

Oregon Journal

AN INDEPENDENT NEWSPAPER

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BY AND BY

AFTER a pistol battle with police, an escaped convict was captured at Oakland, California. He is badly wounded.

James Anderson, 22, radio operator, shot and killed his father-in-law, H. E. Stephens, at Sacramento. Stephens had refused to allow his daughter, Lillian, 17, to live with Anderson, to whom she was married two months ago. Anderson expressed satisfaction that he had successfully completed the job.

Hart and Owen were well armed with pistols when captured. Only the fact that they were taken while asleep in a sheep corral accounts for the fortunate circumstance that somebody was not killed. Their hope of obtaining pistols stimulated them to plan the jail break that ended in the killing of one of the best sheriffs that ever served the public in any country.

You cannot pick up a newspaper in these times without having headlines stare at you, telling the cruel story of a "pistol battle," a "revolver duel" or shootings and tragedies in which the pistol was the instrument of destruction.

We all, and properly so, joined in a great agitation against the saloon. We passed stringent laws to curb the drug habit. A goodly number of people are now pursuing the cigarette.

There isn't much left in social reform that we are not addressing ourselves to. Some of us even carry our fads so far that we get dangerously near telling our neighbors how they must live or not live. It is all good intent, and most of it is for a good end. But there is one great big thing that everybody overlooks. We read of the pistol killings in the newspaper without a shudder or a second thought. We read of children made orphans and wives made widows by the revolver butchery without batting an eye or caring a whoop. We keep the handman constantly on the job and delude ourselves with the thought that we are doing all that need be done to check the pistol carnage. We conclude that more drastic punishment is necessary to stop the pistol murders and forthwith restore capital punishment, and forthwith the murders go on just the same or worse than before.

The penitentiaries are full and the jails are full and the courts crowded with the pistol wielders and the shootings and killings go merrily and increasingly on. We point to ourselves as finality in civilization, and go on manufacturing the deadly implement which one man conceals on his person and goes out to hunt and kill another man. We herald ourselves as the last word in efficiency, and because somebody makes a profit out of the manufacture and sale, go on turning out the little weapon that is intended only for the destruction of human life.

Some day we shall know better. Some day we shall end this folly. Some day we shall all realize how utterly thoughtless we have been in some very large matters. Then, in one of those lightning-like changes of public sentiment, the pistol will go, and what a riddance it will be.

A 50 per cent increase in Pullman rates and 30 per cent advance in passenger rates makes traveling

somewhat more expensive. But it was better to take part of the new revenue for the railroad from travelers, than to take it all from freight traffic. That great working army, that vast breadwinning mass who struggle with the bills at the month's end, do very little touring in Pullmans.

NOT SPEEDWAYS

IN CONTRAST with the many automobile accidents last week in which pedestrians were responsible, was the smashup in which a machine wrecked a motorcycle and side car occupied by two soldiers. The driver speeded his automobile up Stark street at a fast pace, whirled into Park, one of the narrow thoroughfares of the city, and proceeding on the wrong side of the street, crashed into the cornered motorcycle.

The soldiers had no opportunity to escape. They were hedged in by parked cars. When it was evident that the automobile could not stop, the trapped motorcycle was turned into the string of cars as close as possible, witnesses say, and there the soldiers awaited the crash. When the automobile plunged into the frail car at a speed estimated at 30 miles an hour, the motorcycle was thrown over to the sidewalk and the soldiers "high and clear of the machine," reads the report of the collision. The investigating officer says the crash was caused by an "aggravated case of reckless driving."

The erring driver was tripling the speed limit, according to witnesses, and was on the wrong side of the street. He was in the heart of the city. It was an attempt to make a speedway of the congested district of Portland, similar to the attempt that cost a life on Nineteenth street a few weeks ago. It was without the fatal consequences but offered equal possibilities.

The coroner's jury recommended that the driver in the Nineteenth street race be deprived of an operator's license. Similar action might be warranted in the Park street case. The main thoroughfares of the city cannot be safely converted into speedways, and public authorities are justified in taking any legal steps necessary to forestall future attempts at such change.

By order of the Washington public service commission, Tacamans are to pay 10 cents cash for a street car ride and buy tickets at the rate of 25 for \$2 or 5 cents apiece. But the commission frankly states in its order that were it not for the free rides given city employees the fare need not exceed 6-2-3 cents. City officers and employees in Tacoma last year enjoyed \$44,318 free rides. The same practice helps explain why a Portlander pays 8 cents for a 5 cent ride.

