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.

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You can't live on amusement. It is the froth on water—an inch deep and then the mud.—George Macdonald.

PORTLAND'S PORT GROWTH

CERTAIN commerce figures which the United States government has recently reported will doubtless prove as inspiriting to Portland as they are depressing to Seattle.

These figures are for the 11-month periods of the fiscal years of 1918, 1919 and 1920.

They show that Portland's commerce is growing more rapidly than that of any other port in the United States. Portland's gains have been at the rate of approximately 100 per cent a year during the past three years and the rate promises to be in excess of 100 per cent either for the calendar year ending January 1 next or for the coming fiscal year which will end June 30, 1921.

Portland's figures of export and import commerce for the periods are: 1918, $12,254,095; 1919, $24,459,156, and 1920, $43,169,252. When the commerce of June is added to the last amount the total will be not far from $50,000,000. By January 1 the commerce of the calendar year will have reached, according both to the present rate and prospects, the record total of $100,000,000.

Seattle, on the contrary, has been having, during the periods referred to, an experience little short of disastrous. Her import commerce during 11 months of the fiscal year of 1918 reached the total of $298,897,365, but for the same period of 1919 dropped to $245,774,808, and went with a slump and a bump to $187,863,983 for 11 months of the fiscal year of 1920. The 11-month periods are used for comparison because the full reports for the fiscal year of 1920 are not yet in. But the total figures will do no more than intensify the showing of Seattle's downward trend.

Analyze the figures above and it will be seen that Seattle has fallen $90,199,046 under 1919 and $145,351,603 under 1918.

Seattle's exports for 11 months of 1919 gained $59,845,529 over the corresponding period of 1918, but lost $81,411,964 during the corresponding period of 1920.

Seattle's loss in the total of export and import commerce for 11 months of the fiscal year of 1919, and the corresponding period of the fiscal year of 1920, is the startling amount of $171,641,010.

Seattle's slipping is traceable to the fact that Seattle is not a port of origin. Portland is. Seattle built up during the war period a large transfer commerce between rail and sail that was incident to and a result of war activity. But Seattle chose to interpret the immense demand upon her port facilities not as a temporary but as a permanent condition.

Portland commerce is growing at a rate more rapid than that of New York, Philadelphia or San Francisco. Seattle's commerce is going backward more rapidly than that of any other port in the United States.

If conditions remain as they are it will be a matter of a comparatively short time only until the narrowing gap between the commerce of the two ports is closed.

My platform on the League of Nations: "With the senate advising as the constitution contemplates, I would hopefully approach the nations of Europe and of the earth, proposing that understanding which makes us a willing participant in the consecration of nations to a new relationship to commit the moral forces of the world. America included, to peace and international justice, still leaving America free, independent and self reliant, but offering friendship to all the world."
—Warren G. Harding.

ENDING A FOLLY

THE coming of the automobile seems to have produced a queer psychology.

By some, for instance, the theft of an automobile was looked upon as a joke. To steal a car, drive it recklessly about the country and leave it anywhere along the roadside, was regarded as a mere prank, a sort of innocent fun.

If a man stole a loaf of bread for a starving family, it was a crime and the thief was locked up in jail. On many trivial offenses, offenders were given the limit of the law. But the theft of a $2000 or $5000 auto was a sort of funny frolic.

And there has been another phase of this automobile psychology: A driver could race down a crowded thoroughfare, kill a child or two, or murder a man or two by the onrush of his heavy car and be exonerated by a coroner's jury, or a trial jury or a grand jury from all blame. To kill a human being with a knife or a gun was fully punishable. We even concluded that life imprisonment was not sufficient punishment for such, and we returned to capital punishment so we could kill the man who had killed another man with knife or club or gun.

But if the killing was done by a reckless automobile driver it was merely a sort of frolic. The dead one was just as dead, but the killing was done with an automobile and the coroner's juries said that kind of killing was all right.

