Oregon Sunday Journal

AN INDEPENDENT NEWSPAPER

C. S. JACKSON.....Publisher
[Be calm, be confident, be cheerful and do onto others as you would have them do unto you.]

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Thou hast made us for Thyself, and the heart never reaches full till it findeth rest in Thee.—St. Augustine.

WHAT WOULD HE SAY?

A TABLE 24 miles long would be required to seat the orphans fed daily by the Near East relief in Armenia.

It is a table that must be lengthened. Starving children are daily drifting into the orphanages. Some of them come out of hiding, others are released from captivity and worse by the Turks.

Last winter the relief workers turned away to certain death one out of five orphaned children who applied for help. Only the most energetic measures can prevent a repetition of such horrors during the coming winter.

During last March the Near East relief fed 75,818 children in the Caucasus. One reason that there is now food enough for all is that many thousands for whom there were not supplies enough have already perished by starvation. Of the above number only 20,779 are in orphanages. The remaining 55,089 are shelterless and receive a small piece of bread and a portion of soup or cocoa each day in soup kitchens.

No more can be given with present supplies. The ration is barely enough to keep body and soul together.

Such, in effect, is the statement of Edward V. Perry, who left the Caucasus March 8. Mrs. Edith B. Hoffman, of the American Red Cross, says:

I consider my 15 months spent in the work of the Near East relief the best ever in the field of nursing experience. Last spring children came to us faster than we could care for them. We began with 50. We soon had 400. They came to us pitiful piles of rags and bones, dying, and we feared there was no use trying. But we tried, and they lived. In July, 1919, it looked as if funds would soon be exhausted. But we decided we would stay anyway, and you folks in America would have to send us money. You can't hear the wail of a child that always ends in "mamma," and turn away from it. You want to get back as soon as you can.

Miss Clara E. Carruth, an American school teacher, says that long after the clothing sent from Oregon and other parts of the country had been exhausted, Armenian refugees walked for miles and miles only to discover that the last scrap had long since been distributed. She affirms that thousands of people were saved from death from freezing by means of the old clothes sent from America.

Why should the government of the United States be beyond compassion for the Armenians? If not by mandate, then there should be some way in which the prestige and influence of America could be extended in succor. Neither England nor France can do much in protection because they have grabbed territory and their motives are suspected. The Turk knows both are compromised and that, from his long experience with their diplomacy, he can go on with his terrorism in Armenia.

But he slinks off in the presence of the United States. When he saw American soldiers in action on the west front, he was not long in running up the white flag. Nor has he a single cause to suspect the motives of the American government.

Since the war ended, he has gone back to his pastime of slaughter and massacre in Armenia. He put a whole city full of people to the sword and knife and club as late as the ninth of last July, sparing not one on whom he could lay his bloody hands.

With Turkey, we are out of the League of Nations. But if we were in it massacres and worse than massacres in that Far East Christian land would quickly cease, and probably without the firing of a shot. If our country insists on withholding its compassion when it could so easily stretch out its hand and save, what of our conscience and what of our professions of Christian faith?

If again on the earth in the flesh, what would the Nazarene say?

Simon Benson acts again. Others talked, but he is financing a tourist's hotel on the Columbia highway. Nobody knows to what extent his quiet action has contributed to progress in public things that are now yielding handsome dividends and wonderful advertising for Oregon. Why could not other strong men in Portland emulate his example in big public matters? They cannot take their wealth with them when the time comes for them to go.

IN THE TOILS

EVEN their instinct for woodcraft and their Indian cunning and the secret aid from outsiders failed to keep Hart and Owen out of the hands of the aroused people of Eastern Oregon.

There were times when the chase seemed discouraging. For some days the fugitives successfully covered their trail.

But all the time there was this leaven in the situation: Almost every person in the region of the flight felt that the taking off of Sheriff Taylor was a personal loss, with the net consequence that the whole country was aroused and anxious to render service in capturing the murderers.

