Oregon Daily Journal

AN INDEPENDENT NEWSPAPER

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

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

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

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

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

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

SUBSCRIPTION RATES
By Carrier, City and Country

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

BY MAIL, ALL RATES PAYABLE IN ADVANCE

DAILY AND SUNDAY			
One year	$8.00	Three months	$2.25
Six months	4.25	One month	.75
DAILY (Without Sunday)		SUNDAY (Only)	
One year	$6.00	One year	$2.00
Six months	3.25	Six months	1.75
Three months	1.75	Three months	1.00
One month	.60		
WEEKLY (Every Wednesday)		WEEKLY AND SUNDAY	
One year	$1.00	One year	$2.50
Six months	.50		

These rates apply only in the West.

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

The surest way to prevent seditions (if the times do bear it) is to take away the matter for them, for if there be fuel prepared it is hard to tell whence the spark shall come that shall set it on fire.—Bacon.

AND THE PUBLIC PAYS

THE increased railroad rates announced Saturday will go into the cost of living. The added toll is about $1,500,000,000, which, collected from 110,000,000 people, means a new tax of nearly $14 a head per year for every man, woman and child in America.

Nor is there assurance that this advance will be the last. It does not cover all the demands which the roads may put forth for increased revenue. Bonded indebtedness soon falling due and paying low interest rates will have to be refunded in a money market that now more than doubles former interest rates. Then there are other costs not provided for in the present increases in revenue, and all these added charges combined are raising the serious question of whether private operation is going to prove its superiority.

If increases must go on in the future as they have in the past, when will a time be reached in which the public will demand the operation of the roads on a non-profit basis? A fear that such a time may be reached is one of the present anxieties of the railroad world.

There are other ways in which the roads are adding to the high cost of living. There is delay and inefficiency in moving traffic. Goods are hauled over mountain chains at largely increased operating cost. That is inefficiency and waste for which the public has to pay in increased rates. It is done every time grain and other heavy traffic is moved from the Columbia basin to Puget Sound instead of down a water grade to Portland, Vancouver and Astoria. It is done every time a consignment of trans-Pacific freight is routed to or from the East and Middle West via Puget Sound instead of Portland.

Then there is the use of roundabout instead of direct routes. Grain, for example, en route to Europe from Umatilla county, is sent more than 360 miles to Puget Sound when it could reach the ship's side in only 225 miles via Portland. To do that requires the service of train crew, extra train, extra fuel and all the other divers extras for more than a day. It is added cost and it goes into the railroad expenditures and those added expenditures call for increased revenues to be derived only through increased rates. And, the increased rate goes directly into the cost of living, which the public must pay.

While this indefensible practice goes on, there will be constant clamoring by the roads for increased rates. It is inefficiency and it is waste. And it is practiced, not in the Pacific Northwest alone, but all over the United States. Until the interstate commerce commission makes the short, direct water grade route absolutely mandatory and insists that traffic be routed to the destination where cost of operation will be reduced to the minimum, the railroads will continue to be inefficient and continue to clamor for higher rates.

And there is another way in which the roads are adding to the high cost of living. They are not moving traffic promptly. On the goods lying in warehouses waiting for cars by which they can be moved, the owner is failing to make his turnover. And he is paying interest to his banker on the goods so delayed. And the thousands of cars loaded with such goods and standing on sidings, are not rendering the service for which they are intended. They are, as temporary warehouses, kept out of use in delivering traffic. And on those goods the merchant is suffering both an interest loss and a delayed turnover.

For all this the public has to pay. Transportation is as much a part of their daily budget as bread, meat and the children's shoes.

Is the wish father to the thought? Else why these recurring newspaper stories which seem to be effort to hurry the death of President Wilson? Though his physician declares that the president is doing more work and enjoying the best health since his illness began, newspaper ghouls at Washington continue to spread broadcast distorted reports of his condition. If they are incapable of realizing the splendor of the man, have they no patriotic respect for the office or sense of the proprieties of common decency?

A TEN MILLION MONTH

TEN million dollars in foreign commerce for Portland in July is an encouraging total for those who have long had faith in the maritime possibilities of this port.

It is $2,000,000 more than the banner month of June. It is the largest record in foreign trade ever made by Portland. It confirms the predictions made by The Journal over and over again in war time that the return of peace would bring on a great revival in maritime activity, in which, with proper effort, Portland might well share.