The driver may have been wildly reckless and utterly disregardful of consequences just as a man with a Winchester rifle would be wildly reckless in firing bullet after bullet down a crowded thoroughfare, but coroner's juries and trial juries and grand juries couldn't see that there was anything culpable in the driver because he committed his murder with a high powered motor car.

That has been our queer psychology. It has been an indefensible psychology. It has encouraged the automobile man killers to go on with their killings until the automobile murders last year in Portland ran up to a ghastly aggregate.

But in a Portland court Friday, a lad of 23 who stole an automobile, drove it around in the usual joyous and jaunty way and finally left it on the roadside, was given two years in the penitentiary, as was perfectly proper. Such penalties are necessary to put an end to the idea that anything and everything done with an automobile is a joke or a pastime or funny. And with this young lad made the victim of a public example, now let some driver who runs over and kills an innocent bystander be sent to the penitentiary for manslaughter.

If a point has been reached in which gasoline is permanently rationed and sometimes not sold at all, should the power to so ration and so close sales be in the hands of private persons? If things are to go on as in recent weeks, is it not time for public authority to supersede private authority in an industry that has reached proportions to become a public utility?

BABY BOARDING HOUSES

PORTLAND'S milk supply is governed by laws that demand purity primarily to protect the health of babies in Portland.

There are eugenics organizations and clinics for babies that are sick. A clinic for the well being of well babies, even, is about to come into existence here.

But what have we done to protect from brutal bruising the tender bodies of children that are sent to the so-called "baby boarding houses" of the city?

Not long ago a little child was found in a house on the east side, its body emaciated and marred with the scars of blows. It was lying on a floor in filth and squalor and one of the objects beneath its tiny form was a tin can.

A more recent instance is that of the woman who is alleged to have beaten three little children for whose care she was paid until the blackened eyes of a 3-year-old girl were swollen nearly shut and welts had been raised all over her body. The other two children were in scarcely less deplorable condition.

Do not these children merit protection? It is hasty judgment to say that their parents or guardians should not commit them to such places. Sometimes necessity renders such arrangements imperative.

Why not enact an ordinance requiring all "baby boarding houses" to have a license? Let certain fair and proper rules and regulations provide for the satisfactory care of the children and protect them against brutality. Those who are discovered in mistreatment of children can now be punished under the police power of the city, but protection of the babies from harm is more important than to chastise their assailants. "An ounce of prevention is worth a pound of cure."

Portland's duty to children is not met so long as the babies in the "boarding houses" cannot be protected from brutality.

The former secretary of the war labor board says that hard coal profits are hard to find. But his statement means exactly the opposite of that of the coal operators when they use the same words. Between production and sale, he charges, the profits of the industry filter directly into owner pockets through a maze of bookkeeping.

BURNING THE STATE

FIFTEEN people were burned to death in Oregon fires last year. Eleven were women and children. We burned approximately two millions worth of property in 2362 fires.

Of the total, 134 fires were in churches, school buildings, lodges and similar structures where the life hazard was great. Rubbish piles cost the people of the state more than $421,000. Careless smokers cost them more than $108,000. During the year, one person out of every 338 in the state had a fire, and at the same rate, every person in six will experience a conflagration during his life time. Each fire may cost thousands of dollars, or a life, or two or three lives.

Practically every one of the fires was started either intentionally or through carelessness of a human being. Most of them were strictly preventable. A majority of the lives and losses could have been saved.

The fires were possible because chimneys were not clean, because greasy paper, oily rags and rubbish were permitted to lie around, because children were allowed to have unguarded bonfires, and because open flue holes were not closed with metal stoppers. They were possible because lighted match stumps, cigarettes and cigars were thrown about carelessly, because they were left on the window sill, because ashes were placed in wooden containers or near inflammable materials, and because paints, greases, oils and fats were not deposited in metal containers. Fires seldom start when there is no inflammable for the torch to light. It is the firetrap lying in wait for the carelessly handled light that rolls up the toll of the flame.

The fire loss in the Oregon country during the first two weeks of July amounted to $700,000. That meant $700,000 worth of school houses burned. It meant $700,000 worth of highways destroyed. It meant $700,000 in wealth thrown away through carelessness. Construction could not, at that rate, keep pace with destruction. It is a toll that, if continued, would burn the entire state.