And therein is the value that society draws from the career of a good citizen. Two desperadoes who otherwise might have escaped to commit other offenses, were captured because Sheriff Taylor's wholesome life and public example created a great incentive for the crime against him to be punished. The law that so often fails into lethargy was vindicated and a new respect created for it. A public example is set of the end that belongs to outlawry.

It is a happy incident that the capture of the desperadoes was effected without further bloodshed. There were all the settings in the jail break for staging a second Tracy tragedy. The flight through the Marion county wheat fields, the hunt at close quarters in the thickets beyond Oregon City along the Willamette, the crossing of the Columbia, the descent on suburbs of Seattle, the pursuit through Southern British Columbia, and the sensational battle when, after being wounded, Tracy took his own life in the Big Bend wheat field—all this might have been approximately paralleled in the melancholy story which had its beginning on that fatal Sunday at Pendleton last week.

But the Eastern Oregon people were too militant and too numerous, and, doubtless, the fugitives too craven to be bold in flight. The fact that they were found asleep is proof of how complete and how aggressive the pursuit had been. The pursuers had been on their job every minute from the time of the break until the capture. The desperadoes were given no time for rest, and tired nature, finally asserting itself, forced them into that slumber from which they awoke as captives.

Near Los Angeles yesterday a 17-year-old boy shot an officer to death and a second man wounded by one of his bullets is expected to die. Probably the pistol, more than all other influences combined, led him to the commission of the crime. But, in our thoughtlessness, we insist on having the pistols.

ANOTHER STORY OF GAS

UNDER the heading "A Story of Gas," The Journal a few days ago related the experience of the householder who wanted his gas meter moved from one side of the basement to the other.

First came the man who marked the pipe, then the machine that left the new pipe and fittings, third the man who actually moved the meter, and last the vehicle that gathered up the unused fittings. The process in its various steps required about a week. The householder was left wondering if the gas company would plead the high cost of personal service when it makes application for increased rates.

It was the householder's viewpoint. It is contested by the head of the gas company. He says that his method saved his company some $12,000 last year.

Modern industrial plants start a piece of work through the plant and as it moves along each of numerous specialists makes his contribution to the transformation of the article from the raw to the finished state.

The gas company applies the plant unit system to Portland. The city is divided into districts. From a district will come, say, from a dozen to 40 calls a day for such service as the householder desired. The man who marked the pipe does nothing but make measurements. Each evening he turns in his memoranda of pipes to be fitted, with the addresses. Pipe cutting is done many times as rapidly in the shop as it could be done on the premises, and on a wholesale scale, at that. The truck that distributes the pipes and fittings makes many calls. The man who installs the pipes and moves the meters is also a specialist. The same truck that leaves pipe and fittings at one place picks up unused fittings at another place. Thus the truck is kept in continuous service with little "idle time" to be charged off at a rate of $2 to $3 an hour.

The explanation sounds reasonable. It is interesting, too.

Oregon is prosperous. Will H. Bennett, state superintendent of banks, reported that total deposits in the banks of the state on June 30 were $280,275,542. The amount is $6,293,345 less than on May 4, but $44,020,835 more than on June 30, 1919.

THE THUNDERERS

THE questions directed at Governor Cox by Senator Harding are Hiram's questions. They are no-league questions.

Hiram thundered on the same points in his no-league speeches in the senate, and pawed the valley and shook the mountains with his roars about them in his speeches in the presidential primaries. The points Mr. Harding seeks to make are Borah's points and Penrose's points and Hiram's points and the points of all the bitter-enders who loathe the treaty and despise the league and repudiate all hope of getting from the late war prospect of permanent world peace.

Meanwhile the world caught at Spa a glimpse of what the League of Nations can do. The German representatives declared they would not agree to the terms for settlement of new disputes that had arisen. Then Premier Millerand smote the table with his fist and demanded action. And the Germans signed. They signed because they knew that the League of Nations was back of Millerand's demand.