Following swiftly on this increase in foreign commerce, came the announcement yesterday of a new Portland-New York-Holland line for both freight and passengers. The first vessel, a 12,000-ton steamer, sails from Portland in September. Sufficient cargo for the first sailing is already secured. Here is an addition to both foreign and domestic commerce.

Advances in both freight and passenger rates on the railroads will cause heavy increases in domestic business by water between Atlantic and Pacific ports. Thirty-four vessels carried a heavy coastwise business out of Portland during July. Higher rail rates will be certain to drive more traffic to the ocean routes.

A revival of ocean passenger business is almost certainly presaged by the advent of such lines as the service out of Portland to New York and Holland. Without meals, it now costs a passenger $198 from Portland to New York by rail. With meals and all other charges, the cost first class by steamer through the Panama canal is $105, or less than half the cost by land routes.

There never have been so many assuring signs of the power of Columbia river ports to build up maritime commerce. The actual figures of growth tell the story in unerasable figures. And the gathering omens of additions certain to be made should give Portlanders encouragement to fight on and struggle on to create here a greater and greater shipping business.

A law abolishing compulsory military service was passed yesterday by the national assembly in Germany. The peace treaty and the League of Nations are functioning. Enforced and universal service in the army was the basis of the process that led Germany to deluge the world in blood. The peace treaty and League of Nations, which are thus cutting the heart out of militarism, are the peace treaty and league that Lodge, Hiram, Borah and the other members of the battalion of death in the American senate refused to ratify, even with interpretative reservations. They are the same treaty and the same league which Candidate Harding is denouncing so bitterly, and against which he is now appealing for a mandate from the people.

NO LYNCH LAW

POSSIBLY the extent to which there was desire by persons in Pendleton to lynch Hart and Owen is overdrawn by some of the correspondents. Newspaper reports from there have not agreed. At this distance, it is impossible to know exactly what happened. The Journal's correspondent has described the proposal as an unorganized expression by a few persons.

In any event, there has been no lynching. Sober second thought prevailed and the good name of the fair city of Pendleton still stands, very much to the satisfaction of the many admirers of that prominent and popular place.

It is true that a very severe strain was placed on the people of that community. Two eminent citizens fell at the hands of bandits in the vicinity of Portland recently. A sheriff, who stood high in general esteem, was cut off in his career of great usefulness in the late jailbreak.

The patience and forbearance of all citizens were sorely tried by the crimes. But a lynching is a lynching. It is defiance of the law.

There is no record, so far as known, that the courts at Pendleton have ever failed to do their duty. There is not the slightest reason to expect that justice in this or any other case there will miscarry. Then, there was but one wise course, and that was to leave everything to the law and the courts. That was Til Taylor's way. He lived within the law and the intent of the law.

And Pendleton has acted with wisdom in looking upon human life as he would have done.

The act of Hart and Owen was hideous. But the place for sentence to be passed on that act is at the county courthouse. And the people to pass that sentence are the constituted authorities. Any other course would be a course of regret.

One of the best things about Oregon is that her record on mob action is remarkably clear.

A HEAVY COST

THERE can be no maximum reduction in automobile accidents in Portland until pedestrians do their part. Drivers alone cannot eliminate the casualty toll.

In the three fatalities last week within the city limits, the pedestrians, police say, were wholly responsible.

Sunday, on Division street, a man with his back to a motor vehicle darted across the thoroughfare and was uninjured only because the machine was under perfect control.

The same day another pedestrian crossed Third street at Alder with his eyes on the pavement in front. He paid no heed to approaching machines until he was brought to his senses as two cars speeded by, one on either side of him.

Every day there are hundreds of instances in which pedestrians with thoughts elsewhere throw themselves open to serious injury by sauntering carelessly into the streets. They jaywalk. They step from behind parked cars. They cross streets with backs to traffic. They practically sleep their way across in some cases.

Automobile drivers can sometimes avoid them. By skillful handling of a machine they can sometimes avert a serious or fatal injury. But there are times when drivers have no opportunity to dodge them. In that case, the pedestrian pays—sometimes with his life.

Cannot pedestrians get this message of safety? Can they not take warning from three of their number killed last week through what the police records show to have been their own fault?