If the international yacht races had no other result, they have had at least the effect of teaching the American people what a throat halyard is. Confidentially, now, what is it?

HIDE AND SEEK

PASSING standing street cars is one of the dangerous practices indulged in by some Portland motorists. It is a violation of law, and one of the most perilous chances that can be taken, both from the standpoint of driver and pedestrian.

Saturday a driver was bound down Broadway a few feet behind a street car. He was traveling close to 15 miles an hour. The car stopped quickly at the intersection. The driver, apparently on the supposition that the car would not halt, came in between the car and curb. He couldn't stop, and therefore ran on beyond the back step of the car, and still unable to halt, proceeded on through, passed the car and on down the street.

Had a passenger alighted from the back step of the street car it would have been extremely difficult to have avoided the automobile. Passengers entering the car were compelled to give way and dodge the machine. Pedestrians or automobiles, coming from the other side, knowing that machines may not lawfully pass a standing car, would have rightfully expected none. But they would have met it had they walked or driven in front of the trolley.

Passing standing cars is a good deal like playing hide and seek with injuries. It was forbidden in the law because it was dangerous. And yet there are those who will attempt it. The vigilantes and police should hale them into court when they see drivers attempt the perilous passage, and little clemency should be shown them there.

HAPPY HIRAM

HIRAM is de-e-e-lighted. Harding's complete abandonment of the League of Nations pleases Hiram immensely. He has congratulated Candidate Harding on what Hiram styles "his firm and emphatic stand against the League of Nations."

It is all as if Hiram, with the pro-German section of his followers looking on, had written the League of Nations part of the Harding acceptance speech. The senatorial junta which gave Harding the nomination in a Chicago hotel at 2 o'clock in the morning knew exactly what it was doing. To prevent Hiram and Borah from bolting, it had promised them and their pro-German battalions to let them write the league plank of the platform and deliver them the control of the candidate on the league issue. The candidate has delivered the goods by denouncing and repudiating the only plan ever proposed for permanent peace.

It was the only common ground upon which the senatorial junta and Hiram could unite. The junta wanted to put through its program of reaction, to which Hiram, a progressive, was opposed. They traded him the league plank in exchange for the votes of his followers in the hope of carrying the country for old guardism.

If the combination wins, we shall be exactly where we were before the war, save the $26,000,000,000 and the lost lives that the conflict cost us. Except for our dead and cripples and the war taxes and war bonds we must pay, it will be exactly as if we had fought no war. Everything in the way of hope for future peace is given up to Hiram and his battalion of death.

Happy Hiram!

HIGH COST OF RAIL CHIEFS

By Carl Smith, Washington Staff Correspondent of The Journal.

Washington, July 26.—Congressman Thetus W. Sims of Tennessee recently had published the salaries paid principal railroad officials, the data being for those receiving over $5000 a year in 1917, the last year before the railroads passed under federal control. Mr. Sims assumed that in a large number of cases compensation of officials has increased since then, in agreement with the rise in the cost of living. He made the point that salaries of railroad officials and attorneys formerly were paid out of earnings, but under the transportation act of this year rates must be such as will pay all salaries and fees and in addition provide not less than 5½ per cent return, and that the incentive to hold down excessive salaries appears to be removed.

* * *

The largest salary revealed on the railroad pay roll in 1917 was that of Robert S. Lovett, chairman of the executive committee of the Union Pacific system, who was paid $104,104.16, although as receiver of the Rock Island Jacob M. Dickinson received $120,732.90. Julius Kruttschnitt, chairman of the executive committee of the Southern Pacific, was runner up, with $88,860. Samuel Rea, president of the Pennsylvania lines, drew down $75,460; A. J. Earling, president of the Milwaukee, $75,219; H. E. Byram as vice president of the Milwaukee $60,000, and as vice president of the C., B. & Q. $22,500 additional; E. P. Ripley, then president of the Santa Fe, now deceased, $75,400, and C. H. Markham, president of the Illinois Central, $60,555. Walker D. Hines, serving in 1917 as chairman of the executive committee and director of the Santa Fe, who later became director general of railroads, was paid $77,210 by the Santa Fe in that year. John Barton Payne, now secretary of the interior, was then general counsel for the Chicago Northwestern and received $18,000 for that service. Edward Chambers, director of traffic in the railroad administration, was vice president of the Santa Fe in 1917 and his salary was $25,000. R. H. Alston, regional director of the railroad administration in the western district, was then paid $50,240 as president of the Chicago & Northwestern.

