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.]

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We owe to man higher succors than food and fire. We owe to man, man.—Emerson.

IS IT DISSOLUTION?

CAN you visualize this picture of Europe?

A secret treaty is declared by the London Times to exist between soviet Russia and Germany for spoliation of Poland. Russia, the Times says, is to have all of Poland's arms, ammunition, foodstuffs and railway rolling stocks without interference from Germany. After Poland is crushed, the Russians are to evacuate Polish territory in favor of Germany.

Momentous events loom all over Europe as a result of the situation. Another outbreak of war is declared to be a possibility. The British army council has made all arrangements to mobilize two army corps for service against Russia. England is declared to be on the point of calling for volunteers.

Communist leaders have declared that a general strike will be proclaimed in Germany within a fortnight to establish a dictatorship of the proletariat. A mass meeting of 50,000 German communists has violently protested against the disarming of the revolutionary proletariat and the breaking up of the workingmen's secret armies.

Meanwhile the general situation in Europe is like this:

Productive industry is at a standstill in Germany. Hungary is without transportation. Austria is starving. The Russian Reds are pressing forward. Polish armies are in full flight before them. Central Europe is the home of almost a dozen nations of unstable government. They have no basic law, but are still rent with racial hatreds. In a territory of hundreds of miles the undernourished population is ravaged by typhus fever. There are few physicians and few medical supplies. And above all, the central belt is suffering from a breakdown of productive processes. There is a shortage of coal, transportation facilities are disjointed, disorganized, and lacking, and many of the able bodied men are either buried in France or at home, hopelessly crippled. Disorganization and lack of stability have rendered the problems of the producers almost impossible of solution.

There will be few to deny that from a humanitarian standpoint this country should go to the assistance of the suffering peoples. But what about the situation from a purely business view, from the standpoint of dollars and cents?

Every farm or factory in this country profits or loses from the ability of Europe to buy from us. Every worker, every owner, every individual is vitally interested in whether millions in Central Europe starve, whether they give way to the ravages of disease, and whether civilization vanishes. We sell millions in products to Europe annually, we have built, and planned to build a greater merchant marine to carry our goods to the other hemisphere, and millions of our workers are dependent on the sale. Is America, or is she not, to be concerned in the fate of Europe? And are we, or are we not, isolated from European affairs?

Civilization can be undermined and races exterminated by economic conditions, by the plague as well as by the mouth of the cannon. We join leagues for war purposes. Is one not as essential for peace purposes?

The story of the man who took the lemons handed him and made lemonade which he retailed profitably to his traducers is old. But this is a new one: Vesuvius, Aetna and smaller craters in Italy have at last won the recognition of their power for which they have been fuming and occasionally destroying a city during the past centuries. The Italians have at last caught the idea and through holes bored into the mountain sides are piping the volcanic steam under high pressure to industries that find great advantage in such a cheap and exhaustless supply.

TURN ON THE LIGHT

SOME very well known Portland names are on the list of those who own property that it is proposed to buy for the $10,000,000 Swan island project.

Among these interests are the O-W. R. & N. and S. P. & S. railroads, the Portland Railway, Light & Power company and other local institutions. There are wealthy estates and Portland capitalists that hold large areas of these tracts, some of which are swampy wastes, others cow pastures and some other lands entirely submerged by water.

At present the larger part of the holdings produce no revenue, but on the contrary are a constant source of expense in the taxes that must be paid on them. The only way that they can ever be made of revenue value is by a system of highly expensive fills that will make them of use, and this is never likely to be done except by some large corporation like the city or the port.

Most of these holders own other large interests in Portland. To them will go large benefits from the completion of the Swan island project and the accentuated development of shipping that would result. With the case squarely presented them, it is unthinkable that they would seek to profit unduly by exacting speculative real estate figures for the properties.

Who would profit more from increased shipping than the railroads centering in Portland.

Who would profit more from increased population than the Portland Railway, Light & Power company? On the part of such institutions there would seem to be even an eagerness to have the Swan island project go forward, and by that token, make prices on the holdings in these waste lands that would make the areas a fair purchase for the port.