The same thing happened at Weimer. There the question of ratifying the peace treaty was before the German national assembly. Scheidemann declared that his right hand would wither before he would sign. But he did sign. And the other officials of the assembly signed. And the treaty was ratified, ratified because it was the demand of an organized body of nations associated together for the good and the peace of the world.

There was the same show of defiance and objection at Versailles. The German plenipotentiaries protested and denounced and threatened. But they signed, and in the signing gave the first assent ever made in behalf of Germany for disarmament of the nations.

Such is the working of the League of Nations. Italy demanded more than she was given. It was so with France and so with England. Great principles underlie the plan, and so long as the league stands, settlements will be by discussion instead of by armies in the field. They will be settlements by reason instead of by blood letting. And those principles will more and more assert themselves if America enters, gives stability and perfects man's confidence in the league.

But Borah wouldn't accept the league, even if, as he says, it were proposed by Jesus Christ. And Hiram says that to kill the league is the one great issue to which he will devote his time and his efforts. And Hiram has congratulated Mr. Harding upon "his firm and emphatic stand against the League of Nations," and Mr. Harding is thundering on the very same points that Hiram urges against the league.

And here is exactly what will happen if Mr. Harding is elected: Mr. Harding and Hiram and Borah will claim that Mr. Harding's election is a mandate from the people for America to throw the league overboard. And they will further claim that it is a mandate from the people for America to remain as she now is in the company of "revolutionary Mexico, Bolshevist Russia and unspeakable Turkey." No Republican who believes in any kind of a League of Nations can have the faintest hope of having his ideas carried out if Mr. Harding and Hiram and Borah win next November.

Some thousands of motorists would be delighted beyond measure if the Seattle boy who is credited with having learned how to draw motor energy out of the atmosphere at a cost of $100 or so per contrivance, would put his invention immediately on a commercial basis. They still hope to get fuel of some kind sufficient for their vacation trips. But most of all, they want to drive up to a service station with its "20 per cent allowance" rule and from that point of vantage wiggle their fingers at the oil companies.

THE CITY OF ADVANTAGE

PORTLAND is building commerce faster than any other important American port. Portland's growth in commerce is proceeding at the rate of 100 per cent a year. Competitive ports are recording either nominal gains or disastrous losses.

Back of the expansion there is an explanation. Portland offers industry advantages unrivaled on the Pacific coast.

While Seattle was beset by radicalism and even funeral corteges were required to bear the permissive stamp of strike leaders, Portland had no labor troubles and today provides a more dependable and better counseled labor supply than any other city in similar position.

Portland's banks have adopted a helpful policy in respect to the financial accommodation of worthy industry and employ outreaching energy in the stimulation of desirable enterprise.

Portland is exceptionally located as a distributing center for freight. Some 25,000,000 bushels of wheat annually are brought to the city in cars that local industry loads outbound to the mutual profit of the industries and the railroads.

Portland, in general, is the center of a traffic web affording water grade transportation in every direction.

Portland is equally a distributing and assembling center of water transportation, both for ships and river craft. The channel at the mouth of the Columbia maintains a depth of 42 feet at low water and the channel between Portland and the sea has now a depth of 30 feet at low water, which will soon be increased by successes in dredging to 33 feet. To have an industrial location in a city which stands at the head of deep sea navigation, which is a distributing center for both rail and water transportation, and which has the most advantageous relation, among all the cities of the coast, to the 250,000 square miles of the Columbia basin, is a tremendous asset to industry.

But Portland, further, has provided the funds for a great port plant. During the past 10 years an investment of $10,500,000 in inter-related water and rail terminal facilities, elevators and docks has been authorized and the money is being spent. The harbor entrance, the channel and the Portland port program are of the first rank.

But Portland offers a larger inducement than the material facts noted.

Portland is a city united. Portland has become possessed of a militant spirit of growth. Portland is constructively friendly toward trade territory. Portland is a champion of local industry. Portland has courage, vision, unity, advantages and determination to win what is justly hers.

