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.]

Published every week day and Sunday morning at The Journal Building, Broadway and Yamhill street, Portland, Oregon.

Entered at the Postoffice at Portland, Oregon, for transmission through the mails as second class matter.

TELEPHONES—Main 7173, Automatic 560-51. All departments reached by these numbers.

FOREIGN ADVERTISING REPRESENTATIVE, Benjamin & Kentnor Co., Brunswick Building, 225 Fifth avenue, New York; 900 Mallers Building, Chicago.

THE OREGON JOURNAL reserves the right to reject advertising copy which it deems objectionable. It also will not print any copy that in any way simulates reading matter or that cannot readily be recognized as advertising.

SUBSCRIPTION RATES
By carrier, city and country.

DAILY AND SUNDAY			
One week	$ .15	One month	$ .65
DAILY		SUNDAY	
One week	$ .10	One week	$ .05
One month	.45		

BY MAIL, ALL RATES PAYABLE IN ADVANCE

DAILY AND SUNDAY			
One year	$8.00	Three months	$2.25
Six months	4.25	One month	.75
DAILY (Without Sunday)		SUNDAY (Only)	
One year	$6.00	One year	$3.00
Six months	3.25	Six months	1.75
Three months	1.75	Three months	1.00
One month	.60		
WEEKLY (Every Wednesday)		WEEKLY AND SUNDAY	
One year	$1.00	One year	$3.50
Six months	.50		

These rates apply only in the West. Rates to Eastern points furnished on application. Make remittances by Money Order, Express Order or Draft. If your postoffice is not a Money Order Office, 1 or 2-cent stamps will be accepted. Make all remittances payable to The Journal, Portland, Oregon.

Therefore, let us be patient, patient; and let God our Father teach us his own lesson his own way. Let us try to learn it well and quickly; but do not let us fancy that he will ring the school bell and send us to play before our lesson is learned.—Charles Kingsley.

SHIPS AND SCHEMES

NOW that America has built as a fruit of war industry a merchant marine, which by the end of the year will attain the startling total of 1944 vessels, what observer will doubt that vast capitalistic aggregation is deeply engaged in schemes for its control?

To own, to operate or even to exercise a governing influence over so mighty a fleet would be to dominate the vital asset of America's foreign trade, and, more, to occupy a seat at the head of the table in the direction of the world's trade.

This is a political year and plans which do not visibly bear the brand of politics may well be expected by their devisers to escape the keen public observance, analysis and possible condemnation which otherwise would be accorded them. Yet what could be more deepseatedly a part of political purposes than to win so tremendous a prize?

The avenues by which capitalistic power may be suspected of approaching the capture of our merchant marine are statable in this order:

The relation and interlocking of the nation's chief ship organizations and the corporations back of the ship lines.

The affiliation of chosen ports in consideration of their size and importance to oppose and prevent the expansion of lesser ports.

The control of the shipping board.

The purchase of shipping board vessels or their chartering upon terms eminently favorable to their charterers.

In a vague and less statable fashion the question of preferentials as provided for in Section 28 of the merchant marine act enters into the question. Already attention has been called to the allegations that these preferentials will drive the service of hardly won foreign lines from the Pacific ports of the United States to British Columbia, Gulf and Atlantic ports and that the preferentials constitute a subsidy at the expense not of the people as a whole but of the transcontinental railroads. Unless the authors of this section have an explanation which as yet they have withheld it is most difficult to understand how even scheming interests could hope to profit ultimately from a provision certain to win the trade enmity of foreign nations and only less certain to disrupt the carrying trade of the Pacific.

Speaking broadly, but one interest should be paramount in the disposition of the American merchant marine—the interest of the American people. Any group that attempts to gain control at the expense of the public is a sinister group and should be defeated. Better to turn the vessels into apartment houses tied permanently to the shore than let them become the means of establishing a power by which the heads of our government would be chosen, our trade lines forever fixed, our trade rates dictated and our relationship with foreign nations controlled.

Three score years ago America was merchant mistress of the seas. There came a period of intensive internal development, which was thrilled with the magic of modern invention and attention turned from the salt to the soil. Then the American flag became a stranger on the seven seas and that quality of provincialism which is typified in the utterances of a Hiram Johnson grew up as a cataract clouding the American vision.

With America's entry into the world war we began to see that living in a closely linked universe we must become a part of it. While we sent our armies to fight abroad we plunged into shipbuilding at home. We have come out of the war with a merchant marine that will be an asset or a liability dependent upon the use made of it.

To make the merchant marine an asset of the American people allocations of vessels must be equitable to all ports. With freight congested in the great ports of the country there is more reason to expand the smaller ports and relieve the glut than to favor the interests that make the great ports their seat.

Control of the shipping board must be kept in disinterested hands and governed by public spirited minds. From the point of public interest there is every argument for the selection of a man from an independent port like Portland as one of the Pacific coast representatives on the shipping board.