* * *

The highest paid railroad attorneys appear to have been Chadbourne & Shores, general counsel for the Denver & Rio Grande, who marked up $63,000, and it seems rather remarkable that the highest salary paid to any one lawyer was received by the general counsel for the same railroad, Henry McAllister Jr., who is credited with $55,000. Second highest on the law list is M. L. Bell, general counsel for the Rock Island, $59,486. Western railroads as a rule seem to be more liberal in salaries and counsel fees than the eastern. The highest amount held by any of the Pennsylvania attorneys is G. S. Patterson, $30,000. George F. Brownell, who was vice president as well as general solicitor of the Erie, received $49,610, while William F. Herrin, occupying a similar dual place with the Southern Pacific, was paid $38,170. Joseph P. Blair, another man who ranks high among railroad lawyers, drew $34,500 as general attorney for the Union Pacific.

* * *

Chauncey M. Depew, who at 84 years of age is more or less of a relic, was paid $25,260 in 1917 from the earnings of the New York Central as chairman of the board of directors. Robert T. Lincoln, another man well advanced in years, son of Abraham Lincoln, who lives in Washington, is down for $25,300 as chairman of the board of the Pullman company. A. R. Whaley is down as a pensioner of the New Haven at $13,936.66.

Mark W. Potter, recently appointed a member of the interstate commerce commission, was in 1917 president of the C., C. & O., a southern road of small proportions, and received $20,000. Carl R. Gray, well known in the northwest, was paid $5240 as chairman of the board of the Wheeling & Lake Erie and $32,960 for a similar job with the Western Maryland.

* * *

Among the big executives of the railroad world salaries vary considerably. W. W. Atterbury, vice president in charge of operations of the Pennsylvania, who looked after American railroad building in France during the war, received $40,000; B. F. Bush, president of the Missouri Pacific, $44,170; S. M. Felton, president of the Chicago Great Western, $40,260; Fairfax Harrison, president of the Southern, $50,500; J. M. Hannaford, president of the Northern Pacific, $50,000; W J. Harahan, president of the Seaboard Air Line, $40,857; Hale Holden, president of the C., B. & Q., $65,000; Louis W. Hill, chairman of the board of the Great Northern, $50,000; L. E. Johnson, president of the Norfolk & Western, $60,000; John R. Kenly, president of the Atlantic Coast Line, $18,600; L. F. Loree, president of the Delaware & Hudson, $50,800, as chairman of the Kansas City Southern $30,820, and $10,320 more as chairman of the Wheeling & Lake Erie; E. E. Calvin, president of the Union Pacific, $35,080; J. D. Farrell, president of the O-W. R. & N., $30,030; H. U. Mudge, president of the Denver & Rio Grande, $43,232; B. L. Winchell, director of traffic of the Union Pacific, $36,000; T. M. Schumaker, president of the El Paso & Southwestern, $60,000; A. H. Smith, president of the New York Central, $78,300; William Sproule, president of the Southern Pacific, $62,036; W. H. Truesdale, president of the Lackawanna, $75,400; F. W. Underwood, president of the Erie, $77,950; Daniel Willard, president of the Baltimore & Ohio, $75,480; S. Davies Warfield, president of the board of the Seaboard Air Line, $50,000; Frank Trumbull, chairman of the board of the Chesapeake & Ohio, $26,738.

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.]