In any event, it is both immediate and necessary that all the facts in these proposed purchases be brought into the open daylight and all the cards be laid on the table in sufficient time for the people to become well informed on the subject before the election at which the project is to be authorized or rejected. It will be impossible to secure an approval of the plan without a complete understanding by all. A $10,000,000 project is no project to be agreed to in the dark.

It is a public benefit to commemorate a worthy public service. Til Taylor's career was an example of service. It is worthy of perpetuation in bronze or marble in order that the law and order and self restraint that he reflected should be emphasized to those of today and those who are to come after. We progress by accentuating the man who is the embodiment of an idea. A contribution to the Taylor Memorial fund is an investment in good citizenship and honorable public service.

ON THE ROAD TO MOUNT HOOD

WHEN the pioneers of Oregon beat their toilsome and picturesque way over the Cascade mountains, lowering their wagons and oxen bodily from time to time over precipitous declivities, they left behind them what is known as the "Oregon Trail."

As the years have passed by there has been some improvement in the road, some modification of the grades and some changing of the route.

But not much. It is a remarkable commentary that the main highway to Mount Hood from Portland is in its further stretches still less than equal to the demands of the neighborhood travel in the district it traverses.

Hills are steeply ascended apparently for the sole purpose of descending them. Grades are unnecessarily severe. Curves are unnecessarily sharp. Part of the road was planked and the immediate use of the planking by heavy, lumber carrying trucks, has reduced it to a state of semi-pulverization.

One can readily understand and easily sympathize with the desire of the people on the Sandy-Cherryville route of the Mount Hood highway that the new Mount Hood loop road shall follow closely the course of the old. A good road should to them represent the dream of paradise realized. Merely to escape the heavy and baffling clouds of dust which one vehicle is capable of raising, not to speak of the dust continuity due to the heavy travel on the road, will doubtless bring the greatest satisfaction.

Opposed to the proposal for the routing of the Mount Hood loop road along its present location is the petition of city officials and engineers that a line be chosen which will follow more closely the water grade of the Sandy river. The argument that a smooth and permanent highway with only the most gentle grades would afford larger means of protection to the Bull Run watershed upon which Portland depends for water supply is undeniably effective. The state highway commission will in all likelihood choose in the end the route that will be most valuable commercially, scenically and protectively. But the route, whichever direction it may take, should be a demonstration of modern engineering ability to eliminate the circumlocution and steep grades of the old haphazard methods which were employed in building the Mount Hood road as it is today.

The allies are alarmed at the disaster which has befallen the Polish army and at the inroads Lenin's Red battalions are making upon the restored Polish nation. The League of Nations and its work are beset on all sides with enemies. Lenin is assaulting it on the east and Hiram, Harding and Borah are thundering at it on the west.

IN ALL HISTORY

THE greatest work in history is going on in Spain.

The League of Nations council is in session there and it is preparing a plan for the disarmament of the world. "The disarmament commission, acting under authority of the league council, has named a committee to make a survey of the armaments of the nations, as a preliminary to cutting down all armaments to the lowest possible figure." A news dispatch further says:

After the survey of the world's armaments has been completed and submitted, the league will fix the maximum armaments which will be permitted under the rules. All surplus war materials will have to be destroyed.

This, for the first time in history, is a serious and intelligent attempt to bring about conditions to end war. In the plan are 29 nations acting in an organized capacity. The world must see that for once there is a plan and a hope for swords to be beaten into ploughshares and spears into pruning hooks. Mankind must visualize in this first and only world wide purpose to so cut down armaments that nations will naturally turn to settlement of their disputes by discussion instead of by force, a good chance to forever be rid of such horrors as those through which we have just passed.

Unhappily, the one great nation that could be of greatest strength in carrying the plan to a successful fruition is not in the league council. It is America, and she is outside the league and in company with "revolutionary Mexico, Bolshevist Russia and unspeakable Turkey." And if Mr. Harding wins the coming election in America, his victory will be interpreted as a mandate from the people for America to render no aid to this sublime plan delivering mankind from the burden of the huge and costly armaments that are the chief cause of war.