To stimulate use of the merchant marine, subsidies and preferentials appear as the least intelligent of expedients. It will be vastly better to strengthen our representation in foreign ports, to quicken communication by means of American cables and wireless, to permit federal incorporation of companies in Oriental trade, to open up systematically the South American markets for our goods, to end port congestion by placing a uniform load of terminal use on all available ports and to use those means of cargo handling, dispatch and fair dealing that will result, in profit-creating economies and reflect the highest credit upon American standards.

The United States has developed a trade balance of $17,000,000,000 against the world since the beginning of the war in 1914. Just before the war the balance was $470,000,000. In the first year of the war it was $1,094,419,000 and in 1917 it was $5,530,695,000.

INVITING FIRE

EXTRAORDINARY as it is, some lumber mills, furniture factories and waterfront properties receive less protection from fire through employment of prevention methods than any other properties in the city of Portland. The owners of certain such properties, according to Fire Marshal Grenfell, are reluctant to cooperate with fire prevention authorities.

Of all the people who should employ fire prevention methods, of all those who should by the very nature of things seek to avoid fires, the owners of large readily fired properties should be the most diligent. There is not an industry in Portland that could be more easily fired and destroyed than a lumber mill. During the dry summer months, with piles and piles of lumber about and furnaces shooting sparks high into the air, only a small deposit of shavings or refuse is needed to serve as tinder to the descending sparks or a falling cigarette.

And it is not only the lumber mill that in all probability would be destroyed. Fanned by summer breezes, the flames from the multiplied tiers of lumber could sweep over several city blocks, destroying the property, not only of the owner who fails to cooperate with fire prevention authorities, but of all other persons who might own buildings in the vicinity.

Furniture factories and some of the ramshackle properties on the Portland waterfront are as great fire hazards as lumber mills. They, too, are readily fired and burned. And like the lumber yard, the hazard to other properties is enormous. A large number of waterfront buildings already have been condemned as fire hazards, and they not only remain intact, but certain owners refuse to cooperate heartily with fire prevention officials to avoid widespread and costly conflagrations.

In the large mills and factories, the Portland fire department encourages the use of automatic sprinklers. They not only serve as a safeguard against damaging fires, but they pay for themselves, Grenfell declares, through lowered insurance premiums, in a few years. But whether the automatic devices are installed or not, public duty directs that owners of all large plants should at least clean out debris and firetraps. If it is not voluntarily done, the owners of property threatened by others' negligence will be compelled to take steps looking toward stronger laws to protect their own interests.

Irvin S. Cobb is to spend a month in Central Oregon fishing and hunting. Judging by Irvin's girth and embonpoint, he will probably enjoy most the marksmanship and angling which can best be done from the cushioned and shaded seat of an automobile.

A BILLION DOLLAR CITY

AMERICA has a $777,000,000 city. New York last year had a record of cash transactions amounting to $777,491,775. Several funds in the Eastern metropolis were used for checking purposes with a daily cash balance of $20,000,000.

The city treasurer took in $658,000,000 in receipts. And, in addition to spending its own money the municipality acted as trustee for thousands of property owners in making local improvements that were assessed against taxable property benefited. Besides, the city has incomes from other forms of taxation, such as ferries, docks, water rates, and the state income tax. Sinking fund accounts, representing money used in the purchase and sale of bonds, amounted to $100,000,000.

The city of New York turns over more money yearly than any railroad system in the country, and spends more than the federal government did in ordinary disbursements five years ago. Few nations have such tremendous financial operations even today.

During the war, operations of all kinds were conducted on a colossal scale. Men were gathered in millions and money spent in billions. Supplies and materials were purchased, distributed and stored in bulks never before seen. Everything was done on a scale previously unknown.

In peace times, the huge financial operations of a single city afford only a glimpse of the complexities and bulks of the passing show. The mind can scarcely grasp the immense institutions and momentous undertakings that have been reared in modern life. Expanded enterprises, enlarged undertakings and vastly increased projects, one is given cause to ponder on the limit of human capacity.

The Bend Bulletin, quoting The Journal's question, "What has become of the agitation for a new postal route linking Burns, Bend and Portland?" answers, "Let's appoint a committee?" Why not organize a campaign that will make the demands of the three communities heard in Washington?

A TALE OF TWO CITIES

WHAT makes cities grow? In 1900 Los Angeles had a population of 102,479, only 12,000 more than Portland at that time. San Francisco had in the same year, 342,782, more than three times as many people as Los Angeles.

But in 1910 when Portland had grown to 207,214, Los Angeles was credited with 319,198. San Francisco in the meantime had attained a population of 416,912, the Bay City's rate of growth for the decade being only about one tenth that of Los Angeles.