REPUBLICAN REJECTS HARDING

Albany, July 23.—To the Editor of the Journal—I have been a staunch Republican for 20 years, but am now a strong Cox supporter. The coming election is going to afford considerable amusement to the average onlooker who watches a sheet like the Oregonian from day to day in its attack on Cox. The Oregonian is to a certain extent more or less of a Bible to some of the people who live in this Willamette valley and who don't stop to digest its peculiar style of editorials on "Mr. Cox and Cocktails," and the certain line of bunk that it publishes as coming from its Washington, D. C., news bureau. The Oregonian, though, has overlooked a couple of real facts in its mudslinging contest. One is that Cox is a very strong and able gentleman; in fact, a regular man, and knows the human side of life, and has had a happy faculty of doing considerable good for the people of his state. Then, again, the Oregonian has absolutely forgotten that the people in this age are doing a bit of thinking on their account, and Oregonian bunk is not being digested by them with any great amount of gusto, and its present mode of attack is making friends for Cox, and lots of them. It is really surprising, the number of former Republicans who are fast taking a liking to Cox. And is it to be wondered at, after the Murray Crane and Penrose affair? They pulled a string, and out hopped a Harding. The poor, deluded people are tired, it is true, and perhaps a bit foolish, too; but right now they have no time for men put forward by citizens of the Crane and Penrose type, and on this coast it is pretty nearly a sure bet that Cox will carry California, Montana, Nevada and Arizona, and Oregon may carry a surprise for the Oregonian by going for Cox. But would this be a surprise to the Oregonian—a sheet that has been so notoriously rotten in its predictions on election results in this state?
A Former Republican.

MRS. SOULE'S CHILDREN SPEAK

Portland, July 24.—To the Editor of The Journal—Owing to wrong impressions and misunderstandings about the facts and conditions surrounding the divorce proceedings in the month of June, 1918, between our parents, J. M. Soule and G. W. Soule, we deem it only fair and just that the public should know our attitude toward the parties by the publication of the subjoined article, which was written at that time, but which our mother desired that we should not have published. And that the public may know what the unaided court record does not reveal, we ask you to kindly publish the following statement:

We, the undersigned, wish to hereby make clear in the eyes of the public the injustice and falsity of the charges of nagging and ill temper our father has brought forth in the divorce suit against our mother, the most loving, kindest and truest of mothers. What he means by nagging was merely her just resentment and tears at the bad treatment she received at his hands, and we wish you to fully understand that our mother is making a great sacrifice of her name in the estimation of you, the public, by not fighting this in court, but we feel that right is right, and wrong is wrong, and that taking it into court will not make wrong right, but would only be a public way of proving to you that his statements are false.

Those of you who know our mother know that she is true and all that a mother and wife should be, and those of you who do not know her have no legitimate right to judge her. Please realize that it has been a struggle for our mother to withdraw her suit, and it was done solely that we children be spared the publicity of a divorce court. We appreciate our mother's sacrifice for us, and also wish the public to understand that we have not permitted this sacrifice on her part to shield our father from having publicly known the cruel ways in which he has mistreated our mother. (Signed)

Bernice E. Soule.
Marie A. Soule.
Georgia Fay Soule.
Edward R. Soule.

Curious Bits of Information for the Curious

Gleaned From Curious Places

According to French tradition, the citation cord originated centuries ago, when the soldiers of a certain company that had mutinied were to be hanged. Before the sentence could be carried out, the French were attacked and the condemned men were called on to aid in the defense. They went into action, so to speak, with halters around their necks; but they fought with such supreme bravery that they were pardoned, and thereafter each man was permitted to wear as a badge of honor and as a token of suffering and heroism, a knotcord round his shoulder. The origin of the citation cord can be explained in a more logical way if one examines ancient pictures, which show that shoulder cords can be traced back to simpler conditions until they appear merely as metal tipped laces to bear the weight of certain pieces of armor. Such laces appeared in pairs on both shoulders; they have survived in the aiguillette of the modern officer's dress uniform. As armor began to be discarded piece by piece, paintings of the period show, laces to support the armpieces, since they were no longer needed, were looped about the shoulders and became merely marks that distinguished the wearer as high in the order of military dignity.