The Nestles company, one of the country's biggest corporations, has come into Oregon to fight cooperative marketing by the dairy farmers. The milling and grain corporations of Minneapolis fought the farmers of North Dakota until they brought on the Non-partisan league. Has current history no warning?

CROOKED PLAYERS

IT IS a blow to their own means of livelihood when baseball players go crooked.

One alluring feature of the national game is that it is always played on the square. That every unit in the nine is giving to the struggle all that is in him all the time is a belief on which the fans pay their money into the box office. And it is to the credit of commercial baseball that players have almost universally been beyond the reach of bribes which gamblers on sport are ever ready to offer. Because of that, the confidence of the public has never waned and interest in the sport never lagged.

But there is apparently no field that dishonesty will not invade. The exposures and dismissal of certain Pacific coast players show that the greed for gain and the tempting by the gamblers have laid their corrupting hands on one of the cleanest and most popular of sports known to man.

Players who deal with gamblers stand in their own light. That kind of work, if it became common, would quickly undermine the game and alienate the public. In baseball as in all human life, the richest possible possession is an untarnished name.

When two automobiles collide and some one is killed, one if not both drivers are at fault. If violation of traffic regulations results in a killing, should not the driver's license aways be revoked? What else is a driver's license law for but to deprive drivers who kill of the right to drive?

THE JULY TOLL

THE report of the traffic bureau on automobile accidents during the month of July, is significant. It shows that:

Despite a 20 per cent reduction in the number of collisions, there was a heavier toll on life and limb.

Carelessness of pedestrians was responsible for the increase in killings.

The injury toll mounted because of negligence of automobile drivers.

Lack of control and haste at intersections was a frequent cause of collisions.

The number of smashups was reduced in July. At the same time, there were more injuries than in any other month this year save one. And, for the first time in months, more occupants of automobiles were injured than pedestrians. With fewer accidents and added injuries, it is safe to assume that cars collided with greater force. The toll was heavier. And again, more automobile passengers were hurt than pedestrians, an unusual situation. The responsibility, then, for the lengthened list of injuries would seem to rest with the motorist.

On the other hand, three of four people killed in July were pedestrians. There was little question in any case as to where the blame belonged. Officials didn't even consider an inquest necessary. It was their unanimous opinion that the lives of the pedestrians were forfeited through their own negligence. And it might be added that it is seldom the driver of the automobile who loses his life. It is the pedestrian.

Another salient feature of the report pertains to the number of accidents at intersections. More than 90 per cent of the collisions occurred at crossings. Failure to give right of way was responsible for accident after accident. Other violations at intersections added to the toll.

On the automobile drivers who cause the injuries and on those who do not comply with regulations at the intersections, the law should lay heavy hand. It should be applied without stint until collisions are reduced to a minimum.

As for the pedestrians who are hit through their own carelessness, they pay the fiddler with life or limb.

In spite of the ugly July record, there is still a fair chance to cut the 1920 automobile death toll to one half that of 1919.

SALARY LIST OF G. N. OFFICIALS

By Carl Smith, Washington Staff Correspondent of The Journal

Washington, Aug. 5. — The Great Northern railway, from figures filed with the Interstate Commerce commission in 1917, which are the last published figures and are for the last year before federal control, shows only one "top-notcher" in its salary list, as compared with the other big northern roads. The one man with a conspicuously big salary was Louis W. Hill, chairman of the board, at $50,000. There are several vice presidents with comparatively modest pay, but no president is listed.

* * *

Those who are listed for $10,000 or over are: Louis W. Hill, chairman, $50,000; Ralph Budd, assistant to president, $20,000; E. C. Lindley, vice president, director and general manager, $20,000; George H. Emerson, general manager, $16,020; James M. Gruber, vice president and general manager, $25,000; E. R. Griffin, vice president and general manager, $13,400; Albert H. Hogeland, chief engineer, $15,000; Edward T. Nichols, vice president, $12,500; William P. Kenney, vice president (also Great Northern Express), $22,500; C. O. Jenks, assistant general manager, $12,000; L. E. Katzenbach, secretary and treasurer, $10,000; F. V. Brown, general attorney, $12,000; M. L. Countryman, general attorney, $12,000; Cobb, Wheelwright & Dillo, attorneys, $11,000; Veazey & Veazey, attorneys, $10,000.