VANCOUVER'S CHANNEL PETITION

THE latter-day policy of the federal government in the improvement of channels for navigation is to require:

1. Use of the facilities provided.
2. Construction of local port terminal facilities.
3. A comprehensive plan of port development.
4. Cooperation with the government.

Vancouver, Washington, is an applicant before the federal engineer corps for the deepening of the Columbia river channel over a distance of four miles from the confluence of the Columbia and Willamette to the town of Vancouver and Vancouver military post. The hearing will be held in October.

If the project of the Portland ship channel remains at 30 feet, Vancouver wants a 30-foot channel. If the Portland ship channel project is increased to 35 feet in accordance with the petition of the port interests of this city, Vancouver wants a 35-foot channel.

Vancouver's claim is just. There should be as deep a channel to Vancouver as to Portland. This assertion is premised upon the strategic advantages of Vancouver's location. Consideration is likewise given the advantage to Portland of thus enlarging the port area at the head of deep sea navigation. To broaden the statement a little, the connection which Oregon slough, or North Portland harbor, has with the ship channel should be as deep and commodious as that leading either to Portland or Vancouver. The commerce demands of the future will call for the highest development of all possible area of the upper harbor.

But upon what concrete argument does Vancouver base her petition? Vancouver has a 1300-foot levee. It has been recovered for public use after many years of railroad leasehold. A shipbuilding plant which had use of part of the levee has left some $200,000 worth of piling and dock flooring there. The citizens of Vancouver with a vote that demonstrated the vigor of their new port spirit, have authorized an issue of $130,000 in bonds with which to build a public dock.

These are steps that are most commendable. But Vancouver must not be deceived. This is but a beginning. The plan must be definite for use of the terminal facilities provided. A comprehensive port project that will anticipate the needs of the next 50 or 100 years should be formulated and adopted as a guide. Trade building enterprise that will reach into Eastern and Southwestern Washington should be put under way. Transportation by ships and river steamers should be secured. Industrial expansion should be fostered.

No greatness is attained without great endeavor. With substantial evidence of practical port progressiveness and with a port commission ready to cooperate with the government in actual channel improvement, Vancouver can go to the United States engineers, the war department and congress confident of receiving what she asks.

About $1,500,000,000 will be given the railroads by the increases in freight and passenger rates announced yesterday by the interstate commerce commission's order. It is about $143,000,000 less than the roads asked for. This added to the 25 per cent flat increase in freight rates of some time ago makes an average of about 56 per cent added to the cost of railroad transportation over pre-war levels. The thing has come to pass which The Journal long ago predicted when it was urging upon this region the importance of ships to sail in and out of Portland harbor and the importance of steamboats on the upper Columbia.

"'GAINST THE LEAGUE, AIN'T YOU, WARREN?"

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TIME TO SILENCE HYMN OF HATE

Rebuke to Blind Partisans in Prophetic Words of Wilson.

From the Salem Capital Journal.

On his way home from negotiating the peace treaty at Versailles, President Wilson uttered the following words, which prove that his clear vision foresaw the shadow that was falling across his life and the bitter disappointment in store for the world:

"It is to America that the whole world turns today, not only with its wrongs, but with its hopes and grievances. The hungry expect us to feed them, the roofless look to us for shelter, the sick of heart and body depend upon us for cure. All of these expectations have in them the quality of terrible urgency. There must be no delay.

"It has been so always. People will endure their tyrants for years, but they tear their deliverers to pieces if a millennium is not created immediately. Yet you know, and I know, that these ancient wrongs, these present unhappinesses, are not to be remedied in a day or with a wave of the hand.

"What I seem to see—with all my heart I hope that I am wrong—is a tragedy of disappointment."