In 10 months of study of traffic accidents and their causes, The Journal has become thoroughly convinced that education and warning and protest are as necessary for pedestrians as for drivers.

A ten million dollar business in foreign commerce through Portland for the single month of July is an eloquent story of progress. But we can make it $20,000,000 a month. We will make it $20,000,000 a month if this new spirit of maritime accomplishment among the men of Portland grows in aggressiveness and purpose. The whole trouble has been that for a long time we forgot about the ocean and failed to realize the importance to us of those distant markets to which ships on the ocean can deliver our products.

ONE ESCAPE

TO MEET expenses incurred in occupation of the Rhineland by American troops for 20 months, this country is to receive $500,000,000 of the first twenty billion marks gold of reparation bonds issued by Germany under the terms of the Versailles treaty.

There are now in the neighborhood of 15,000 soldiers in the American army of occupation. The daily expense is a trifle less than six dollars per man. The cost of maintenance of Belgian, French and British soldiers averages five francs a day and six francs for horses. The greater expense in maintaining American soldiers is due to higher pay and larger cost of transporting supplies from this country.

Payment of the cost of maintaining the 15,000 men now in Europe is one of the few that the American people may escape. It is one cost of war that is not saddled on the people of this country. But we will be paying for years to come the other and greater debts that resulted from the destructive war.

The State Taxpayers' league is rendering an important public service in the investigation it is conducting today into the plan and processes of the Dairymen's league. The Taxpayers' league believes in cooperative marketing and if it finds that the dairymen are fair, it will support them.

THE MONEY MENACE

GOVERNOR COX, it is said, will demand publication of a weekly list of campaign contributions.

And why not? Didn't Newberry buy a senatorship? And with it in his pocket, didn't he enable the foreign relations committee to be packed and thereby cause the peace treaty to be rejected?

And was not money by the millions spent in the presidential primaries, including the outright purchase of delegates? Is there not a money menace?

Why not have weekly statements of campaign contributions?

Offhand, at least one good reason why alcohol made from sugar will not be a satisfactory substitute for gasoline occurs to the economical mind. What was the last quotation on sugar?

SELF FUELERS

ALASKANS are giving their Southern brothers the laugh. They ask for no more sympathy because automobiles refuse to traverse their frozen wastes. They have an expanding means of transportation uninfluenced by gasoline supply. They have reindeer.

During a period of 10 years beginning with July 4, 1892, some 1280 reindeer were imported into Alaska. The natural increase now numbers 160,000. The herds double at a rate of once every three years, after allowing for the use of 10 per cent of the animals for the flesh and hides.

Mayor Lomen of Nome, Alaska, estimates that in 20 years the number of reindeer in Alaska will exceed 10,000,000, and that the time will come when trainloads of reindeer meat may be brought to metropolitan centers to help cut down the high cost of living.

A reindeer team driven by the late Walter Shields of the bureau of education in the Northwestern district of Alaska, more than duplicated a famous 10,000-mile trip by dog team in the far North.

The best of it is that to carry large supplies of provender for reindeer is unnecessary. With keen scent they find moss under the snows and speedily uncover it with sharp hoofs and strong legs.

No automobile yet invented has been able to find its gasoline supply and take it aboard at every stop.

SALARY LIST OF N. P. OFFICIALS

By Carl Smith, Washington Staff Correspondent of The Journal.

Washington, Aug. 3.—Lists of salaried officials of the railroads in 1917, recently published, show the Northern Pacific was rather less liberal than other northern roads or the Southern Pacific in the sums paid to executive and operating officials.

Pierce Butler, counsel in presenting the railroad side of the case in the valuation of property before the Interstate Commerce commission, received almost as much as President Hannaford.

* * *

The figures given below are as they appear on a list prepared for the Interstate Commerce commission. They are for the year 1917, the last year before federal control, for salaries of $5000 and upward. Those of $10,000 and over are here first given:

J. M. Hannaford, president, $50,000; George T. Slade, first vice-president, $35,120; Thomas Cooper, assistant to president, $25,000; George T. Reid, assistant to president, $15,000; James G. Woodworth, secretary - vice - president, $22,500; Pierce Butler, counsel of federal valuation, $45,000; Charles W. Burn, general counsel, $30,000; Howard Elliott, chairman executive board, $18,180—also down for $37,381 as president and director of the New Haven and for $5190 as chairman of the board of the N. Y. O. & W., total $60,751; Charles Donnelly, assistant general counsel, $20,000; E. C. Blanchard, general manager, $15,000; John W. Ratcliffe, general manager, $12,000; Gunn & Rasch, legal department counsel, $14,900; Henry A. Gray, comptroller, $10,000; Chas. A. Clark, treasurer, $10,000; John B. Baird, freight traffic manager, $10,000; H. E. Stevens, chief engineer, $10,000; W. H. Wilson, assistant to first vice-president, $10,000.