* * *

Other salaries shown for the same year of officials over $5000 are: F. A. Barnes, assistant comptroller, $6000; Frank Bell, assistant general manager, $7757; L. W. Bowen, general superintendent, $5038; O. S. Bowen, principal assistant engineer, $5000; F. A. Bushnell, purchasing agent, $7500; Martin J. Costello, assistant traffic manager, $6400; John R. W. Davis, engineer of maintenance of way, $6000; A. C. Deveral, superintendent of motive power, $6397; Harvey G. Dow, assistant general freight agent, $6800; F. S. Elliott, general superintendent, $7200; A. R. Hawkins, superintendent of motive power, $4556; F. L. Hay, superintendent dining and sleeping, $5000; William Kelly, assistant superintendent of motive power, $5032; D. H. Kimball, general claim agent, $5000; James T. Maher, land and tax commissioner, $9000; M. Nicholson, assistant general manager, $4600; C. M. Nye, P. A. engineer, $5000; James H. O'Neill, general superintendent, $7350; H. H. Parkhouse, assistant to chairman, $7500; William R. Smith, general superintendent, $5229; George H. Smitton, assistant traffic manager, $5400; John L. Snapp, right-of-way and tax agent, $5000; C. E. Stone, passenger traffic manager, $7000; W. C. Watrous, general superintendent of transportation, $5787.

* * *

The legal list of the Great Northern comprised the following: F. V. Brown, general attorney, $12,000; M. L. Countryman, general attorney, $12,000; Cobb, Wheelwright & Dillo, attorneys, $11,000; Veazey & Veazey, attorneys, $10,000; S. H. E. Freund, assistant general counsel, $8500; J. F. Finerty, assistant general counsel, $7000; A. L. Janes, attorney, $7000; F. G. Dorety, attorney, $7000; Charles P. Murphy, attorney, $7000; J. A. Murphy, attorney, $6000; J. H. Carroll, attorney, $6000.

* * *

Some other attorneys of western roads on the list are:

O-W. R. & N.—W. W. Cotton, counsel, $17,400; A. C. Spencer, attorney and assistant secretary, $9650; Boyle, Graves, Merritt & Boyle, $7500; Hamblen & Gilbert, attorneys, $6000.

Oregon Short Line—John V. Lyle, first assistant attorney, $5000; H. B. Thompson, for Idaho and Wyoming, $5000.

Spokane & Inland Empire—Graves, Kizer & Graves, general counsel, $10,000.

Northwestern Pacific—Stanley Moore, general counsel, $6000.

Warren S. Palmer, president of the California-Northwestern, received $10,030; Charles Moran, president of the Nevada-California-Oregon, $6500; and F. N. Finch, manager of the Camas Prairie, $5000.

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.]

COOPERATION AND EFFICIENCY

Portland, July 28.—To the Editor of The Journal—We speak of the efficiency of the railroads and the word always sounds superlative. In fact, it is the greatest thing we have any conception and there is no comparison in their relative merits for efficiency. But no matter how much we think of the word in a superlative sense, it is used comparatively.

The efficiency of the railroads is in their team work, which is the point that holds our attention. The inefficiency of our government is the fault of the politicians, who, we know, have little use for team work except in the making of an issue to take advantage of the whims of the rich and poor alike. That is the thing that destroys our efficiency.

A bunch of experts working individually does not accomplish the work of men who are mediocre but who coordinate their endeavors. As corporations attempting to move traffic, the railroads compel our admiration, for their team work is superb. But as individuals attempting to serve the needs of a people, they remind us of an aggregation of allstar football men attempting each to get the plaudits of the grandstand by individual performance and losing all the glory by failing to pass the ball instead of attempting to make a goal individually. Are we trying to accomplish things, as we aver, or are we just seeking plaudits?

The workingman knows he cannot accomplish the task of running the world alone, but he knows no other class can do that either.