Olden Oregon

Inducements Offered Indians to Move to Grand Ronde.

In the establishment of the Grand Ronde Indian reservation in Polk and Yamhill counties in the '50s Joel Palmer, superintendent of Indians, had not only to overcome the opposition of white settlers in the Willamette valley to the bringing in of Southern Oregon Indians but also the opposition of the Indians themselves. In order to induce the Umpquas to migrate it was agreed by treaty that each Indian should be given as much land as he had occupied in the Umpqua valley, with a house as good or better than the one he left, with pay for all abandoned property and clothing, and with rations for himself and family until all were settled in their new homes.

METHOD OF DISPOSAL

From the Kansas City Star.

"When your clothes become so old and shabby that you are ashamed to wear them any longer," asked the Salvation Army solicitor, "what do you do with them?"

"Wear them!" grimly replied Hostetter Smith.

PLEASING NEITHER

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COMMENT AND NEWS IN BRIEF

SMALL CHANGE

By their tan we may know the summer vacationists.

* * *

Taking it all around like an orange, it's pretty fine weather, isn't it?

* * *

By this time the early vacationists have just about lost their coat of tan.

* * *

Unfortunately, when automobiles race with railroad trains for crossings, the race ends in a tie—and disaster for the motorists.

* * *

Moscow faces an acute shortage of teachers. It's Moscow, Idaho, we mean, but the same probably holds good in Russia, too.

* * *

Anyway, 'tis premised now that the gasoline shortage will be over by August and everyone seems to be getting along in a manner that will carry them through until then.

* * *

When we read that a motorman on a Portland street car has been fined $100 for reckless driving, for some reason or another we feel like laughing. Though it's probably no laughing matter for the motorman.

SIDELIGHTS

The industrious citizen of Crane who spends part of his spare time puttering around in a garden is a double-barreled good citizen.—Crane American.

* * *

Many a sad votary of John Barleycorn fails to realize that there's more than one-half of one per cent of ozone in a morning breeze, and that oxygen is just as intoxicating as alcohol, and lasts longer, and doesn't leave any hangover.—La Grande Observer.

* * *

The college boys are already at work making money during the summer to carry them through next year's term. The high school graduates, too, are at work, so that they may enter college next fall with a few simoleons jingling in their trousers pocket.—McMinnville News-Reporter.

* * *

An orchardist living near The Dalles recently marketed a single truck load of cherries at the cannery for $900. This, while quite astonishing, is but one evidence of the ease with which money can be made in Oregon. A little ability and a little energy, combined with the Oregon soil and climate, will make anyone independent.—Powers Patriot.

MORE OR LESS PERSONAL

Random Observations About Town

"Maybe I am peculiar," remarked T. H. Foley of Bend as he passed through Portland, "but I cannot say that I was deeply impressed with Southern California. Everything is artificial, and it soon palls on you. The scenery and climate don't wear as they do in Oregon, especially in Central Oregon. I am going home better satisfied to stay there than ever before."

* * *

William McMurray, general passenger agent, and H. E. Lounsbury, general freight agent of the O-W. R. & N., left Sunday for Spokane, to meet Harry M. Adams, vice president in charge of traffic of the Union Pacific system, and accompany him to Portland. Adams is making a general inspection tour of the system lines.

* * *

"One of the impressive sights I saw on the Columbia river highway," said E. A. Vandeventer, a Salt Lake auto tourist, "was the pigsty just before you come into Hood River from Mosier. It is certainly a crowning ornament of the series of magnificent loops in the highway; and the odor from it—whew!"

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

By Fred Lockley

[At Cascade Locks one might expect to find old-timers with a wealth of reminiscence in them. That is exactly what Mr. Lockley has done, and certain recollections of Thomas W. Badder are in part made available for publication.]