It was in 1915, or perhaps the year before that, Los Angeles began boasting of greater size than San Francisco. The assertion was, of course, indignantly denied by San Francisco, the city of the Golden Gate averring that earthquake and fire had not reduced her size nor her population. The world is witness that the catastrophe failed to reduce the spirit of San Francisco.

But the Los Angeles boast was one, at least, with which the 1920 census agreed. The enumerators found in the City of the Angels 575,480 people and in San Francisco 508,410. During the past 10 years while Los Angeles was adding 256,282 people, San Francisco, despite the stimulative effects of the Panama-Pacific exposition, had increased by only 91,498.

With the same rate of growth during the next 10 years, Los Angeles will have almost 1,000,000 people and San Francisco only a few more than 600,000.

The first explanation of the outsider for Los Angeles' apparently miraculous, if not mushroom, expansion is "motion pictures." Los Angeles answers, "industry." The outsider will offer as his second guess, "tourists." Los Angeles reaffirms, "industry."

As a matter of fact, there is no difference in the conjectures save in definition. To Los Angeles motion pictures constitute industry. Tourists constitute industry. So does oil production. So does the strenuous artifice designed to create with steam shovel and dredge a port comparable to the facilities with which nature provided Puget sound, the Columbia river and San Francisco bay.

Everything in Los Angeles is industry—the dampening of the soil that oranges may be grown, the exchange for the money in the tourist's pocketbook of diversion in which everything is artifical except the sunshine, and even the creating of traditions and their symbols.

Apart from the disappointed chagrin which must reside in the heart of the San Franciscan, the census of 1920 revealed that for the first time in history there are on the Pacific coast two cities which exceed half a million in population. In spite of their age there are only four cities on the Atlantic coast with so many, and only 12 in the nation.

Other large cities of the Pacific coast are making a growth which warrants confident prediction that the Pacific coast of the United States is yet to have more cities in excess of 500,000 population than the Atlantic coast.

One of them will be the New York of the Pacific. The only difficult question is, "Which one?"

As incongruous as the bald-headed barber urging the merits of a hair restorer upon a hirsute customer, is the spectacle of a girl wearing heavy furs under the torrid summer sun and then disporting herself in cold water in a bathing suit that she could carry in her vanity bag.

STREETCORNER BOYS

THREE young men were fined and sentenced to jail by Judge Rossman Tuesday for accosting a young woman on the street, slapping her and using indecent language when she refused to accept their attentions.

The sentences were not too heavy. There are too many young men in Portland who hang about the street corners congesting the walks and remarking to and about young women who are forced to pass. Even with escorts, girls are not always free from hoodlumism on the downtown streets.

The police department could well afford to rid the corners of their idle population.

Weather forecast for Ohio until November: Hot and hotter.

RECLAMATION'S PROGRESS

By Carl Smith, Washington Staff Correspondent of The Journal.

Washington, July 8.—Representative Addison T. Smith is en route to his home at Twin Falls, Idaho, where he will arrive about July 10, as he has been visiting in Ohio and Michigan on the way. Mr. Smith is a member of the committee on irrigation, and is hoping that the visit of the appropriations committee to the irrigation projects will open the hearts of some of its members who have steadily declined to grant money for developing new projects. Less than half the members, prior to this trip, have seen an irrigation project. Mr. Smith will join the committee on its tour through Idaho. He has conferred with Senator Harding, the Republican nominee for president, with a view to enlisting his aid. Senator McNary, chairman of the irrigation committee of the senate, has several times discussed the same subject with the nominee, as did Representative Sinnott, chairman of the public lands committee of the house and ranking member of the irrigation committee of that body.

* * *

Before leaving for the West Representative Smith prepared data dealing with the progress of reclamation, the government investment and the return. In a statement he said:

"During the time the law has been operative, 26 projects in 14 different states in the arid West have been undertaken, more than one-half of them have been practically completed, and all could have been completed long ago had the money for construction work been made available.

"Water for irrigation is actually being supplied to 1,700,000 acres, and, with the completion of storage reservoirs now under way, water will be available for 2,790,000 acres under existing projects. Over 40,000 families have independent homes on these lands, and the value of the yearly crops amounts to more than one-half of the total cost of the construction of these works. The actual wealth created amounts to more than five times the sum expended by the government in reclamation work since the law was enacted. Land values averaged $10 per acre prior to irrigation, which, by the magic touch of water, have risen to $200 per acre on some projects and to $700 per acre on others.

* * *

"Fifteen years ago this great quantity of land was uninhabited and was little more than a worthless desert; now, it not only supports nearly 500,000 people, who are happy and prosperous, and who are building communities, towns and cities, but they are furnishing for the non-producers in the East hundreds of thousands of dollars' worth of foodstuffs, and affording a market for manufactured articles not excelled anywhere in this or any other country.

