

Oregon Journal
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WASTING THE PEOPLE'S MONEY

Describing the arrival in Oregon of a trainload of gasoline, hurried here from Tulsa, Okla., to relieve the shortage, a news story says: Record time was made in bringing the independent gasoline to Oregon from Tulsa, Okla. The train was moved to Fort Worth, Texas, where it was turned over to the Southern Pacific and given preferential movement to Oregon. It traveled almost 3000 miles in 9 1/2 days, arriving in Oregon 12 hours ahead of schedule.

As a matter of fact, the train traveled 3177 miles. And, as a matter of fact, it could have been so routed as to have reached Portland in only 2048 miles.

Starting from Tulsa, it was sent on a roundabout excursion to San Antonio, thence to Fort Worth and thence via the Southern Pacific lines to Ashland, Or. The distance via that circuitous route to Portland is 3177 miles. It could have been routed via the Midland Valley to Wichita, thence via the St. Louis & San Francisco to Ellsworth, Kas., and thence over the Union Pacific to Portland, a distance of 2048 miles. The saving by the short and direct route, as anybody can see by a glance at the map, would have been 1129 miles.

It cost a lot of money to drag this train the extra 1129 miles. It required between three and four days of extra travel. Moving day and night, that meant that ten to a dozen extra train crews were required and a similar number of extra locomotives. It meant the consumption of tons of extra fuel. It meant an addition of numerous costly extras.

It kept all the cars in the train out of use for other purposes between three and four extra days at a time when the country resounds with complaints of a car shortage. That was on the outbound trip. The cars will be out of use for similar extra days on the return trip.

For years, the Journal has been pointing out this profligate waste in the operation of railroads. Incidentally, it was the first newspaper in the United States, so far as known, to call public attention to the abuse. The case was cited of a shipment of 150 cars of soy bean oil from Seattle for Cincinnati, which was routed through Portland, San Francisco, Los Angeles and New Orleans, over 4000 miles, when it could have gone direct in a distance of only 2400 miles. And there is constantly present with us, the roundabout overmountain routing to Seattle instead of via the water level, and short cut to Portland.

Nobody knows the extra and useless cost that these long and circuitous routings add to the expense of operating the rail lines, but it is a huge amount. It is doubtful if the railroads know. It is a reckless and irresponsible use of the railroad resources. It is extravagance, and it is waste, sheer and utter waste. It is one of the reasons why the roads are constantly claiming that they have deficits and are constantly clamoring for higher rates.

This is distinctly the public's business, for the public, through higher freight and passenger rates, has to pay for all this extra and useless operating cost. It is vital to the public to have this folly stopped. Every dollar added to the cost of transportation goes directly into the high cost of living. Recognizing that roundabout routings impaired the efficiency of the roads, Mr. McAdoo, when he became director general of rail lines, at once ordered all traffic to be sent over the shortest and most direct route. And it will always stand as an undisputed fact that under his management all the traffic was moved all the time, including the great movement of troops and war materials, which added enormously to the volume of traffic.

If the interstate commerce commission cannot control this foolish impairment of railroad efficiency, congress should pass a law directing all traffic to be routed via the shortest and most direct line.

LIKE CHINA?

The fire and dash of the late Colonel Roosevelt showed itself in the acceptance speech yesterday of Franklin D. Roosevelt, fourth cousin of the former president. He declared that the Harding plan of repudiating the league and making a separate peace with Germany would make America a "hermit nation."

He asserted that America must either accept the world covenant, or else "build an impenetrable wall of armaments and live a hermit nation, dreaming of the past."

It is not a national prospect to appeal to a vigorous young man like Franklin D. Roosevelt, to sit down in isolation, to be a hermit and doze and drowse in the sun. China is as she was before the Christian era, walled around with her isolation, eating rice in the same old bowl and doing work for a wage of 6 cents a day.