The Journal deplores the efforts of the people of a state to get down to a basis of team work, still averring that the people of a community may receive the benefits of cooperation by clubbing together. It seems to forget that in the final analysis we are thus compelled to play as the football stars—eternally as individuals. The workingman is not asking that the railroads be made the servants to his class to promote alone, but he can see the futility of making an efficient corporation and then losing a great part of that efficiency through no team work.

The workingman does not deem the farmer a subsidiary unit in the scheme of things to himself, but feels that both are handicapped when forced to take opposite sides of a question, when each must be called one of the prime factors in the general summing up of our problems.

J. W. Burt.

AN INDORSEMENT

Vancouver, Wash., July 29.—To the Editor of The Journal—I am writing you to voice my appreciation of The Journal, as a subscriber. The stand you take regarding political conditions is certainly par excellence. It is good to know that the editor of a paper read by thousands of people is brave enough to come out editorially and say that he is for the man and not for any party in the management of America's political problems.

The present is a delicate period in the history of our nation. One step in the wrong direction may precipitate it into the sea of oblivion. Every loyal citizen should carefully consider this fact, and if he feels he is following the lead of his chosen party commanders without doing any thinking for himself, call a halt at once. A vast amount of false and destructive propaganda has been scattered by political leaders. The fame of a man whose name will be recorded in history among the most illustrious of America's great men has been besmirched and the respect of many of the people turned into disregard by the continued efforts of party leaders who have become instruments through which glorious victory has been turned into dangerous defeat. The world peace league would have made war impossible in future, as no nation could possibly carry on a war without any communication whatever with any other nation. This would have been the exact condition had the peace league been ratified by all the other nations—simply an edict from headquarters to all the governments of the world declaring an effectual blockade against the quarreling nations. All those fanciful word pictures that a few of our congressmen set before our people, depicting the American nation as subservient to other nations, were nothing but bunk, through and through.

There is but one right way in all things, and every man has within him a monitor that points the way if he will but follow the silent warning given.

I. R. Whitney.

DOGS AND GARDENS

Portland, July 28.—To the Editor of The Journal—Another subscriber wants to say, regarding dogs in neighbors' gardens, that loose dogs in the city are a nuisance and should not be allowed. If anybody wants to keep dogs, let him keep such animals on his own premises. ANOTHER SUBSCRIBER.

Curious Bits of Information for the Curious

Gleaned From Curious Places

December, taking the world over, is a month of bank and public holidays. No less than 20 of the 31 days of the month are recognized somewhere as occasions for church fetes or cessation of business in celebration of local or national events. Christmas, of course, is more widely observed as a holiday than any other, but even it is not recognized everywhere. Non-Christian peoples pay no attention to it, and in countries where the Greek Catholic church prevails, the old style Julian calander is used, so that while Christmas is observed as a church festival, it comes about two weeks later than in the countries that use the Gregorian calendar.

Olden Oregon

Thomas A. Hendricks Once Tried to Become an Oregonian

The act of congress extending the laws and judicial system of the United States over Oregon was passed March 3, 1859. It provided for one United States judge at a salary of $2500 per annum. Among the applicants for the position was Thomas A. Hendricks of Indiana. At that time Hendricks was commissioner of the general land office. The appointment, however, went to Matthew P. Deady, who was a resident of Oregon. The appointment of Deady satisfied the local sentiment against imported officials. Hendricks afterward became a United States senator from Indiana and later vice president of the United States.

INTERPRETING THE ORACLE

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COMMENT AND NEWS IN BRIEF

SMALL CHANGE

The best part of being lost in the woods is probably being found again.

* * *

A phonograph has been heard by wireless 800 miles at sea. You can't get away from it.

* * *

We read that thistle growers are to be reported, and we were almost wishing that it read "deported."

* * *

A New York woman put an original angle on the old triangle stuff, anyway, when she set fire to her home in order to be revenged on her husband and the other woman.

* * *

A New York firm reports loss by theft of $10,000 worth of needles, and until this news was called to our attention we had never suspected there were that many needles in the world.

* * *

The crown prince is said to be planning a visit to his old home in Germany. It is said he is going incognito. Evidently he realizes at last that discretion is the better part of valor.