"In addition to this happy situation, the settlers on these lands are repaying to the government in yearly installments the actual cost of the construction and maintenance of these projects. Up to June 30 of last year, the net cost of these works was $122,645,000, approximately $69 per acre for the land within reclamation projects. Storage reservoirs and canals have been constructed for the further reclamation of land on projects, which, when utilized, will further reduce the average acre cost.

"This great sum of money represents the proceeds from the sale of public land and the repayment charges. No money expended for reclamation has been a direct charge upon the federal treasury, with the exception of $20,000,000 loaned by the government, and which is now being repaid at the rate of $1,000,000 per year.

* * *

"The reclamation fund will be augmented by a portion of the receipts from leases and royalties under the recently enacted oil land leasing law and the water power law, but even this additional income is far from sufficient to speedily complete existing projects. Other projects involving the expenditure of five hundred millions of dollars have already been examined, and some of them approved by the reclamation service, which, when completed, would make open to entry at a reasonable cost per acre, 10,000,000 acres of the finest agricultural land.

"If the government could make this land available to settlers at actual cost at the rate of 1,000,000 acres per year for the next 10 years, the great problem of increasing our food supply in proportion to the increase of our population would be easily solved."

Up in the Air

Willis L. Moore in the North American Review

We know that the temperature falls rapidly with ascent—about 1 degree for each 300 feet—until the top of the storm level is reached, at seven miles, when a most wonderful thing ensues; the thermometer no longer falls as the balloon rises; it remains practically stationary so far as exploration has been made, which is to the height of over 19 miles.

We have named the region above the storms the Isothermal (equally heated) region. Its temperature everywhere is about 60 degrees Fahrenheit below zero and it changes only about 8 degrees between winter and summer. Of course one must assume that ultimately the temperature shades away to practically nothing as outer space is reached. Outside of the earth's atmosphere—the oxygen of which ceases at about 30 miles, the nitrogen at 50 and the hydrogen and helium at about 200 miles—there is total darkness even at midday, and little or no temperature—over 400 degrees below zero in the intensity of its cold.

Observations show anomalies that are startling. At one and one half miles high there is little difference between midday and midnight, except that the coolest time of the 24 hours is during the daytime and not at night, as would be most naturally supposed. This is important information to an aviator or to the pilot of a balloon. As previously stated, at the height of only 1000 feet in free air at the hottest time of midsummer's heat, the air is found to lose as much as 15 degrees in comparison with that at the ground. Almost within arm's length of the streets of great inland cities there is a cool and healthful atmosphere when humanity is sweltering and dying from heat below. May not several Eiffel towers for each sanatorium some day sustain them far above the tallest sky-scrapers of the present, 1000 or 2000 feet high?

At the height of 10 miles it would be difficult to hear the human voice because of the attenuated medium of transmission, and the twilight would deepen, even though it were midday. At 30 miles there would be no oxygen, one's voice could not be heard at all, and the stars would come out and darkness ensue although it were bright sunlight below. The nitrogen would cease at about 50 miles.

The traveler in the upper levels can carry oxygen and make air as he needs it, and he can insulate himself against the cold of this new world, which he will find deficient in dust motes and doubtless entirely wanting in the bacteria of putrefaction and disease. There will be no clouds to obscure his vision, nor rain, nor snow. He will not often ascend above the region where there are not some dust motes to scatter and diffuse a part of the solar rays and give him light, or at least a partial illumination. Above the nitrogen there are only the hydrogen and the helium, the two lightest of all gases. These make themselves manifest as far out as 200 miles from the earth in their warming effects on meteors that shoot into them and become luminous by the heat of friction.

* * *

The darkness of outer space may be proven by taking an enclosed volume of air, free it of dust motes, of which there are millions per cubic centimeter, and then try to illuminate it, and it will be found that no matter how powerful the light that is directed into it it remains wholly dark. When one looks up at midnight he apparently sees the whole universe illuminated; but in point of fact only the thin stratum of the earth's air in which he lives is illuminated. Outer space is practically without temperature or light. The rays of the sun do not become either light, or heat, or electricity until they encounter the denser molecules of the air near the earth and the invisible dust motes and cloud particles in suspension in the air, and through such interference are transmitted from etheric vibrations into other forms of energy—heat, light, electricity, etc.

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.]

MILK AND BUTTER PRICES

Portland, July 7.—To the Editor of The Journal—There never was a season better than this present one for grass and other plant food for dairy purposes, and, further still, there are not so many horses by hundreds, thereby giving more for milk stock and meat. And yet milk and butter do not get any lower. In fact they rise when there is more food to be had. It is time a halt was called. The producers' excuse is that they have to make up for winter losses. In winter the high prices of foodstuffs cause the rise, and wages, etc. At the same time tons of feed are going to waste in and about this city on vacant lots that are held for extortionate prices. The unsightly appearance of these lots is a disgrace to the city we call beautiful, and weeds and pests are allowed to grow at will. Enough feed goes to waste to run a dairy for some institutions of the city for a whole season. Besides, crops all over the valley bid fair to yield heavily. But that doesn't cut the ice. Prices will soar because these combinations have the consumers at their mercy in the cities. "Back to the farm" should be the cry, where wages are as good as in the city because the cost of meat is not such a great one to spend and living is cheaper. Consumer.