* * *

The lesser salaried officials, above $5000 and up to $10,000, excluding the legal department, are recorded for 1917 as follows: W. C. Albee, division superintendent, $5200; Henry Blakeley, general freight agent, $7000; A. D. Charlton, assistant general passenger agent, $6400; Martin H. Clapp, superintendent of telegraphers, $5130; R. W. Clark, secretary to president, $5000; A. M. Cleland, general passenger agent, $7000; A. R. Cook, principal assistant engineer, $5000; Howard M. Currey, superintendent of mechanics, $9000; George H. Earl, third vice-president, $7932; W. F. Every, general claim agent, $5000; F. H. Fogarty, assistant general freight agent, $5000; Edward A. Gay, secretary and assistant treasurer, $6000; W. G. Johnson, assistant comptroller, $8300; P. H. McCauley, superintendent of transportation, $7400; C. L. Nichols, general superintendent, $7200; F. G. Prest, purchasing agent, $8400; J. B. Richard, general superintendent, $7500; M. T. Sanders, tax commissioner, $5400; Charles F. Seger, general freight agent, $5000; H. E. Still, general western freight agent, $7000; W. H. Strachan, superintendent, $5825; Hazan J. Titus, superintendent of dining car department, $7000.

* * *

The legal list for the Northern Pacific, over $5000 gives: Charles W. Burn, general counsel, $30,000; Pierce Butler, counsel of federal valuation, $45,000; Charles Donnelly, assistant general counsel, $20,000; Gunn & Rasch, legal department, counsel, $14,900; Charles S. Albert, attorney (for Idaho and Washington), $7500; Britten & Gray, legal representatives, $6000; Edward J. Cannon, division counsel, $5100; J. H. Carroll, attorney, $6000; George A. Ellis, assistant counsel, $7500; D. R. Frost, general attorney, $5000; D. F. Lyons, assistant general counsel, $8400; B. W. Scandrett, general attorney, $6604; Watson, Young & Commy, division counsel, $8500.

* * *

The Spokane, Portland & Seattle shows the following list: L. C. Gilman, president, $30,000; Carey & Kerr, general counsel, $22,500; Alex M. Lupfer, chief engineer, $12,400; A. J. Davidson, general superintendent, $6000; W. D. Skinner, traffic manager, $8400; W. F. Turner, comptroller, $9000.

The above are also officers of the Oregon Electric, Oregon Trunk, Pacific & Eastern and United Railways.

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.]

THE LEAGUERS AT YAKIMA

Underwood, Wash., July 30.—To the Editor of The Journal—The convention of the Non-Partisan league that met at Yakima, July 19, will no doubt be historic. All the counties in the state were represented and with delegates of other progressive bodies meeting at the same time there must have been an attendance of 1000. It was a political convention different from any other ever assembled on the Pacific coast. It was made up wholly of honest-to-God men and women, industrious tillers of the soil, performing the most useful tasks. They had the appearance of good citizens terribly in earnest, with the inspiration of pioneers, pathfinders, foundation layers, animated also by the holy enthusiasm of crusaders battling for the better day of justice and economic righteousness, when government shall be taken out of the hands of special privilege and restored to the people. Old time conventional war horses and spellbinders were in the discard. These people knew their psychology and had plenty to say but no time to make speeches. A platform was speedily formulated and adopted, the gist of which calls for: Public ownership of public utilities; state owned powder, sugar and packing plants, creameries, terminal elevators and flour mills, warehouses and storage plants for eggs, fruits, potatoes and other farm products; exemption of farm improvements from taxation; rural credit banks operated at cost; equal taxation of all property of the big corporations with that of the small producers; restoration to the public of vast harbor and tide areas which have been seized by special privilege, and which are now worth huge sums and mostly untaxed.

