly.

* * *

In their special car from New York, Mr. and Mrs. Francis Merrill, Mrs. A. M. Booth, Mrs. Walter Lawrence and Mrs. Sanford Rowan arrived Monday at the Multnomah, where they are occupying the Royal suite of rooms. The New Yorkers went out over the Columbia river highway Monday afternoon, with which they were highly delighted.

* * *

Harry G. Pollard, president of the Rotary club, arrived Tuesday at the Benson hotel, from Lowell, Mass.

* * *

Neil Bertrandis, who travels over the country for the Standard Oil company, locating oil prospects, after a return from the Bend country received word Tuesday at the Benson of the death of his father in California. Bertrandis left Tuesday night for the south.

* * *

C. L. Smith, agriculturist of the O-W. R. & N., left Tuesday evening for Bend and Crater Lake to meet members of the congressional appropriations committee and officers of the national parks service, who are scheduled to arrive at Klamath Falls for an inspection trip through Central Oregon, Thursday. Alfred Aya and P. Hetherton, assistant secretary of the Chamber of Commerce, also left Tuesday evening to meet the delegation as representatives of the chamber. They will travel direct to Klamath Falls and meet the visitors on arrival here. The party expects to be in Portland Sunday evening for a few hours.

* * *

O. H. Edwards has been selected as successor to F. E. Chilton as assistant manager of the Seward hotel. Chilton is entering the beanery selling business. To all of his employes at the Seward, Owner W. C. Culbertson is giving the title "assistant manager." On Mrs. Culbertson he has bestowed the title "generalissimo," since "she is the power behind the guns," he says.

* * *

John B. Easter, deputy county clerk in charge of the naturalization bureau, has as his guest his brother, A. C. Easter, wife and two children, from Bartlesville, Okla. The brothers had not met for 28 years. A. C. Easter was formerly mayor of Bartlesville, and takes an active interest in Oklahoma state and national politics.

* * *

D. Solis Cohen, who recently sold the Rivoli theatre in Portland and who has since been residing in Los Angeles, is spending a few days at the Benson.

* * *

Dr. and Mrs. E. O. Parker of Pendleton are among the recent arrivals at the Multnomah.

* * *

Mrs. C. H. Edwards and baby of San Francisco are among the guests at the Seward. C. H. Edwards is proprietor of the Clark hotel at San Francisco.

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Judge C. H. Marsh of Pendleton is registered at the Seward. Judge Marsh is one of the most active "Round-Uppers" of Umatilla county.

# IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

By Fred Lockley

[Romance and mystery of the North are reflected in the absorbing epistle Mr. Lockley has just received from his old friend and fellow journalist, Bert Hoffman, who is now on a mission that carries him far through the wilderness that lies just to the westward of Hudson's bay.]

One of the pleasant things of life is to keep track of old-time friends. When I was a student at Oregon Agricultural college one of my classmates, Lois Stewart, from Union, in Eastern Oregon, told me of her neighbor, Bert Huffman. Bert planned to come to O. A. C., but love and work interfered with his plan, so he did not come. When I heard Lois speak of him I had no idea that Bert and I would ever be fellow workers and partners on the East Oregonian at Pendleton. Lois went to Alaska as a teacher and we kept up our correspondence. She wrote me next from the Philippine islands, then from China, Japan, India and other places in the far corners of the world. Last New Year's day she was our guest.

* * *

A day or so ago I received a letter from her from Manila and by this morning's mail I received a letter from her boyhood chum and admirer, Bert Huffman. Bert's letter is so interesting that I am going to share it with the readers of The Journal. It is dated at The Pas, Manitoba, June 22. He says:

"Dear Fred: I know you will be interested in the journey that I am now making through Northern Manitoba to Port Nelson, on Hudson's bay. It is the oldest, and yet the newest, country in Canada, unsettled except by Cree Indians at their various lake and river villages, a few prospectors, an occasional mounted policeman (in a canoe) and straggling trappers.

"The Hudson's Bay railway grade has been completed right down to Port Nelson, a distance of 428 miles from The Pas, due northeast, through muskeg, tamarack swamp, bleak barrens and low lying hills—a dreary and most lonely country, yet wonderful and fascinating to one who loves the wild.

"The track has been completed to Kettle Rapids, milepost 333, but a mixed train runs twice a month in summer (and not at all in winter) to milepost 214. It hauls out supplies for the few miners at Wekasko lake mines and also to the few men who take care of the tracks and bridges farther on, and hauls in the trappers and their furs.