A SINGLE TAX QUESTION

Vancouver, Wash., July 1.—To the Editor of The Journal—One infers from J. R. Hermann's recent letter that he is a student of economics—a subject which for many years has interested the writer. As one understands it, "single tax" would tax land and exempt improvements. Now the ground surfaces covered by the pyramids of Egypt and the temple at Jerusalem were but insignificant, yet the colossal improvements erected thereon ruined two nations. Imagine one of our many upstarts purchasing five acres of land at a cost of $500 and thereon erecting a mansion at a cost of $5,000,000. How would Mr. George have faced this problem? Like your correspondent, I have "realized that prohibition is not the only question." For instance, there are questions of rocks, bricks, mortar, money and mistaken zealots.

J. Harold.

UNDER THE EARTH FOR AUTOS

From the Los Angeles Times

The proposal to construct a garage underneath the city's middle strikes many people as novel; but, after all, there is nothing new in using the underside of the earth. Trains, like moles, dig their way below the soil in many cities, conduits carry cables of public utilities, cellars hold vast quantities of merchandise. When the surface of cities like Los Angeles becomes so valuable that lofty buildings bringing high rents must be erected on small plots in order to give returns on the investment, men's thoughts naturally turn to what can be done by digging. Automobiles eat up space. Even a spiral garage would not bring in an adequate interest on the investment if erected in the center of the city, unless it was as high as Mount Wilson, more or less. A "trench" garage and auto park capable of taking care of 3000 machines would be a convenience to any city. The promoters of the scheme to devote the underside of Pershing square to this purpose have placed before the city what reads like an attractive proposition. However, there is no need for undue hurry in dealing with it. The subject is one that calls for thorough consideration.

Curious Bits of Information For the Curious

Gleaned From Curious Places

For her size Great Britain has more and better coal than any other country in the world. The coal seams, lying one below another to an unknown depth, not infrequently cropping out at the surface, are proof that tropical conditions once prevailed in the latitude of these islands. The district which is now Britain was connected in primeval times with the continent, and the coal of England doubtless rung under the channel and the southern part of the North sea, continuing in the coal fields of Northern France, Belgium and Flanders. This region was thickly covered with great tree ferns, growing up to a gigantic height in the damp steaming heat of a tropical climate which exceeded the heat of the equatorial regions of Africa. Growth succeeded growth, and in the course of ages probably seas flowed over it and deposited the sand which is now rock. The pressure carbonized the fallen vegetation and formed layers of coal, pieces of which still bear imprinted upon their flat surface the beautiful tracery of the original fronds of the tree-ferns.

Olden Oregon

Washington County a Relic of the Once Huge Tuality County.

Under the name of Tuality, Washington county was one of the four original districts of Oregon territory. It took in all of the region between the Willamette river and the Pacific ocean north of Yamhill river to the undetermined northern boundary of Oregon territory. In 1849 its name was changed to Washington. Hillsboro, the county seat, named after its founder, David Hill, was established in 1843. Forest Grove was founded by Harvey Clark in 1849.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Great weather for baseball.

* * *

The big fire may bend Bend a little, but it will never break it.

* * *

News dispatches tell of the burning of two negroes at the stake in Paris. But it was in Kentucky, not France.

* * *

Too bad they didn't take Pendleton's census during a Round-Up, though the town made a fine showing, as it was.

* * *

When a large python escaped from confinement aboard a steamship, passengers and crew may be pardoned for "seeing things."

* * *

The Military Order of Serpents recently entertained at a function down in Marshfield. Probably the entertainment committee featured a snake dance.

* * *

John D. Rockefeller Jr. had to abandon his automobile trip in Los Angeles and put his automobile in a garage. We trust he didn't have to borrow money in order to buy transportation out of town.

* * *

Copperfield, Oregon, is likely to lose its postoffice because no one wants the job of postmaster. Those of us who have been in Portland for a decade can remember an occasion when Copperfield was very much on the front page of the daily newspapers, not only in Portland, but throughout the country.

SIDELIGHTS

Furniture for the lodge room in the new Elks building at Pendleton has arrived and is being stored until the building is ready. The furniture cost $5500 and is of gray oak.

* * *

Crop note from the Condon Globe-Times: "With prospects for a bumper crop, Leo Shelley has been a busy man selling machinery this past week. He has four separators that will be delivered in the next few days."

* * *

L. Hanes of Gervais, according to the records at the county clerk's office, is the champion gopher man of Marion county. He brought in 365 gopher scalps, which netted him $36.50; 70 mole scalps, $7, and 135 gray digger squirrels, $4.75.