On this platform Robert Bridges of Seattle was nominated for governor and Bowles, a farmer of Yakima, for lieutenant-governor. There was a full slate named for all federal and state officers and these candidates will be filed on the Republican ticket in the coming primaries. The Railway Men's Welfare league, the Workers' Non-partisan league, and various other progressive groups will join the Non-partisans and all go down the line together. This will make a campaign of education such as was never known on the Pacific coast.

Governor Hart and his understrappers, who denied the progressives of Yakima the use of the armory, the fair grounds and even the court house steps, insulted the American flag and the declaration of independence and trampled upon the constitution, which guarantees to all Americans the rights of free speech and peaceable assembly. Such petty persecution makes votes for the league. It also encouraged the mob at Walla Walla that tried to lynch a league speaker, and the mobs which have been doing dirty work in Kansas and other places against the leaguers. These mobsters who proclaim themselves 100 per cent American are a libel on American democracy. They are bringing on by rapid steps the day of ruin for the whole wasteful, barbaric and inhuman economic system. H. V. Rominger.

SMOKING IN PUBLIC PLACES

Portland, July 31.—To the Editor of The Journal—The personal liberty plea is often brought up as a means of defense for the indulgence in the tobacco practice, but the term is so ambiguous that people who smoke—or many of them—do not comprehend its true significance.

A few evenings ago with a friend I attended one of the band concerts at Mount Tabor park. Although the fine entertainment was in the open air, the smoking of cigars and cigarettes became so annoying we did not remain long. Now where did we enjoy our "personal liberty"?

When men arrive at the age of 40 it is a foolish fancy to smoke cigarettes. In fact, there is no time in a person's life, it is safe to say, when the tobacco habit is necessary. But it will be boosted just as long as the tobacco companies make persons believe it is good for them to use it. Aside from tobacco being offensive, expensive and unwholesome, many a disastrous fire has originated from cigars and cigarettes in the hands of careless smokers.

There were many brave deeds done in the army, and probably among users of tobacco, but we haven't any reason to believe the habit made them brave or that cigarettes won the war, as the venders of the weed would have us believe. A wrongful indulgence, no matter whether out of the army or in it, has not proved the best course, and the public as well as individuals will suffer sooner or later. We welcome every effort made for the extermination, more especially, of the cigarette, but realize it will have to be accomplished mainly through educational channels.

Julia A. Hunt.

Olden Oregon

Penitentiary and Asylum Sites Purchased at $45 an Acre.

When the state capital was definitely located at Salem in 1864, the legislature created a board of commissioners to select land for the penitentiary and asylum. Of this commission Governor Gibbs was chairman. The commission chose 147 acres near the eastern limits of the town belonging to M. L. Savage. The price paid for the land was $45 an acre. The water power of the Willamette Woolen Manufacturing company was also purchased for $2000. George H. Atkinson was employed to visit other states to make a study of their penal buildings previous to undertaking construction. Temporary buildings were erected, and in 1871 the present penitentiary was started. It was finished in 1872 at a cost of $160,000.

Curious Bits of Information for the Curious

Gleaned From Curious Places

Judge Francis Hopkinson, signer of the Declaration of Independence, jurist, inventor, artist, poet, essayist, scholar, organist, composer and first graduate of the class of 1757 of the University of Pennsylvania, is known as the first American composer. Judge Hopkinson was especially noted as a composer of fetching songs for the harpsichord. In 1788 he published seven songs dedicated to his friend, George Washington. In the quaint fashion of his day, he wrote: "However small the reputation may be that I derive from this work, I cannot, I believe, be refused the credit of being the first native of the United States who has produced a musical composition. If this attempt be not too severely treated, others may be encouraged to venture on a path yet untrodden in America, and the arts in succession will take root and flourish among us."

HIS REWARD

From the Brooklyn Eagle.

We cry loudly for a man of vision and when we get one we call him a visionary.

SUGGESTION FOR THE NEXT CONTEST

Copyright, 1920, by The Press Publishing Co. (The New York World)

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Though the majority rules, the minority insists on telling the majority how to do it.

* * *

There is more fun in the preliminary engagement than there is in the first domestic battle.

* * *

A man probably never realizes how mean he is until he has become a candidate for some office.

* * *

With the shortening of the days upon us, little wonder the price of coal in the Pacific Northwest is to be advanced.