FOOD FOR THOUGHT

TOURISTS paid California \$2,000,000 more last year than the entire agricultural yield of the state. The figures are Herbert Cuthbert's of the Northwest Tourist association. Tourists paid California \$150,000,000; the agricultural production of California was \$148,000,000.

These figures are susceptible of more than one application. They reveal the wealth that tourists bring. The amount is precisely 30 times more than the value of tourist travel accredited to Oregon, which has finer scenery and greater recreational resources than California, but less facilities for tourist accommodation. It would be interesting to know what California has spent to attract tourist travel. Probably the total is less than the tourist revenues of a year.

But another thought occurs in connection with the report of California's crop record. California is a great state. Its fruits are famous around the world. Its marketing facilities, insofar as they are cooperative, are uniquely efficient. California is paid the full worth of the food she produces. But it is estimated that the food yield of a single irrigation project in the drainage area of the Columbia, the Columbia basin irrigation project, would be worth \$250,000,000 to \$500,000,000 a year in return from an initial reclamation investment of approximately \$300,000,000. The area involved is about 3000 square miles. If the boundless productivity of reclaimed arid lands in the interior will produce food worth more than the whole yield of California, and do it in a territory which nature made tributary to the four metropolitan centers of the Northwest, but chiefly to Portland, isn't so tremendous a project worth a national exercise of energy in its consummation?

Many people seem to have a haunting fear that conversation is ineane and worthless unless they do all the talking.

TO DINNER BY AIR

OVER in New York guests are soon to arrive at the Hotel Astor by airplane. Plans are under way, it is announced, to erect a landing stage on the roof of the hotel, the guests to arrive by air, register, and go to their rooms, departing again by air without descending to earth, if they so desire.

Aero dinner parties are also predicted at the New York hostelry. It is suggested that residents of other cities, desiring a dinner in New York, might hop into a plane, land on the roof, enjoy their meal, and return to their homes within two hours' time.

The landing stage of wood is to be 62 feet wide and 286 feet long. It will

stretch across the roof at a considerable elevation above the tables in the garden.

BECKONING TO AMERICA

"I AM sorry that Americans no longer care to take a part in European affairs." This was the statement of President Masaryk of Czechoslovakia to American correspondents at Prague. He is the grand old man and deliverer of the Czechoslovaks. He became famous during the war, when he suddenly appeared at the head of a small army of his countrymen on the Pacific coast side of Siberia and by the forces thus unexpectedly added to the allies, delivered the United States from a critical international situation. He and his men had broken away from the Austrian army and were making a near circuit of the globe in order to reach the West front, there to fight on the side of the allies for liberty.

By the Paris treaty, the Czechoslovaks were delivered from the Austrian tyranny and established as an independent nation, and it is the moral influence of America in guiding the League of Nations that President Masaryk begs for as safety for the new republic, comprising several million people.

"I wish the American democracy could be felt in Europe," said President Masaryk to the correspondents. He added:

"I know the Monroe doctrine, but if America is to have economic relations with Europe she must also have moral relations. There must be moral as well as pecuniary reciprocity."

It would not take a grain of powder or a gun or a soldier for America to exert that moral influence by which to help sustain peace and deliver peoples. The disinterestedness and known justice of America give her a prestige and standing that cause European nations to accept her decisions and advice with little or no question. Each nation over there is distrustful and jealous of every other nation and that makes the balancing and impartial proposals of America respected and authoritative. There are already disputes and divisions in the league, which, as a member, America would easily and quickly smooth out.

If the present league goes on the rocks through the absence of America from its councils, that unfortunate event will alone be proof that other wars must be fought, and that, like the last one, America will, in all human probability, be drawn in.

Sir Thomas Lipton returns from his fourth unsuccessful attempt to take America's yachting cup back to England. But he does take his smile back with him. America regrets the departure and England welcomes the return of one of the finest sportsmen this old earth has ever known. Just the same, America is none the less proud of her ability to keep the trophy.

THE OWENS AND HARTS

JIM OWEN and Neil Hart went about their daily affairs undisturbed and little noticed until they committed wrong.