* * *

"If there are those living who still think that Indians cannot become good citizens, a visit to the camp meeting of the Christian Indians at Tutuilla this week-end," said last Friday's Pendleton East Oregonian, "will convince them of their error."

* * *

Good word for a local enterprise, spoken by the Eugene Guard: "Concrete bricks made in Eugene are being used in construction of the new Goodpasture building on Seventh avenue. They look fine and appear to have lasting qualities. This manufacture of concrete products for varied uses is a local industry that deserves encouragement."

MORE OR LESS PERSONAL

Random Observations About Town

A party of notable visitors at the Hotel Portland is headed by Herbert A. Pratt of New York city, vice president of the Standard Oil company, and includes Miss Isabelle Rockefeller, a daughter of the Rockefeller family. The party includes, in addition, Mrs. Pratt, H. A. Pratt Jr. and the Misses Harriet B. and Florence G. Pratt and Miss Beard, as well as Master F. R. Pratt and William N. Hester Jr. The visitors aver they are here purely for pleasure and are taking their own happy time about seeing the wonders of the wild west, where Standard Oil products have displaced, to a great extent, a once famous hay crop.

* * *

The Portland is also entertaining Mrs. C. F. Ostrander and daughter, Miss Mary M. Ostrander, and Miss Elizabeth Russell, of New York city.

* * *

James J. Richardson, manager of student activities at Oregon Agricultural college, is at the Imperial, where he will very willingly tout the 1920 O. A. C. football team if that prospective aggregation is but mentioned to him.

* * *

William Arthur Taylor of the Knabe Piano company left Portland Monday night for New York, after spending three weeks transacting business here.

* * *

Mrs. Alice Hawkins, who is very ill at Good Samaritan hospital, has received at her bedside her sisters, Mrs. W. J. Wright of Ketchikan, Alaska; Mrs. Thomas Fargher of Dufur, Or., and Mrs. Frank Loveland of Chicago, as well as Mrs. Frank Huott, her mother.

* * *

Miss June Werts, forest service clerk, has returned to Portland after six months' duty in Washington, D. C., at the national headquarters of the forest service. Miss Werts is in the office of forest management.

* * *

It has been 15 years since Mrs. Jessie Jewett lived in Portland. It has been five years since she has been in Portland, and the city has changed, she said Tuesday at the Imperial, where she is spending a few days before going to San Francisco, where her company is to reorganize for the fall theatrical season. Mrs. Jewett spent her girlhood days in Astoria, and later in Portland, but the last 15 years she has lived in New York, except for her seasons on the road. For Mrs. Jewett is a singer, a contralto, and she and Dixie Richmond make up a singing team that has swung through the coast states during the season just closed, omitting Portland, however. With them at the Imperial are three comedians, Eddie Gilbert, Eddie Harris and Jack Shinn, and Miss Jean Kirby. During the summer Mrs. Jewett expects to work in pictures at Los Angeles. "Portland looks fine to me," said Mrs. Jewett. "It seems to be growing all the time. I think it is one of the prettiest cities we have. I long some time to sing here. I have played with most all the stars during their first season, but they rarely come west. But I hope to obtain an engagement on the Orpheum circuit. I will then come to Portland. I have many friends here, yet it is strange how one forgets. I walk along the street and see faces I know; but I cannot place them." Mrs. Jewett's mother, who formerly lived in Portland, is now living in San Francisco.

* * *

Dr. Walter P. Taylor, biological assistant of the United States biological survey, from Washington, D. C., stopped in Portland a few hours Tuesday to confer with Stanley Jewett of the predatory animal division of the survey, on his way to Seattle. Taylor is engaged in biological investigations in the northern Cascade and Okanogan regions of Washington this summer. He is making collections of birds and animals for the national museum and studying their relation to agriculture and forest products. Last summer Dr. Taylor made a similar study on Mount Rainier.

* * *

A. J. Beals, who is mixed up in the lumber, cheese, dairy, farming and every other industry around Tillamook, has arrived at the Imperial with his family. Beals is especially interested in the good roads movement throughout the Tillamook country and the state in general.

* * *

Mr. and Mrs. E. R. Lester of Pilot Rock, Or., are visiting at the Multnomah, while looking over the wholesale stocks in Portland.

* * *

George H. Hyatt, who is opening up a new general merchandise store at Goldendale, Wash., with enlarged lines, is spending a few days at the Seward.

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

By Fred Lockley

[This is newsboys' day in this space, in which Mr. Lockley brings together sundry men of note who got their start in life by selling newspapers in the street. Of one of these he makes extended mention in view of the peculiar nature of the work he has undertaken.]