* * *

Add "comebacks": One Kerensky, once Socialist premier of Russia, who now arises in Paris to ask that trade blockade barriers surrounding Russia be broken down.

SIDELIGHTS

Life in Los Angeles these days seems to be one blamed tremor after another. —Hood River News.

* * *

Government geologists making a survey of Oregon can spend some of their time studying the flora and fauna of local vacant lots.—Medford Mail Tribune.

* * *

Congratulations to the Bend Elks on their success in Salem. Bend People Owe Elks a lot for the publicity they are getting for the town. —Bend Bulletin.

* * *

Alas for logic! One set of critics says it won't do to enter the League of Nations because it's too dangerous, and another set says it won't do because the league doesn't amount to anything.—La Grande Observer.

MORE OR LESS PERSONAL

Random Observations About Town

Carl Y. Tengwald, manager of the Holland hotel at Medford, arrived at the Imperial around about 3 a. m. Monday. He came from Astoria, where he had been attending the annual convention of the American Legion of Oregon. The special upon which he and other legionaires traveled from Astoria left the down-river town at nearly midnight and got into Portland before dawn Monday. En route to Medford Tengwald, who is a consistent Greeter, plans to stop off at Roseburg and take dinner with Ray W. Clark, formerly of the Multnomah hotel, and now in charge of the Hotel Umpqua dining room.

* * *

The Benson hotel is entertaining Mr. and Mrs. John W. Blodgett and John Jr. of Grand Rapids, Mich. At the same hotel are Mr. and Mrs. Norris Hadley of New Haven, Conn., and Dr. and Mrs. Norman E. Ditman of New York. Blodgett has big timber and bank interests in Michigan and is a heavy stockholder in the Booth-Kelly company at Eugene, as well as in Pacific coast timber.

* * *

Brookline, Mass., misses Mr. and Mrs. M. R. Bryan and daughter Janet and the West welcomes them meanwhile. They are tourist guests at the Multnomah while seeing the Northwest.

* * *

Chicago sends to Portland for a brief visit Mr. and Mrs. Charles Hollenbach and Elizabeth and Morris Hollenbach. The tourists are at the Multnomah hotel.

* * *

W. A. Barrett, Albany merchant, is registered at the Hotel Portland.

* * *

Mr. and Mrs. L. V. Moore and son of Moro, Sherman county, are guests at the Hotel Oregon.

* * *

At the Imperial hotel are Mr. and Mrs. L. C. Owens and S. D. Owens of New York city.

* * *

Mr. and Mrs. Edward A. Clark, Miss Helen Clark and Geoffrey R. Clark of Boston were among the numerous tourists registered at the Benson hotel over the week end.

* * *

From Pasadena, Cal., come Mr. and Mrs. J. Foster Rhodes, who are guests at the Portland hotel for the present.

* * *

Twenty-five missionaries en route from Richmond, Va., to the Orient will arrive at Portland by special car, August 12, according to arrangements made by the passenger department of the O-W. R. & N. The company has also arranged to handle a Raymond & Whitcomb tour party of 35 people, who will arrive August 7 to remain a day. The tour party will be en route from Seattle to Yellowstone national park.

* * *

Willard Massey, general agent for the Union Pacific railway system at Boston, arrived Tuesday on a tour of the Union Pacific to familiarize himself with the line. This is the first trip Massey has made to Portland. While in Portland he is the guest of officials of the O-W. R. & N.

* * *

Colonel W. C. Langfitt, former major general and chief engineer of the A. E. F., who served at Vancouver barracks as engineering officer in 1886 and later as engineer of the Portland district engineering office, has retired from active service, according to information contained in a recent issue of the Military Engineer magazine.

* * *

L. J. Falk, proprietor of the Falk Mercantile company of Boise, Idaho, registered Monday at the Hotel Portland.

* * *

Mr. and Mrs. E. O. McCoy and their son of The Dalles spent Monday in Portland on their way to the beach at Seaside. McCoy is a banker at The Dalles.

* * *

Harry L. Day, one of the owners of the Hercules Mine company and owner of a hotel at Wallace, Idaho, spent Monday in Portland. He registered at the Hotel Portland.