It would seem, now that President Wilson's work is virtually done, now that he is no longer a factor in politics, that some of the respect due his position should be shown by his political opponents, and that the ferocious personal and political attacks upon him should cease. For almost a year he has been fighting for life, stricken and helpless on a bed of pain, and throughout his illness his enemies have chanted the hymn of hate and treated him with unexampled brutality; yet he has borne his suffering without complaint.

Mr. Wilson is a casualty of the great war. He lost his health in fighting the battle for an enduring peace. He is one of the great figures of the world, as Candidate Harding, boasting of his own mediocrity, sneeringly terms, a "superman," but a lonely tragic figure, and a sense of decency demands he be given fair play during the remainder of his term as chief magistrate.

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 200 words in length and must be signed by the writer, whose mail address in full must accompany the contribution.]

LEAGUERS AND THE LAWS

Eugene, July 18.—To the Editor of The Journal—I noticed in The Journal of July 17 that C. R. Ormsbee, connected with the Non-partisan league, was told to leave Walla Walla by ex-service men. What particular "American right" or "institution" could Ormsbee overthrow by Non-partisan doctrines that would have a more serious effect on the American people than the overthrow of free speech? Yet these ex-service men, who no doubt fought, or were willing to fight, for "American institutions," and who hate all things Prussian, now use the method of force to prevent free speech. Ormsbee is a native of Walla Walla county and deserves protection in his right of free speech. No doubt there are people in Walla Walla, as there are here in Lane county, who have heard the opposition and are now willing to hear the league speakers. We have courts to uphold the law in case these speakers should break it. The supreme court has declared the laws enacted in North Dakota by the Non-partisan league to be legal. One of these was voting a state bond issue to grant each ex-service man of the state a bonus of $25 for each month spent in the service. Surely the ex-service men of North Dakota are not driving the league speakers from their state.

It is doubtful if that delegation of Walla Walla ex-service men represents the rank and file of the ex-service men of the Northwest. More likely they are those connected with the profiteering class, which is all set for a fall when the people finally wake up.

Eugene Workingman.

THE HUNTED ANIMAL

Portland, July 19.—To the Editor of The Journal—As a subscriber of your worthy paper and a member of the Oregon Humane society, I am begging space for the following article in your publication, in the interest of every living creature:

"This is the hunting season. It is a season of enjoyment for some men, and, alas, also for some women, and a season of fear and anguish for many wild animals. Why is it that people who are called Christians, who even go to church, continue a custom which is a remnant of barbarism? And why are ministers of the gospel silent—so far as I have observed, universally silent—on the subject? Why do not they, and the people who hunt, exercise their imaginations a little and put themselves in the place of the animals, and picture what it must be to them to run, perhaps for hours, more and more exhausted, with the terrible baying of the hounds in their ears, and which their instinct tells them only too truly means pain and death at last. How would the hunters like it themselves? Is it in accord with the spirit of Christianity? Is it in accord with the least attempt to follow in the footsteps of Christ? All ministers of the gospel must know it is not. Why are they silent. When primitive man knew no other way of getting food than hunting and eating animals there was an excuse—there is none now. If any wild animals become too numerous to suit the convenience of man they can be humanely destroyed as a necessity, but it should not be done as a sport, and by the cruel method of hunting with hounds."

This is a plea that was published in the Philadelphia Press as a signed communication from a humane reader of that paper. Mrs. Gertrude S. Bernal.

A PROSE POET FOR COX

Portland, July 29.—To the Editor of The Journal—Harding, they tell us, will stay close to home. Perhaps there are reasons why he should not roam. But Cox will leave home and his cellar this fall, because there's no reason to stay there at all. We believe Cox's cellar, like Harding, is "dry"; so let us not argue, or fight about rye.

There are many who left their homes in their prime, all knowing for some it would be for all time. "Would be the last war," we all said, if they won. Shall we now break our word, after what they have done? James Cox, he remembers their work over there. He will keep faith with them—with all he'll be fair.