Do you know where Eric V. Hauser got his start? He is the owner of the Multnomah hotel now, but there was a day when he was counting his money in pennies, not in thousands of dollars. He made his start as a newsboy. Did you ever wonder where C. C. Chapman, editor of the Oregon Voter and formerly manager of the Portland Commercial club, got his tremendous voice. He could drill a regiment in a sham battle, and every man would hear every command. He got his lung power calling the Chicago papers when he was a homeless little waif of 7 or 8 years of age. Check over the well known and well-to-do men you know, and you will be surprised to find how many were newsboys when they were lads. You can start with George L. Baker, Portland's mayor, who was a street Arab and newsboy in San Francisco, and work down the list, and you will find that the men who were pounded on the anvil of life by the hammer of fate, if they had real metal in them were hammered into useful and productive citizens.

* * *

I once made a trip from Nome, Alaska, to Udakta, in the Aleutian islands, with Sheldon Jackson and ex-Governor John G. Brady. During the day we spent together Governor Brady told me how when he was a tough little street Arab on the Bowery, living by selling papers, swiping bananas and, like most of the New York street Arabs, living by his wits, he was taken by a children's aid society and sent out to Indiana, and how he finally worked his way through Yale, became a minister in the Presbyterian church, a missionary to Alaska, and eventually governor of that vast territory.

* * *

Not long ago I met Aaron Sapiro, attorney for more than 20 farmers' cooperative associations on the Pacific coast, which do an annual business of over $200,000,000. Team work and cooperation are with him almost a religion. When a man will turn down an offer of $100,000 a year as corporation attorney, and stay instead with a farm movement, you can see his heart is in his work. A day or so ago I was talking of Sapiro with one of his most intimate friends, J. F. Langner, and I learned something of his early life. Mr. Langner said:

"From newsboy to the foremost authority in the United States on the economic distribution of farm products is a long trip, but that is the journey that Aaron Sapiro has made. When Sapiro was 7 years old he was selling papers on the streets of San Francisco. He was born in San Francisco in 1884. From the age of 7 he was considered a star newsboy because he could read the headlines of the papers and cry his wares more effectively than his companions. Between the morning and afternoon editions of the papers he sold matches, which added considerably to the money he took home to his parents. When his father was killed he and his brother, two years older, supported their mother and the younger children by selling papers. As there were seven children it meant that they had to be hustlers. Edwin Markham was at that time principal of the Oakland public schools, and noticing that Aaron was very accurate and responsible, he arranged for him to come at 10 o'clock each day, after his sales of the morning edition were over, and recite. When Aaron was 9 the family was scattered and he was sent to a Jewish orphan school, where he spent the next seven years. At 16 he went to the public school, where he proceeded to win the Bridge medal and a scholarship which allowed him to complete his high school course. Because of his unusual record for scholarship at the high school a special scholarship was given him, which enabled him to go to college for one year. He worked his way through the second year and again won a scholarship which enabled him to enter a college in Ohio. He was 19. The following year he was made assistant instructor in history and literature, and when he was 21 he received his degree of master of arts.

* * *

"He was urged, on account of his scholarship, to become a rabbi, so for two years he studied rabbinical lore, but not being able to agree with some of the dogmatic teachings he returned to San Francisco and took up the study of law in the office of Jesse Lilliamthall. To support himself he gave private lessons. He did this for two years. He had such unhappy recollections of the seven years he spent in the orphanage that when he learned that the post of assistant superintendent was vacant he applied for it, and was appointed. He determined to wipe out the parts of the system from which he had suffered, and, being given a free hand, he soon made this orphanage one of the best known and best managed of all Jewish institutions in the West.

"He continued his study of law in the evenings, and in May, 1911, he was graduated from the University of California with the degree of LL. B. He had made a record as student and as speaker, so he was selected to deliver the address at the graduating exercises. He spoke on 'Law and Citizenship,' and it happened that Hiram Johnson, who at that time was governor of California, heard his address. Shortly thereafter Governor Johnson signed the bill creating an industrial accident commission and requested that Sapiro be made secretary and counsel for the commission. The constitutionality of the act was attacked, so Sapiro defended it successfully to the highest court. He also defended the workmen's compensation act before the supreme court. When the state market commission was created he was appointed chief counsel. This bill also was attacked and he defended its constitutionality before the supreme court, winning as in the other cases.

* * *

"Sapiro became interested in the cooperative movement through the work of David Lubin, who fired Sapiro's imagination with the ideal of service. Sapiro proved an apt pupil of this great public benefactor, with his vision of altruism.

"Sapiro has, it is said, the best library on cooperative marketing in the West. He is recognized as one of the leading authorities in the United States on the economic distribution of farm products. He is frequently consulted on various phases of this vast subject by the United States government, the federal trade commission, universities and municipal and other similar bodies. At present he is working out a plan to market the cotton of the South just as the California growers market their products, a plan that has stabilized these industries and brought great prosperity to the producers, at the same time securing a uniformly high grade at a lower price for the consumer."