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"From milepost 214, the end of your railway ticket, an occasional tourist like myself is taken on a gasoline track speeder through the unbroken wilderness to the end of the steel at Kettle Rapids, milepost 333. There a magnificent steel bridge crosses the Nelson and from there to Port Nelson I hiked with a pack on my back, 95 miles. I slept on heaps of spruce and willow boughs, drank from the creeks along the way and feasted like a king on bannocks and bacon. And I was repaid for the lonely hike ten thousand thousand times, as I came in sight of the bay, and stood for the first moment gazing across the delta of the Nelson, the romantic region where, in the past 250 years of Hudson's Bay activities, the most thrilling pages of North American history have been written.

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"Just across a tongue of land on the south side of the Nelson and only seven miles from the Hudson Bay railway 'terminals,' now a few abandoned bunkhouses, stands York Factory, the Hudson's bay gateway to the new world. Ninety miles due north of me, by land (180 miles by water), stands old Fort Churchill, at the mouth of the Churchill, and dotted along the Hayes river to the southwest for 400 miles is a string of Hudson's Bay company posts, all of them surrounded by thrilling incidents, until Norway House, the mother and arch-romancer of them all, stands on an inlet where Hayes river starts on its journey from Lake Winnipeg to Hudson's bay.

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"It is the land of tradition and romance—vast, silent, uninviting—and it seems almost sacrilege to invade it with a railway. And yet, from Calgary to Liverpool by this short cut around the small end of the globe, the distance is 1351 miles less than by way of the Great Lakes and Montreal. So the western farmer is interested in seeing the route open for wheat shipment.

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"Nelson is a mud delta, shallow water, windy, unsheltered and already some ten millions have been spent in dredging for a harbor, with no result. I am here to write it up and arouse enough interest in the matter, if possible, to have the port changed to Churchill, where there is a fine rock-ribbed, granite harbor, sheltered, protected and already carved out by nature for such a purpose. But politics stands in the road of progress, as it always does.

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"Before leaving The Pas I made a number of boat trips north, paddled a few small lakes in a canoe and hiked over several portages. I visited Cumberland House, on Lake Cumberland, the first Hudson's Bay post established in the interior. It was built by Samuel Hearne in 1774, about 50 years before John McLoughlin went to Fort Vancouver. I have taken snaps of a portion of the first old stone chimney, built in 1775, and which is still standing, in a tumbled-down condition. Here I also saw a sun dial constructed by Dr. Franklin and left by him at Cumberland House at the time of the Franklin expedition. However, the present Hudson's Bay post at Cumberland is a modern structure, but very large, having storage warehouses for shiploads of furs. About 500 Swampy Crees, an Anglican and a Catholic mission, with schools, make up the present isolated settlement on the shore of Cumberland lake.

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"The country is flat and low lying, and in the spring is mostly under water. About 75 years ago the Saskatchewan river cut a new channel from its north bank into Cumberland lake, and then cut another channel out of the lake 50 miles below, thus leaving about 50 miles of its age-old riverbed abandoned. A very large mining belt has been discovered north of The Pas, and at Flin Flon and Beaver lakes two large mines are operating. But transportation is slow and costly. The ore must be hauled over the winter trails to the lake shore and is then hauled by tugs and scows in summer to The Pas, the nearest railway point, 165 miles away. On my trip north I saw several of the ore scows floating down the Saskatchewan.

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"Here you see hundreds of fine husky dogs. Everybody travels with dogs in winter. About half the population is halfbreed, the offspring of French and Scotch employes of the Hudson's Bay company, all fine dog drivers, canoemen—and poker players. Every man one meets in The Pas has a history and every dog an enviable record. Practically all the white children speak the Cree, and the Crees swear in English, like white men.

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"I have met a dozen or so American mining engineers on the long hike to the north. They lay in a year's supply of food, take a canoe and an Indian boatman, and disappear into the great silent land. The Goddess of Fortune beckons to them, as she holds before them her golden chalice of dreams, and they lose themselves in the labyrinthian lakes and shadowed canoe routes beyond The Pas.

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"I am writing this on a granite boulder, with the shimmering face of Hudson's bay at Port Nelson spread out before me. I am sending it in to The Pas by an employe of the railway, who is going back today. From here I expect to be able to get a schooner to Fort Churchill, and hope to make the return journey to The Pas by canoe up the Churchill, the Little Churchill and Split lake, some 500 miles. I hope to get out some time in September at latest."

## The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

### OREGON NOTES

William Pollman has presented the city of Baker with a 20 acre site for a park.

A. H. Carson, pioneer horticulturist of Josephine county, is dead. He was the founder of the Tokay grape industry in Oregon.

The first trainload of 1920 lambs has been shipped by Smythe Brothers. There were 13 carloads, containing about 3500 lambs.

A leaky pipe, which has been the cause of a water shortage at La Grande, has been repaired, and there is now water for everybody.

Three revenue officers raided the residence of George Keys at Woodburn. It is alleged they found a still and six gallons of finished product.

Because of haying, the visit of Umatilla county wheat men to the Moro experiment station in Sherman county has been postponed until July 8.