* * *

Sometimes, considering the character of some of the human targets who stop custard pies in the motion picture comedies, we regret that bricks are not used instead of something that is good to eat.

SIDELIGHTS

The crops of Central Oregon begin to promise as good as any, since water was put on the land.—Bend Press.

The chief characteristic about a public service commission seems to be that rate increases are universally favored. —Crane American.

* * *

August, and the dog days have arrived. Practically all the quota will be taken up by dogs belonging to Uncle John Westerlund.—Medford Mail Tribune.

* * *

Some persons are objecting to the woodpiles in the parking space along the sidewalks of Eugene. But doesn't it cover up the uncut grass and weeds? —Eugene Guard.

* * *

No man ever died in Oregon and received so much newspaper notice as has been devoted to the late Sheriff Taylor of Pendleton. It is a wonderful tribute to a wonderful man.—Astoria Budget.

* * *

The editor of the Dallas Observer is a newcomer to Oregon and because of the similarity of The Dalles and Dallas suggests editorially that the name should be changed to Dallaston, probably forgetting that it would get confused with Ballston.—McMinnville News-Reporter.

MORE OR LESS PERSONAL

Random Observations About Town

Since Simon Benson has been reported as financing a tourist hotel on the Columbia river highway, he has been deluged with offers of sites all the way from Portland to The Dalles. Some were made by telephone, some by letter and some by word of mouth. To escape them, he took a vacation Tuesday, going to Mill Creek, in Columbia county, on a fishing trip. "I am going to where I used to catch fish about 30 years ago," he said. "In those days, though, I fished because I wanted meat. It was a case of necessity."

* * *

W. D. Collette, formerly at the Madison laboratory of the United States forest service, assumed the position of supervisor of the office at Bend, Or., Monday.

* * *

Robert E. Smith, president of the Title & Trust company, left Tuesday night for a week's vacation at Triangle lake in the Coast range, about 38 miles west of Eugene. Mrs. Smith and other members of the family accompany him.

* * *

T. C. Freiberg intended to be a soldier, even when a boy in Tennessee. Accordingly, in time, he found himself first sergeant of a United States cavalry troop. Being injured, he was unable to reenlist, and came to Portland to visit after his discharge in 1916. The next best thing was the police force, and next to chasing Indians in Arizona was chasing speeders on the Columbia river highway. He is now investigation officer on violations of the traffic laws. Freiberg always liked to drill men, and the nearest approach to being first sergeant is to be commander of a fraternal society degree team. Accordingly, he was given the job of drilling the awkward squad of Abd-Uhl-Atel temple, Dramatic Order Knights of Khorassan, the fun lovers of the Knights of Pythias, and no more gaudy uniform was ever invented than that flashed on the public when the "Brigands" turn out on exhibition drill. There are none left in the awkward squad. When the war broke out in 1917 he tried frantically to get back into the service, but a trifling injury to his foot caused him to be rejected.

* * *

When C. L. McNary is at home among his much mooted constituents, he registers at the nearest hotel as from Salem, although within the last few years he has spent mighty little time near Salem. Just now he's registered at the Imperial hotel. Among other Salem folk at the same hostelry are Mrs. R. P. Boise and Mrs. Frank F. Snedecor.

* * *

M. J. Gibbons of Dayton, Ohio, where he is a consistent reader of Editor "Jimmie" Cox's newspaper, is at the Portland hotel in connection with a business tour in the West. Aside from reading Cox's newspaper, Gibbons is a friend of "the next president of the United States."

OBSERVATIONS AND IMPRESSIONS OF THE JOURNAL MAN

By Fred Lockley

[Philological observations by an English woman whom he meets in his travels are here presented by Mr. Lockley. "This lady is puzzled as she hears the United States language spoken, and gives sundry examples of word-uses that offend or perplex her."]