Isolation and aloofness from other nations has been the one thing that kept China in her benightedness. The hermit characteristics of China and the outside enterprises of Japan are the secret of why one, with its half billion people is a national nothing, while the other with 50-odd million people is a power and factor in the world.

Mr. Roosevelt will speak in Portland August 21 and, in his clearcut, vigorous and undisturbed personality, those who see him in action will understand why he is against a "hermit" status for America.

The challenge for America's cup, issued by A. C. Ross of Canada, enlarges the situation. Sir Thomas Lipton wants another trial at the cup in 1922 and Mr. Ross plans to let it in 1921. Possibly it savors of a boast to say so, but the chances are that the cup will be here still when Sir Thomas comes over in 1922. Anyway, we all hope so, because it would be a disappointment not to have the genial Irishman with us as our challenger.

BUYERS' WEEK

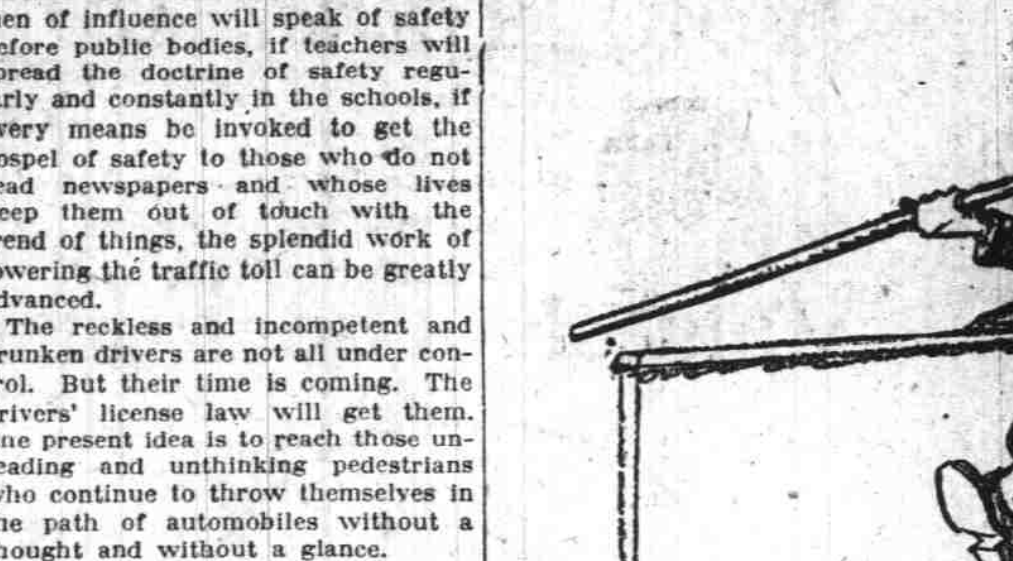
The annual Buyers' week opens with a promise of 3000 registrants, a very large increase over former years.

The first 100 registered showed buyers present from nine states and an additional representation from Canada. The states included Washington, Idaho, Wyoming, Montana, California, Utah, Nevada, Oregon and Colorado. It is expected that two and possibly five more states may finally enter the list.

Portland's best is at their disposal. The annual gathering gives buyer and seller that intimate contact that enables both to perfect their arrangements for better service, better cooperation and better business for all. The experiment that began seven years ago with the first Buyers' week, has proven its practical value, as shown by the increased numbers who come from short and long distances to be present at this latest annual gathering.

Portland has extraordinary facilities for strengthening its trade relations in the territory represented. It has oldtime houses with trade relations established in pioneer days. These early connections give local people a distinct advantage and to it there is to

THE BILLBOARD CANDIDATE



Reapportionment Under New Census

By Carl Smith, Washington Staff Correspondent of The Journal

Washington, Aug. 10.—It is announced that a committee of the American Bar association, which will meet in St. Louis on August 25, will recommend that the state of election of president and congress and their induction into office be brought closer together, and favor the elimination of the "short session" of congress between election and inauguration time.