Crawford C. Lemmon, formerly of the Hood River produce exchange, has been named field manager for the Oregon Growers' association of Medford.

La Grande may hold a special election to vote on several questions including issuing bonds for water improvements and increasing the number of city commissioners from three to five.

County Engineer Morse of Lane county has found a low grade for the road from Crow over the summit of the mountains to Panther creek. In some places the grade of the old road is from 20 to 25 per cent.

According to the report of H. C. Seymour, state leader of Boys' and Girls' clubs, Deschutes county leads all counties in respect to the largest club with a perfect score. The distinction has been won by the Redmond Cooking club with 36 members. Marion county has the largest number of clubs, six.

### WASHINGTON

By virtue of a law passed in 1919, Clarke county officials will have their salaries increased next January.

The Great Northern Railroad company will build a new 2700 foot spur track at Entiat at an estimated cost of $7400.

Two persons were killed and two seriously injured in a wreck on the Great Northern at Halford, 50 miles northeast of Seattle.

R. E. Cook, superintendent of Chehalis schools, has been elected to the chair of mathematics of the new state normal at Centralia.

Grays Harbor County grange has authorized the purchase of the store of the W. E. Johnson Mercantile company at Satsop for $30,000.

The gasoline shortage at Vancouver has again become acute. Distillate has not been on the market for several weeks, and kerosene is also absent.

After a fistic altercation with the camp cook, J. E. Monahan, foreman for the McCormick Lumber company hear Centralia, dropped dead from heart disease.

Within 10 days harvesting of wheat will begin in Walla Walla valley. The wheat is so far advanced now that it is claimed hot winds would do no great damage.

W. G. Clark, a rancher near Wallula, arrested for alleged bootlegging, pleaded as a defense that his wife had left him and that he wanted to raise money to get a divorce.

Yakima county's roadbuilding program will be indefinitely suspended after this summer, unless conditions change, says Chairman Dimmick of the board of county commissioners.

### IDAHO

On account of high water, the 40,000 troutlings intended for the Arrowrock district have been transferred to the Weiser district.

Three miles of the Idaho City road in Rocky canyon has been washed out by a cloudburst. It will take a month to repair the damage.

Boise army barracks, established in 1865, have been converted into a modern hospital for Northwest soldiers and sailors wounded in the war.

Work has started on the new $110,000 bridge across the Snake river at Owsley's ferry. It is expected to complete the structure by February next year.

Heads of all departments of the 1920 state fair have been named and plans are going ahead for the improvement of the fair grounds on the outskirts of Boise.

Crop conditions in the Palouse section and Camas prairie country look better than they have in the last three years, says Julius H. Jacobsen of the crop reporting service.

Governor Davis is sending out letters to every county, urging them to send at least one representative to the annual conference on taxation to be held in Salt Lake in September.

The state highway department has awarded the contract for building the Pickle butte bridge, on the Owyhee highway between Caldwell and Claytonia, across Snake river, to the Union Bridge company for $73,884.

## Uncle Jeff Snow Says:

While we're a-dreenin' swamps and irrigatin' deserts to git more land to raise more grub from, and buildin' more good roads to git people on the land to produce more eats for the big cities, it allus did kinder wonder me why somebuddy don't start somethin' to git the feller outer the way that's got dreened land, irrigated land and land next to good roads and won't use it nor let nobuddy else use it. There's a plenty of land nigh to big cities and plenty of land irrigated or dreened, and some of it both, to keep ever'buddy busy and happy and fed up if only we had some way of makin' its cost more to keep it idle 'n to keep it used.

## In Oregon Is Obtained Large Part of the Country's Output of Platinum

The platinum setting of the jeweled pin you wear may have come from the southern hills of Oregon. The indestructible point of your fountain pen may have the same picturesque source.

And beyond the jewelry and the objects of platinum that are partly utilities and partly luxuries, the platinum of Oregon helped to win the war. All of it was commandeered by the government and was of the highest importance in what is called "chemical disassociation" incident to the manufacture of armament and munitions.

Oregon and a small section of Northern California just over the line from Oregon produce all the platinum of the United States. The Oregon total, according to the 1918 report of the United States geologic survey, was 65 fine ounces, in that year, valued at $7185. California's production was inconsiderable. It is evident that the importance of platinum is not measured by either ounces or dollars, but platinum from Oregon constituted 10 per cent of all used by the United States during the world war.

Platinum is a by-product of placer gold mining. It is about the same weight as gold, although much harder, and settles with the gold and other concentrates at the bottom of the placer mining "riffles." It does not amalgamate with other metals as gold does with mercury and the separating process is tedious. Only the larger grains or flakes are saved. The finer particles are swept away. It resembles old tin foil when first produced. Russia has always been the chief source of the world's platinum supply.