Now often diplomacy and the Anti-war league will establish such evils as secret intrigue. And this is but one of the promises made the boys who are gone, and our debt must be paid. So we'll vote in November, we'll vote in whole flocks, for the world's democracy, via Jimmy M. Cox. H. D. N.

MORE OR LESS PERSONAL

Random Observations About Town

Assistant United States District Attorney Charles Reames left dull care and worry behind Saturday and started for Southern Oregon, with his wife and baby, where he expects to have 30 days of sport. The three intend to fish up the Rogue river from Medford and climb to Crater lake. They will remain there a few days and return on the opposite side of the river.

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H. G. Stockton of Medford, a mining engineer, registered at the Portland hotel Friday.

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T. O. Martin, assistant manager of the St. Francis hotel, San Francisco, is spending a few days of his annual vacation in Portland. He is stopping at the Hotel Multnomah. His next stop will be at Spokane.

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Heat drove Captain E. W. Spencer from his summer home at White Salmon and during the next week the "Admiral" will cool off at Seaside.

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Another family en tour is composed of Mr. and Mrs. J. L. Rauh, Louise Rauh and J. L. Rauh Jr. Their home is in Cincinnati. They stopped at the Portland Saturday to rest and refresh themselves.

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Frank Seufert, Upper Columbia river canneryman, is, as usual, spending the week end in Portland. He has worked out a new system to get a day's work done around the cannery. "We have breakfast at a quarter to 6 in the morning," he explains, "and if anyone is found loafing on the job before noon he is given his time and sent away before dinner. Thus we get at least half a day's work, which passes in these days for a whole day."

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W. C. Wilson, McMinnville; J. G. McDonald, St. Helens; H. L. Wheeler, Marshfield, and H. H. Hargreaves, Willamina, were fellow guests at the Imperial Saturday.

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Fred A. Stocking Jr. and wife, residents of Ketchikan, are registered at the Imperial.

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J. H. Shinn and T. C. Wilson of Baker put up at the Benson Saturday, as did Albert W. Aden of Seattle.

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The Flaherty family of Terre Haute, Ind., is making a tour of the Northwest. It is composed of Mr. and Mrs. W. P. Flaherty, Monica Flaherty and Hilda Flaherty. While in Portland Saturday they registered at the New Perkins.

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The Rev. Warren Morse, formerly pastor of Atkinson Memorial church, and later chaplain in the United States army, serving the past year as field secretary for the Near East relief, has gone to Cheyenne, Wyo. He has received the appointment as director of Near East relief for that state.

OBSERVATIONS AND IMPRESSIONS OF THE JOURNAL MAN

By Fred Lockley

[The mother of seven sons and two daughters, all usefully occupied, is quoted by Mr. Lockley today in testimony as to the value of home training and the importance of high moral and economic ideals.]

If A. F. Flegel is ever recorded among the great and distinguished of the earth it will be because there is a Mrs. A. F. Flegel. Mrs. Flegel believes in being a helpmate rather than a helpeat. In writing up the altruistic organizations of the city I have come frequently in touch with her work. A few days ago at Gladstone we talked for an hour.

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"My name was Dora Dowley," she said, in answer to my question. "My father's father was a pioneer in the Hocking valley, in Ohio. He bought 1000 acres at $1 an acre. I was the oldest girl in a family of eight children. We had lots of land but very little money, so I earned my way through school and when I was 18 I went to teaching. I saved enough to be able to take a year at the Ohio university when in my twentieth year. While there I met my husband, who was a telegraph operator at the Western Union office. We became engaged, though we were not married for five years, as I wanted to help the rest of the children through school and college. We were married June 4, 1889, and went to Bucoda, Wash., where Mr. Flegel was bookkeeper for a lumber company. The law seemed to promise a better future, so we came to Portland. Mr. Flegel got a job with Fuller & Co. He studied law of nights. He was admitted to the bar in 1902. For the next two years we got our living from our cow, our chickens and our garden.