This is in line with the reform advocated by Congressman McArthur of Oregon, who has urged that the inauguration date and the time for seating new members of congress be advanced to January in the year following the election. This would make an interval of two months between election and assumption of office, instead of the present 15 months, which involves, except in years when extra sessions are called.

Of even greater importance is that of the congressional reapportionment which will be made by the present congress in order to adjust the representation of the states to the new census. Congress nearly always acts along the lines of least resistance and inclination, and it is not enough to prevent any state from losing any members. McArthur has proposed that the number be reduced to 300, and that the increase in individual responsibility, assist the conduct of business, and lessen the curse of committee and clique domination. Few members of congress in private life are of the law-abiding citizen, as the members would view such a proposal with alarm. Some of the big delegations, like New York, would be almost cut in two by this plan. Every state which at present has two or more members would lose some of them, with the possible exception of Montana. The largest states would be the greatest losers, and for this reason they would be in a proportionately small state in the new congress. Every state is guaranteed at least one member by the constitution, however small its population, so small Western states like Arizona and Nevada would not lose.

Returns of the census by states are not yet available, but the census taken last sufficiently to approximate the result of reapportionment on the basis of 300 members. Oregon would have 10 members, instead of 11, and California, instead of 12, would have 11. On the other hand, New York would drop from 48 to 29, Pennsylvania from 32 to 20, Ohio from 25 to 15, and Illinois from 27 to 19. In the face of such inroads, the McArthur idea is not likely to be popular with the Eastern members. Those who are in favor of the present system would also in most cases throw their influence against any move that threatened their rule.

When the director of national parks laid his demands upon Parkhurst, Parkhurst in turn came to Portland for help. When Mather demanded improvements, Parkhurst appealed to Portland for help in financing improvements. A civic club or two has listened with more or less perfunctory sympathy to Parkhurst, but large influence in Portland has ignored him and the Crater Lake project for tourist travel is a challenge which Portland has failed to heed. The business men of Seattle and Tacoma have financed the Mount Rainier concessions and a similar group has raised more than \$100,000 for Yosemite, but Parkhurst's deficiencies have not been supplemented by Portland cooperation.

When Mather condemns the accommodations at Crater Lake he condemns Portland. When this city silently allows him to divert travel from Crater Lake, it is ignoring its responsibility. Recommendation has been made to the secretary of state that the driver's license of George Adams be revoked. Has action been taken in the premises?

UNDER THE JUGGERNAUT
PEDESTRIANS were the cause of three fatal automobile accidents during July. They haven't yet absorbed the message of safety. Until all pedestrians cooperate, there can be no reduction of accidents to that minimum for which traffic police are striving, for which Portland is struggling and for which the public is hoping.

Drivers are far more careful than formerly. They are going to become more and more careful, for under the driver's license law, their licenses will be taken away and they will no longer be permitted to operate automobiles on the streets.

For 10 months The Journal has been studying the accident problem. For that period the traffic bureau has been recording and analyzing the causes of accidents. Through all that time one big fact has been pushing itself forward, and that fact is that pedestrians, in spite of the educative processes brought into the campaign, continue to be careless.

The present problem is to get the word to all of them, men, women and children, that they must do their part or the accidents cannot be reduced to

COMMENT AND NEWS IN BRIEF

Small Change
If a man itches for fame it usually keeps him scratching.

A Nebraska man has been saved 13 times from execution. Lucky for him.

Repentance is often confounded with determination not to get caught again.

Diamonds are usually possessed by others—when they happen to be trumps.

The great trouble with the world's idols is that they are all more or less cracked.

It's difficult to convince a man that his own life is a sure thing until after the race.

Few men decline a nomination for office if they think there is any show of being elected.

MORE OR LESS PERSONAL

Random Observations About Town

"I was impressed with the poor roads between Portland and Kelso and the excellent forest roads from Quinalt to the mouth of the river," said P. H. Dater, district engineer, who has returned from an inspection trip in Washington. "The new McClellan Pass highway is composed of excellent gravel," said Dater. "It is a national forest project and will extend to the northeast entrance of Rainier national park, near Whiteriver. It will eventually extend east of the mountains to Yakima, and will enable tourists to leave the train at Yakima and go by automobile to Rainier, taking in the scenic wonders of the Cascades and the great Mt. Rainier."