The unwritten history of every small community is frequently of more interest than its written chronicles. At Cascade Locks I saw a man with an interesting face, sitting in front of an ice cream parlor. I stopped, sat down beside him, and said: "I am looking for the man that knows all about Cascade Locks. Are you the man?" "I am," he answered. "Who told you about me? I was here before the locks were started. I ran a saloon here for upward of 20 years. In a little community, sooner or later, the saloonkeeper hears the secrets of all his customers.

* * *

"In 1885 George Gardiner was packing salmon in brine in barrels and shipping them to Portland for export. I sold my salmon to him till he killed Jack Harlem. It was a woman scrape. That settled his salmon business.

* * *

"My name is Thomas W. Badder. I came here July 19, 1885. When I first came I got a stand-in with 'Whiskey' Johnson, an Indian who had fishing rights near the old blockhouse near Sheridan's point. He had a platform of poles built out over the fishing rocks. The salman ran in there to rest on their way up the river. The biggest catch I ever made with a dip net in one day was 365 salmon. The biggest salmon I caught weighed 56 pounds. We got 2 cents a pound for them. We caught silversides, steelheads and billhooks. The biggest sturgeon I ever caught weighed over 700 pounds. I caught it on a sturgeon hook. I sold 500 pounds of it to the Umatilla house for an even $10. Congressman Nick Sinnott's father was running the hotel in those days. This sturgeon was 12 feet long. I cut it into cordwood length—four-foot chunks—to ship it.

* * *

"In October, 1885, when the work on the locks started, I went to work firing on two donkey engines. Later I served as steward of the messhouse. My wages were raised to $2 a day. Most of the men got $1.90 a day for 10 hours' work. We had 300 men and 16 officers.

* * *

"Old man Hersey had the government contract to board the men at $4.20 a week. The work lagged on account of congress failing to make appropriations. The people of Eastern Oregon, who were paying $9 a ton to have their wheat hauled from Pendleton to Portland, put up such a kick that Senators Dolph and Mitchell got busy and the government made an appropriation and let the contract to finish the locks to G. and I. N. Day. I. N. Day now lives in Portland. They started with almost no money, but lots of nerve, and they claim to have cleaned up over half a million on the contract. They paid $2 a day for labor. If a man quit he could not cash his pay check for 60 days, but a broker would cash his check at 5 to 10 per cent discount. The Days also operated the mess hall. The locks were opened in 1896.

* * *

"The day is coming when you will see our heavy freight moved by water. Go on down and watch the sand blast cleaning the steel gates. They look as bright as new. The first gate is 56 feet high, the second 46, and the third 36 feet. The locks cost between $5,000,000 and $6,000,000. The trucks on the highway, in conjunction with the river, will solve the transportation problem for the West."

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON NOTES

According to the census figures, Albany has a population of 4840 and Corvallis 5752.

The city commission of La Grande has decided that the water rates shall be doubled.

Wheat heads are larger this year than last, says Umatilla County Agent Bennion. This condition is due to a thinner stand.

B. W. Kern, an express messenger, has been arrested at Corvallis on the charge of abstracting a package containing $1055.

Woodburn grange has passed resolutions condemning the action of the state highway commission in selling bonds below par.

Merritt M. Reynolds, one of the early settlers of the Grande Ronde valley, is dead at his home in La Grande after a long illness.

A pie social and program has been given at the Riverside schoolhouse near Albany to raise funds for the purchase of a piano to be installed in the school.

Oles Brown, a negro under life sentence for the murder of Otis Mayes, a brakeman, near The Dalles a few weeks ago, has been taken to the penitentiary.

The Pendleton council has granted the Collins flour mills a franchise to construct an underground grain flume from the elevators under Webb street to the mill.

Officials of the Northern Pacific railroad, headed by Howard Elliott, chairman of the board of directors, have been inspecting the company's property at Bend.

It is reported that the state will soon begin condemnation proceedings in Wasco county to secure right of way for an approach to the new Deschutes river bridge.

Jacob Zeigler, aged 90 years, has committed suicide by hanging himself from a rafter of the woodshed at the home of his granddaughter, three miles west of Forest Grove.