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"We had seven boys and two girls. Do you wonder I consider myself something of a child specialist and that my chief interest is in the child life of our city and state? While my big interest is in my home, yet I have always been active in church and Sunday school work as well as in the work carried on by the Congress of Mothers and various other civic activities, such as being chairman of the social hygiene committee of the City Federation of Woman's Clubs. I am vitally interested in the protection of our boys and girls. I believe the solution of the juvenile delinquency problem lies in proper home training. Fathers and mothers must enter into the activities and take a real interest in the sports and work of their children. Just as soon as my boys are old enough I have them join the Y. M. C. A. I know of no better money investment than these memberships in the 'Y' which we have bought for all seven of our boys. The hikes, the trips to Spirit lake, the swimming, the games, the classes and the wholesome influence of the 'Y' supplement in a splendid way the training of the home and school.

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"Times have changed wonderfully since I was a girl. No longer does a girl take just anybody so as not to be left an old maid. The war has brought economic independence to women by opening many new avenues by which they can earn their livelihood. While it may seem the new freedom in some ways is less desirable than the old ways, because some young women mistake license for liberty, yet there are many compensations for society in the wider liberty achieved by women. It means a more intelligent motherhood, for today a girl with opened eyes selects a husband with the thought of his fitness to be the father of her children. If the right man does not come along she is perfectly willing to occupy her talents along some constructive and altruistic endeavor toward the betterment of humanity. We are wiping out the double standard of morals. No longer can the rake pick and choose from our purest and best girls.

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"How about my own children? Well, Austin F. Flegel Jr. graduated from Willamette university and is now assistant United States district attorney. Charles graduated from the O. A. C. and is now in Eastern Oregon as the representative of a land company. Earl, who is a graduate of Willamette university, is a captain in the United States army and is stationed at Denver. Dorothy, who is a graduate of the University of Oregon, is teaching in the Pendleton high school. Paul is a senior at Willamette university, and I am inclined to think will take up Y. M. C. A. work. Marie is a sophomore at Willamette university. Irving is a student at Benson Polytechnic. Albert is at Jefferson high. Arthur is in the grade school. I know of no higher duty one can perform for society than to bring useful and productive citizens into the world and instill them with the desire to be of service to their fellowmen."

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON NOTES

Albany will easily raise its quota of $2000 for the state chamber of commerce fund, says W. L. Miller.

Farmers of Douglas county are experiencing a shortage of baling wire. Much hay is remaining in stacks.

The fishing in Pelican lake is reported to be excellent by Ashland fishermen. One angler took out 90 pounds of lake trout.

The first black bass ever caught in the upper Willamette river has been caught by George Everingham near Oakridge. It was 16 inches long.

The old suit of Coos county against a Marshfield paper to recover $10,000 for an overcharge in printing delinquent tax lists has been compromised by the payment of $700.

The power house of the Molalla Electric company near Canby has been put out of commission. Canby will be furnished light and power from the Woodburn power house.

All of the Hood River automobile dealers have signed an agreement to purchase three carloads of gasoline at a price to be named later. The oil comes from Kansas.

Governor Olcott will recommend to the legislature that any amount appropriated by the state for the arrest and conviction of the murderers of Sheriff Til Taylor be paid to his heirs.

R. E. King, a Linn county farmer, has been brought to the Lebanon hospital in a serious condition from injuries received in a runaway accident. He was hauling hay down a steep grade when the neckyoke broke.

During the year Vive La France, the well known Jersey cow of Pickard brothers of Marion, produced 15,271 pounds of milk and 1039 pounds of butter fat. This is within one pound of the world's record.

In the case of H. N. Bell against Clatsop county, Circuit Judge Eakin has granted a change of venue to Columbia county. The suit was brought to recover $8632 for operating the county rock crushing plant at Tongue Point during 1918.

WASHINGTON

Aberdeen police have begun a drive against operators of gambling games.