OBSERVATIONS AND IMPRESSIONS OF THE JOURNAL MAN

By Fred Lockley

[The short and simple annals of certain workers who work because they would rather work than not, engross Mr. Lockley's pen on this occasion. This rare genus is thus shown to be not so nearly extinct as current news dispatches and discussions of same might lead one to apprehend.]

The chronicles of obscure lives interest me far more than the doings of the great or the near great. Recently I dropped in for a chat at Seaside with a woman cobbler. She was cutting out a half sole and doing a most excellent job. "How did I happen to take up this work?" she said, repeating my query. "During the war we were unable to get a workman and I came in to help my husband. I liked the work, and within a few months I was doing as good work as the ordinary workman. Now I am rated an expert. With the high price of shoes sensible people have their old shoes repaired, thus getting months more of wear out of them."

* * *

I dropped in to chat with J. W. Breedlove, a mender of shoes at White Salmon, Wash., recently. The minute he spoke I knew he was from North Carolina. "That's right," he said. "I'm from North Carolina. I have been in White Salmon 12 years. North Carolina is a good deal such a country as this—rolling hills and mountains, only we have more springs. Almost every draw has a spring in it. The folks, though, are as different as day and night. It is hard to tell you how they are different. We are more interested in each other there. We have more time to talk. We don't work as hard as you do here. People out here don't know how to put in their time unless they are working. Back there we don't need so much money, so we are not willing to waste all our time working. We go out and gather hickory nuts or beech nuts or black walnuts. We go fishing and hunting. We visit around more. We have more time to be friendly.

* * *

"My father had a 3000-acre farm midway between Franklin and Bryson City. We kept tally, and for the year we kept count there was never a night we didn't have some visitor or visitors overnight with us. No one ever thinks of charging travelers for putting up overnight, except revenue officers. Father charged them because he hated them for interfering with other people's business the way they do. He charged them so high they quit coming. Father was mighty glad of it, for it is hard work being polite to revenue officers, and when they are your guests you have to treat them right.

* * *

"We raised lots of sheep, cattle and hogs. My three sisters were good cooks, so we always had good meals for all comers. The hogs got fat on the mast. The sheep could be out in the hills with safety, for everyone down that way keeps a pack of hounds and there are no varmints left. There is much oak, hickory, beech, bass, walnut and chestnut timber. It's a pretty country. We raise corn, cotton and tobacco.

"Wife and I got so homesick we went back there, to stay. We stayed eight months, and came back here for good. I don't know what ailed us. We had got so into the habit of working that it seemed slow, just sitting around visiting; so we came back. There are lots of people from North Carolina coming out to Oregon and Washington. They generally settle along the edge of the mountains, as I have."

* * *

At Stevenson, Wash., I dropped into a little restaurant. The proprietor, I could see, was of French blood. "Yes, my folks were French," he said. "My name is P. F. St. Martin. I was born near Vancouver in 1856. My father, Andrew St. Martin, went to work for the Hudson's Bay company at Vancouver in 1837. He worked for Dr. John McLoughlin as a millwright. He was at the Wolf meeting at Champoeg in May, 1843. He was there with his friend, F. X. Matthieu. Father lived to be old. He did not die till 1886."

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON NOTES

A new industry in Albany will be the manufacture of tile by the Albany Brick & Tile company.

An immense crop of wild blackberries is being harvested in Linn county along the Calapooia river.

Deeming the offer of 5 cents a pound too small fishermen have discontinued gillnetting on Coos Bay.

E. N. Smith has purchased 71 acres of land adjacent to the city of Coquille in Coos county for a consideration of $35,000.

Word comes from Hood River that Victor Beauregard will remove the pig pens on the Columbia river highway east of town.

Springfield, Lane county, is to have a new city hall. The old wooden building on Main street, in use for many years, has been razed.

The public service bodies of Oregon, Washington and Idaho will meet in joint session at Seattle, August 10, to consider grain rates.

The small fire at Taylor, in Lane county, near the summit of the mountain in the Cascade national forest has been brought under control.

The four troops of boy scouts at Eugene, which became disorganized during the war, will soon be reorganized through the chamber of commerce.

The Klamath County Woolgrowers' association has levied an assessment of 2 cents a head on all sheep owned by members to provide funds.

The public service commission will hold a hearing August 5 on the petition of the Cottage Grove Electric company to raise rates about 25 per cent.