Joe Cooper of Forest Grove has delivered what is claimed the largest single truck load of Royal Anne cherries to the local cannery. It consisted of three and one-half tons, which brought $866.

WASHINGTON

Citizens of Orting will vote July 30 on the proposition to levy a 5 mill school tax.

The Aberdeen Rod and Gun club is agitating a movement for the establishment of a state park at Lake Quinalt.

Plans are being worked out to have Douglas county livestock shipped into Walla Walla county this fall for feeding instead of shipping feed to Douglas county.

The Walla Walla fair board announces that unless business men will cooperate the board will cancel its plans for a fair this fall and accept the loss already incurred.

Profits of the Tacoma municipal light and power department will run in excess of $600,000 if the last six months of the year hold up with the record of the first six months.

An appeal for additional cars for moving the fruit and grain crops of the Inland Empire is to be made to the Interstate Commerce commission by the Spokane Chamber of Commerce.

August 31 has been set as the date for the final hearing and distribution of the estate of the late Miles C. Moore. The net value of the estate for distribution is $484,116, on which an inheritance tax of $9761 has been paid.

The Hoquiam commissioners have rejected all offered sites for a city hall and fire building because they were either not centrally located or were in the middle of a block. It has been decided to purchase the best corner lot in the heart of the city.

IDAHO

Over 40 acres of winter bunch grass have been burned off the hills north of Lewiston by fires set by coyote hunters.

The shipment of cherries from Moscow to Puyallup to be processed and used as Maraschino cherries will begin in a few days.

A traffic ordinance adopted by the Sandpoint council fixes the speed limit at 20 miles an hour, 12 miles at street intersections and within 100 yards of schools.

The first sermon ever preached in Idaho will be commemorated July 27 by pioneers and members of the D. A. R. in reunion. The sermon was delivered in the Fort Hall grove July 27, 1834, by Jason Lee, head of the Oregon Methodist mission.

Uncle Jeff Snow Says:

Down in Californy Ben Shakers come out from Connecticut and planted him half his quarter section in wheat up above Willows in Glenn county where a crop is raised ever year by irrigation. The ground squirrels heat him to it and he got about 100 sacks. The idee come to him that if he'd produce more he'd git more, so the next year he planted 160 acres in wheat and got about 50 sacks back, the ground squirrels totin' off the rest. This producin' more philosophy didn't pan out and Ben got him a gas pump and killed off all of them there ground squirrels fer two or three mile around. Then he got 600 sacks of wheat off'n 40 acres. I told that to one of them New York politicians that come up here with a crowd from San Francisco lookin' at the scenery and who made a speech to us fellers gathered at the Corners about producin' more. He told Jedge Stapleton he b'leved I was a dangerous character.

What Would Hapen If All Oregon Wearers Bought Oregon-Made Neckties?

Ever give a thought to your necktie? Where it was made and how? How far it traveled before it came to you? Whose hands fashioned it? What were the steps and methods involved in its sale?

Of course you didn't. All you've ever done in all your life was to walk into your favorite furnishings store and pick out from the assortment a necktie that in pattern pleased you. Nothing will be said here about the price pleasing you, because there are few prices nowadays that please anybody.

But there is a budding home industry in Portland that would be tremendously gratified if you took thought about the "whence" of your necktie.

What? Neckties made in Portland? You never heard of the fact before—did you?

The necktie-makers of Portland produce about 50,000 neckties a year, which average in wholesale selling price value $1 apiece. These neckties are sold to retailers in Oregon, Washington and even a few in Northern California. But the manufacturers say that if they were compelled to depend upon the support of Portland retailers they would go hungry. Only one store in the city gives prominence to "Oregon quality" neckties.

The wearers of Oregon-made neckties say, however, that in quality and price and pattern they compare favorably with the best from anywhere else.

There are, we'll say, 550,000 people in Oregon, of whom there are at least 250,000 men and boys who wear neckties. Suppose each bought just one Oregon-made necktie a year. It would bring to a desirable home industry $250,000 a year which now has a business of $50,000. It would increase a payroll, including salesmen and workers, from $12,500 to $62,500 a year.