Appraisers have placed a value of $33,000 on the estate of the late Edward Scofield of Vancouver.

Owing to the scarcity of room it is probable that the schools in Sunnyside will be conducted this winter on the half day attendance plan.

The shortage of cement is delaying public improvements at Colville. Eight blocks of street paving will probably have to go over to next year.

The Aberdeen board of education has rejected bids for the erection of a new building. The estimated cost of the building has been set at $18,000.

Federal prohibition agents are reported to be hunting the Seattle printer who is turning out labels of well known whiskey for use on moonshine bottles.

In a statement at Spokane, Vice President Adams of the Union Pacific is quoted as saying the general car shortage situation is bad and that the outlook is not favorable.

Mayor Hufford of Stevenson has been informed that a five-inch siege gun has been allotted his city. It will be shipped as soon as arrangements can be made. The gun is 12 feet long and weighs about two tons.

A stranger supposed to be Bert Simont of Colliston, Utah, who was a passenger on the train from Yakima to Walla Walla, died in the baggage room of the Walla Walla depot from the effects of poison self-administered on the train.

IDAHO

Miss Anna Pearson has been appointed superintendent of Payette county schools to succeed Miss Charlotte Swatman resigned.

A forest fire which has been raging between Duggett and Clear creeks is reported to be under control, after burning over 4000 acres.

In his semi-annual report, State Treasurer Eagleson shows a balance of $3,013,164 on June 30. On January 1 the balance was $2,806,407.

Application to increase rates in the handling of grain has been filed with the state public utilities commission by the Genessee Union Warehouse company.

According to State Veterinarian Adams, sheep affected with scabies are to be found only in Twin Falls, Fremont, Clark, Teton, Madison and Jefferson counties.

The loss on the Lewiston apple crop as the result of the recent hail storm will average 25 per cent, according to the estimate of the bureau of markets of the department of agriculture.

Uncle Jeff Snow Says:

This new wrinkle of pizenin' the samples of likker that's tuck away from bootleggers is likely to perduce a rush of business for some mighty nice gindertakers if it's kep up by the officers. It's gittin' so it's more safer to endure a rattlesnake bite 'n to buy a pint of moonshine even at $10 per pint. It's a hard life a presidential candidate leads nowadays, tryin' to squirm past the suffragette, the anti-women-to-vote women and the prohi and anti-prohi. And he don't git no salary fer the exercise, nuther.

Portland for Long a Leader in Harness and Saddles and Holds That Lead

There are some surprising things in business. The bicycle, for instance, was once so popular a mode of locomotion that bicycle paths were built bordering main highways. Bicycle riding was the accepted recreation of men and women. The boy who succeeded in getting a bicycle by work or gift was the envy of his less fortunate companions.

Then came the automobile. It put the bicycle into the same class as the old buggy horse. They were discards. But were they? A survey not long ago showed there were more bicycles in use now than ever before. Among adults their use is industrial rather than recreational. Among little folks "bikes" are as popular as ever. The paved street and highway have rendered unnecessary the paralleling of main thoroughfares with bicycle paths. The bicycles are still among us, but less conspicuously.

So with the harness and saddlery business of Portland. Once this city was the chief distributing center of harness and saddles for the Pacific Northwest. The business amounted to nearly $2,000,000 a year.

The surprising fact is that Portland still is the largest distributor of "horse gear" in the Northwest. The firm that formerly was classified under "saddles and harness" now appears under the heading "shoe and automobile findings," but that doesn't change the fact that Portland does a harness business which exceeds $2,000,000 a year and distributes goods of this kind throughout Montana, Idaho, Washington and Oregon. Away back during the third quarter of the nineteenth century the harness and saddlery business of the coast was controlled from San Francisco. But Portland won Northwest leadership through two qualities—water-grade avenues of distribution and aggressive trade-building policies.

Like bicycles, the harness business is not less than it used to be—merely less conspicuous. And if the gasoline shortage continues it may gain new importance.