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON NOTES

A six day Chautauqua has opened at Fossil with a record breaking attendance.

The mill of the Key Lumber company at Molalla has been destroyed by fire, causing a loss of $13,000.

Excessive drinking of a mixture of pear beer and Florida water caused the death of Walter Smith of Pendleton.

According to State Veterinarian Lytle thousands of cattle from Western Oregon are being shipped into Idaho and Montana to replenish herds of those states.

The Umatilla drainage district has placed before the county court a proposition to bond for construction of one main and two lateral ditches through the townsite of Stanfield.

The Loyal Legion of Loggers and Lumbermen of Hoquiam have chartered a special train of 15 coaches to carry the members and families for a day's outing at Pacific beach July 25.

The airplane sent out from Portland with invitations to Pendleton business men to attend buyers' week at Portland next August landed in a wheat field two miles east of Pendleton.

Timothy Newell, a Hood River orchardist, has invented a fruit grading machine with an automatic feeder. He has also perfected a wiping machine which may be attached to the grader.

A preacher has been selected by the Live Wires of Oregon City as their executive officer for the next three months, in the person of Reverend H. G. Edgar of the First Presbyterian church.

The grand jury has returned a not true bill in the case of R. Clay Crawford, former instructor in athletics in the Hood River high school, recently arrested on the charge of obtaining money under false pretenses.

WASHINGTON

As a result of the late census the salaries of officials of Lewis county cannot be raised.

Three whaling vessels operating from Grays Harbor report a total catch of 77 whales so far this season.

The state game commission has delivered to the Lewis county game warden 50 Chinese pheasants and 10 mallard ducks for propagation.

The average cost per capita for maintaining the Yakima public schools last year was $71.43, an increase of $11.22 over that of the preceding year.

The Olympia Coal & Mining company has been awarded the contract to furnish coal for one year to the Chemawa and Yakima Indian schools.

High water is delaying the construction of the bridge across Snake river at Burbank. When the water drops it is planned to work a double shift.

Fire Chief Weeks of Spokane will urge the Spokane council to pass an ordinance forbidding the sale of fireworks in view of the Fourth of July record of 68 fires which caused a total damage of $30,000.

Five express cars of cherries are to be shipped this season from the Sunnyside district of the Yakima valley. One contract has been made for 20,000 pounds of Royal Anns for Maraschine processing.

Major H. W. Patton, who has been trying to make a voyage up the Columbia and Snake rivers from Lewiston in the steamer Northwestern, has returned to Hoquiam after facing his third disappointment.

Two cows belonging to Charles Jabusch, a Reike farmer, rank highest in the Cowlitz County Testing association. The record of one was 79.12 pounds of butterfat for the month. That of the other was 62.64 pounds.

IDAHO

No dog or coyote heads will be examined for rabies unless properly shipped, is the recent ruling of Paul A. Mader, state bacteriologist.

The name of Miles Cannon, state commissioner of agriculture, has been added to the list of Republican candidates for United States senator, making six in all.

Completion of the second unit of the Owsley Carey act project near Roberts is announced. This means the opening of from 15,000 to 18,000 acres of land.

A petition to discontinue permanently the service of the Caldwell Traction company from Caldwell to McNell has been filed with the public utilities commission.

F. G. Miller, head of the forestry bureau of the University of Idaho, has completed a survey of the Payette lakes and filed his report with Governor Davis.

A reconnaissance survey of oil prospects in Idaho will be made by the United States geological survey. The survey will extend from Weiser to the Teton country.

Andrew B. Hulit, general manager of the Idaho State Game Breeders' Association, has been asked to resign by the board of directors. He has served as general manager since March, but his ideas were not in accord with the directors.

Uncle Jeff Snow Says:

Down on the Big Sandy in Texas Ephrum Jones claimed self defense 'cause he shot Dick McCracken at Sunday school away back in the 70's when ever'buddy most packed a gun and sometimes two. The trial was self defense, but it didn't come out right to suit the Jones family, 'cause while mebby McCracken intended to beat up Jones somethin' fierce, he hadn't told nobody about it, and was goin' along mindin' his own bizness. Gittin' in yer own shot first was the rule in Texas in them days, but not too fur in advance. Jones was ahead of what McCracken might of been goin' to do to him by a hour or so, and the hangin' was attended by most ever'buddy in Gonzales county. Some of the doin's in the Northwest lately makes me think of that hangin' bee.

Amazing Potentialities Lie in the Water Powers of the Northwest

The water power bill has become a law. Under its provisions the great potential water powers of the nation can be harnessed. The streams that have been clamoring for recognition of their energy, wasted since earth was young, can be put to work.

In Oregon and in Washington the water power bill is the magna charta of development. Oregon has 3,000,000 horsepower of developable hydro-electric energy. Washington is in the same rank. Together these two states surpass all other commonw