Then they challenged the force of law, and law, in the person of Sheriff Til Taylor, pursued, captured and incarcerated them.

When they destroyed the life of the personification of the law, the sheriff, they may have thought they were free. But they had succeeded only in arousing against them greater forces of law. They had done more. They had aroused society, the source of law.

The blood in the veins of the murderers was drawn from two races, the Indian and the white. The representatives of both races took up the hunt of the outlaws.

While Owen and Hart did right, law protected them. Society aided them. Trouble was kept from them. When they did violence and shed blood they became hunted, harried creatures.

Thus every man finds it. When he does right every force of life, of law and of nature is with him. When he does wrong, he sets every force of life and law and nature against him. The reaction of his own misdeeds will pursue him until he is cornered and beaten and captured.

The rule comprehends more than statutes recognize as right and wrong. It extends to the relations of a man with others, the consideration he has for them, his helpfulness of spirit toward them and his standards of conduct concerning them. It extends to his relation to himself, his sincerity and personal integrity, his care of his body and of his mind, and the protection he gives to his good name.

The Owens and Harts are the extreme instance. But their downfall teaches all men the vital meaning of the admonition, "It is better to be right than wrong."

The latest handbook on simplified spelling contains the following: Leap, salarid, frends, wll, reciev, revlusion, wv, sistematic, filology, redy, difthongs, ahed, akur, burlesk, lie, liet, siv and a lot more. And why not?

LOYAL SAWMILLS

THE testimony of a buyer for a wholesale lumber company that ships its purchases to other markets, is that the big sawmills of Portland during the high price period supplied local trade at rates averaging 15 per

cent less than their carload lot prices for shipments to distant markets.

Only one motive could explain such friendly discrimination. Loyalty to building enterprise at home and desire to give Portland a decisive advantage in the wild struggle for building materials alone could have prompted the policy on the part of the mill owners.

The result of the policy has often been commented upon. Portland could and did build houses for less money than other places supplied with lumber from Portland. Portland did as well or a little better than other cities in meeting the demand for new homes.

The period of abnormal lumber prices is passing. But appreciation for the sawmill operators' support of home industry is not.

SALARY LIST OF U. P. OFFICIALS.

By Carl Smith, Washington Staff Correspondent of The Journal

Washington, Aug. 2.—The salary lists of railroad officials and attorneys for the year 1917, as reported to the interstate commerce commission and recently made public, indicate that Robert S. Lovett, chairman of the executive committee of the Union Pacific system, was in that year the best paid railroad executive in the United States, receiving \$104,104. Edgar E. Calvin, president, \$35,080; H. S. Seager, vice president and controller, \$37,016; B. L. Winchell, director of traffic, \$36,000; J. D. Farrell, president O-W. R. & N., \$30,030; Frank Waterhouse, foreign freight agent, \$24,000; H. V. Platt, vice president and general manager (L. A. & S. L.), \$20,000; J. P. Quinn, president and general manager (N. P. terminal), \$16,020; H. A. Scandrett, assistant director of traffic office, \$15,000; J. A. Turner, vice president, \$14,000; H. C. Gerritt, port, passenger traffic manager, \$12,500; Sidney Williams, assistant vice president, \$12,000; H. C. Loomis, general attorney, \$14,000; N. H. Loomis, general attorney, \$12,000; E. E. Knickerbocker, general superintendent (O. S. L.), \$7200; Kenneth A. J. MacKenzie, chief surgeon (O-W.), \$6000; Fred W. Scrombe, assistant general superintendent, \$6000; H. G. Kall, general freight and passenger agent, \$6000; Charles J. Lane, general freight agent, \$6000; William McMurray, passenger agent, \$6000; Frank C. Manson, superintendent of transportation (O. S. L.), \$6525; A. E. Hincley, superintendent of motive power and machinery (O. S. L.), \$6000; Alex. Miller, secretary, \$5400; S. Mohr, general superintendent (O-W.), \$5000; E. H. Knickerbocker, general superintendent (O. S. L.), \$7200; Kenneth A. J. MacKenzie, chief surgeon (O-W.), \$6000; Fred W. Scrombe, assistant general superintendent, \$6000; H. G. Kall, general freight and passenger agent, \$6000; Charles J. Lane, general freight agent, \$6000; William McMurray, passenger agent, \$6000; Frank C. 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