Not long ago the head waiter assigned me to a seat at a table at which several other guests were already seated. I sized them up and decided that the young woman directly across the table was the most interesting of the number. She had a cultured manner and a most interesting face. I decided she was English. Looking up I saw a very small woman entering the dining room with a party several of whom were of more than average size. Catching the eye of the lady across the table I said, "See that lady just coming into the dining room. She looks like a thripenny bit in a handful of shillings and half crowns, doesn't she?" Across the lady's well bred face there flitted an amused smile as she nodded and said, "You don't need to tell me you are English. I am also. I fancy you have been in America some years. I have only been here three months. I am beginning to get accustomed to the peculiar accent and unusual expressions—to use a mild term—which I hear constantly on all sides. It seems good to meet a fellow countryman."

* * *

I had accomplished my purpose of getting the conversation started, so I explained that I was an American and a Westerner, and I asked her if America was at all like what she had pictured it in her mind. As we lingered over nuts and raisins I said, "Isn't it strange how indelibly marked we all are with the racial traits of our birthplace? In accent, inflection and in your vocabulary you proclaim your British birth and ancestry."

"Yes, I notice that people often smile at what I say," she replied. "One young lady with more directness than diplomacy said to me, 'You are not nearly so ignorant as most of the English who come to our country.' She seemed to think because she had always done a thing in a certain way it must as a consequence be right. As a matter of fact, were she in England she would be accounted quite uncouth and ignorant. For example, she spoke of staying at a 'tavern.' She meant, of course, an inn, for one is never lodged at a tavern. With us a tavern is the same as your restaurant, and an inn is similar to your hotel. She spoke of having a 'raft of things to do.' A raft, I had always supposed, was a collection of logs fastened together. She spoke of her corsage bouquet being 'wilted.' I presume she meant that it was withered. She spoke of going to the 'store' to do some shopping. Of course she meant she was going to a shop, for a 'store' is a warehouse where the shop's goods are kept in bales and boxes. She spoke of the firm with which she traded being 'reliable.' She meant, of course, trustworthy. She spoke one day of being 'sick,' when she really meant she was ill, for she had no symptoms of nausea. She referred to a friend as 'very smart.' I supposed she meant he was shrewd and unscrupulous, but I subsequently discovered she meant he was talented. She spoke of a girl friend of hers as being 'ugly' when they last met. On further inquiry I found she meant her friend was illnatured. She spoke of her escort's 'vest' when she really meant his waistcoat. She refers to the railroad line as the 'railroad track.' In fact, she rarely uses words in their proper meaning. It is like a game of charades, or a puzzle contest, to ascertain just what she really means. She constantly uses slang phrases, referring to persons of her acquaintance as 'spellers,' 'spellbinders' and 'wire-pullers.' I haven't the faintest idea whether she is referring to them in terms of praise or derision.

"Really, you Americans have a most quaint and interesting slanguage."

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON NOTES

The Pacific Power & Light company will make a request to increase streetcar and gas rates at Astoria.

Mrs. Betty Nally of Newport has been awarded a verdict of $2000 in her suit against J. O. Richmond for slander.

Announcement is made that the Oak Grove Lumber company will not rebuild its Ditch creek plant, recently destroyed by fire.

Owing to dissatisfaction with the 1920 program guarantors of the Chautauqua at Marshfield have decided to require a guarantee of improvement for the 1921 season.

A total of 188 permits under the blue sky law was issued by the state corporation department during the year ended June 30. For the preceding year the number was 73.

J. A. Blair, a choker setter, employed at the Big Creek Logging company camp in Clatsop county, was instantly killed when he was caught between two heavy logs and crushed.

A new use of the parcel post has been found in Linn county. Albany people going into the mountains are forwarding their camping outfits by this means of transportation.

A complaint has been filed by Deputy Fish Warden Larson of Clatsop county against three Washington fishing boats which, it is alleged, are fishing in Oregon waters without a license.

Governor Olcott has honored a requisition from the governor of Idaho for the return of C. L. Peterman, under arrest at Bend and wanted at Twin Falls to answer to a charge of larceny.

About 25 dairymen in the vicinity of Harrisburg have signified willingness to join the Oregon Dairymen's Cooperative league with the object of operating a cheese factory or creamery at Harrisburg.