State Engineer Cupper is conducting a series of water users' meetings in Deschutes county, preliminary to the organization of a new irrigation district.

A barrel of home made wine has been found by Frank McFarland under a tree at the foot of Mount David, in Lane county. It has not yet been claimed.

Out of nine applications received at Bend for a position in the public schools only one showed qualifications up to the Bend standard, according to Superintendent Moore.

G. W. Wineland of Salem, who was arrested on a charge of violating the city ordinance when his car ran down and killed Mrs. E. E. Dennison during the Elks convention, has been acquitted by a jury in the recorder's court.

WASHINGTON

Hoquiam and Aberdeen community service girls have joined in a matinee swim each afternoon at the Hoquiam natatorium.

In competition with the Tacoma Railway & Power company, jitneys operating on a 7-cent basis will haul passengers over Tacoma streets.

While testing out on the Pacific highway west of Centralia, an automobile caught on fire through a leaking valve and went up in flames.

O. S. Thornton, engineer, and Alexander Rennie, fireman, were instantly killed in the wreck of a Northern Pacific lumber train at Fremont.

Mrs. George Clark of Spokane was killed when an automobile in which she was riding left the road in Fourth of July canyon, near Wallace, Idaho.

The arraignment of William G. Robbins, the alleged slayer of his wife, on a charge of murder has been postponed at Vancouver pending an examination as to his sanity.

Virtually all the pear crop of the Wenatchee district has been sold by growers at from $75 to $80 per ton. This year's crop is estimated at 600 carloads, bringing growers about $600,000.

An arbitration committee appointed by the commissioners of Walla Walla county and the city of Walla Walla has reached the decision that the county must pay 70 per cent and the city 30 per cent of the expense of an all-time health officer.

IDAHO

Francis A. Jenkins, bursar of the University of Idaho, has been promoted to the position of proctor and financial adviser.

Erwin Wyatt, a ranch hand employed near Caldwell, was struck and instantly killed by lightning while returning from work.

A dozen fires have broken out in the St. Joe and Priest river districts of Idaho. According to the forest service officials three or four of them are assuming large proportions.

Cowboys from the Boise section of the Salmon river, who are planning a big roundup for this week are receiving assurances that riders from Eastern Washington and Oregon will participate.

Uncle Jeff Snow Says:

In my time I've heerd some rattlin' good speeches on the issues of the day, but I'd like to've heerd Bryan onct more at San Francisco when he whooped it up fer a dry United States and a dry Democratic party. My! my! How the country and parties does revolute 'thout no revolution! They, sot on Bryan 'cause the country's already dry and the party'd better be, and least said soonest mended.

Portland Does Not Suffer in Any Coast Comparison of Trade Areas

During August 9 to 14, Portland will hold the eighth annual "Buyers' Week."

Merchants will come from as far north as Alaska, from as far south as Los Angeles and from as far east as Eastern Montana. Merchants will come from Idaho, from Wyoming, from Washington and from Oregon. It will be the largest gathering of merchants intent on business that has yet been assembled in the Pacific Northwest.

Why?

The answer is what makes Portland's Buyers' Week interesting to this corner.

Portland is the chief wholesale distributing center of the Pacific Northwest. It is to be doubted if the volume of jobber distribution in San Francisco or Los Angeles is as large as in Portland. Seattle is not in the same classification as Portland as a distributing center for wholesale houses.

Portland's trade area comprehends the Columbia river basin, some 254,000 square miles. Portland's exclusive or non-competitive trade territory aggregates 154,153 square miles. Seattle's exclusive trade territory amounts to 34,939 square miles. San Francisco is limited as to exclusive trade area about the same as Seattle. Los Angeles to the south is a very vigorous and successful rival of San Francisco as a jobbing center.

Portland may thank the Columbia river for the fact that the volume of our jobbing business amounts to probably several hundred millions of dollars annually. It is the water grade transportation afforded by the Columbia and its tributaries which renders it possible for Portland to reach so much more territory than Seattle on more favorable terms. Should the tentative decision of the Columbia basin rate case be confirmed by the interstate commerce commission, some 10,000 square miles, it is estimated, will be added to Portland's exclusive trade territory.

While the opportunity which nature has afforded is exceptional, Portland's business houses have taken vigorous advantage of it and the wholesale enterprises of this city probably excel those of any other city on the Pacific coast.