The ports of Newport and Toledo will offer for sale bonds to the amount of $125,000 August 14. The money obtained is to be used in cooperation with the federal government in completing the Yaquina jetties.

While attempting to escape from custody from a Southern Pacific train at Drain, Marion F. Emory, a federal prisoner, was shot and recaptured. The bullet was extracted from his knee and he will be taken to Bremerton.

H. F. Dixon, a rancher living on Days creek in Douglas county, attempted suicide by shooting himself through the head with a .22 rifle. The bullet penetrated the roof of his mouth and came out under the eye. The wound is not a serious one.

WASHINGTON

Carl Filler, county agricultural agent of Clarke county, has resigned to enter the dairy business.

Judge W. W. Black of Everett has announced his candidacy for governor on the Democratic ticket.

During July, 1920, 278 marriage licenses were issued at Vancouver. In 1919 the number for the same month was 266.

Dr. Robert Prior and Longmire brothers will start from Yakima, with a trainload of sheep for the Chicago market August 8.

The convention of plumbers' unions of Washington, Oregon, Idaho and Montana, scheduled at Spokane this month, has been indefinitely postponed.

Walter Hold, who was serving a life sentence in the penitentiary for murder in Wenatchee, committed suicide by cyanide poisoning. He had secured the drug while helping in the hospital.

The Yakima apple crop will be one of the cleanest in years. The codlin moth seems to have suspended operations this year. By some it is attributed to the cold weather last winter.

The ratio of assessment in Cowlitz county has been established at 50 per cent. In former years it was about 30 per cent. As a result the assessed valuation of the county has been practically doubled.

The executive committee of the Spokane chapter will present to the state convention of the American Legion, which is to meet at Spokane in September, a resolution indorsing the Columbia basin reclamation project.

IDAHO

The total valuation as set by the county board of equalization for Shoshone county for 1920 is $14,565,020.

The Troy commercial club is planning a fall fair and harvest festival on October 6, 7 and 8. Liberal prizes will be offered.

A large number of forest fires are reported along the Clearwater northeast of Lewiston. Calls for fighters are being sent out.

County commissioners of Valley county have been asked by the state department of finance to provide adequate fire and theft protection for the county records. A recent bond election failed to carry.

Uncle Jeff Snow Says:

Down on the Santy Anny river in Southern California in early days there was a lot of English folks that had come out of the Mormon church and hiked and rassled across the deserts to git away off by themselves. Some of their grandchildren is pawin' along in autos at 60 mile an hour and wonderin' what the old folks made such a fuss about with only 80 miles or so onct in a while 'thout water or feed. To run out to where granpaw lost all his cattle but two in a sandstorm is a sort of picnic, and some of the very little great-grandchildren wants to know why great-granpaw didn't put the cows in a auto truck and bring 'em along thataway.

Harbor Project Would Start the Multiplication Table After the Dollars.

Not a little has been said about the contribution of water transportation to home industry. Here is a concrete illustration:

The testimony of the Monarch Mills company at the hearing held before Colonel Slattery of the United States engineers for the fixing of harbor lines in North Portland was that the organization now employs 175 to 200 workers. With water transportation the number could be increased to 600.

The payroll of the company is now about $7000 a week. With water transportation it could be increased to $18,000 a week.

The lumber sawed by the plant now amounts to 150,000 feet, board measure, a day. With water transportation the output could be increased to 500,000 feet a day.

The company now pays a bill for logs of $100,000 a month. With water transportation it would buy $300,000 worth of logs a month.

The estimate of the engineer employed by the industries of North Portland, to represent their interests in the improvement of the North Portland harbor, is that the cost of dredging the channel to desired depth and building 10 wing dams at $5000 apiece, would aggregate $200,000. This is precisely the value in increased consumption of logs that would result from the improvement.

It is estimated that the business transactions of the industries in the North Portland district aggregate $125,000,000. If all stood to profit proportionately, as will the sawmill mentioned, the cost of harbor improvement proposed would be less than 1 per cent of the increased business resulting from it.

If general industrial progress is similarly aided by a general program for the development of ship and river steamer transportation, investment in port facilities is the best possible use of community funds.