Hamilton Johnstone has returned from the Republican party of Oregon touring the state, arriving Friday evening. He was one of those who declined to evolve before the crowd, carrying out his pledges before the party. He is now in the state, and is expected to be in the state for some time.

Dr. Herbert E. Miller, president of North Pacific Dental college, will leave Portland Tuesday for the East, where he will supervise the construction of new equipment and supplies for the college and attend the convention of the National Dental Association of Dental Faculties in Boston August 12th. He will return about September 10, after visiting McGill university at Montreal, Canada, and making the return trip via the Great Lakes.

OBSERVATIONS AND IMPRESSIONS OF THE JOURNAL MAN

By Fred Lockley

Lorens Lund is custodian of the Vista House on Crown Point. Lorens Lund took up the land on which the Vista House is located as a homestead in 1878.

Ed Dimmitt, the scenic photographer and "philosopher of Crown Point," Lund and myself on a recent forenoon sat down together for a little chat in the Vista House. He came up from Portland on the later river steamer Calope in the summer of 1878," said Mr. Lund. "In those days the river was our only road, a sort of liquid highway whose surface never required repairs. We landed at the foot of Rooster Rock. A man named George Norval had taken up 120 acres, his claim consisting of three forties in a line, the Columbia river forming his northern boundary. There were no roads. He had only three acres cleared. It didn't look as if the place would ever be accessible in his lifetime, so he relinquished his homestead right to me for \$350. My wife and I with our baby moved at once onto the homestead and found that in three hours' time I had found that on my 120 acres there was 50 acres of ragged, broken land of no value—today that ragged, worthless land is what people are coming across the continent to see."

"In those days the steamer came up every other day, stopping at signal at Rooster Rock. I bought my supplies in Portland. I walked over the trail to Sandy and from there over an excellent wagon road to Portland. This 22-mile walk usually took the best part of a day. I stayed over a day in Portland and walked back the following day. In place of three days I now make the trip in three hours. The year after I came a road was built down the hill to Van Scyvers landing. They call it Corbett now."

"When I took up Crown Point you could buy all the land you wanted here and hereabouts for \$5 an acre. Now I get \$500 an acre for it. The oldest settler up this way was Joseph Latourelle, who came to Latourelle falls in the '50s. Larkin Russell's place joined me on the east and N. F. Ross on the west. Jim Dever and Jim Benefield, who were here

The Oregon Country

Northwest Emigrants in Brief Form for the Daily Reader

OREGON NOTES

Ten applicants for registration as engineers have been examined at Baker by the state board of engineer examiners. It is estimated that the wheat crop of Jefferson, Washington county, for 1920 will approximate this year 1,500,000 bushels.

The number of automobiles registered at Crater lake this season up to and including August 5 is 2258. The number of visitors was 5464.

The Rebekah lodges of Lincoln county held their annual convention at Elk City, August 6. The 1921 convention will be held at Newport.

A deed has been filed in Clackamas county to the property purchased by the Methodist church of Oregon City. The price paid was \$4000.

The circuit court for Harney county has issued an order reopening the water adjudication case pertaining to Silver River and its tributaries.

Charles M. Rippey, president of the Oregon Red Cross association, is dead at his home in Salem after an illness of several months.

The city park commission of Klamath Falls is considering the purchase of an eight-acre tract on the west side of the river for a new playground.

Fred Peterson, aged 55 years, was burned to death in a fire which destroyed his cabin on the Mohawk river, in the south of Eugene.

T. Sparks has been appointed district freight and passenger agent at the Southern Railway station at Eugene. Eugene to succeed H. D. Moran.

Angus McDonald of Hood River has been appointed superintendent of maintenance for the Hood River-McKenzie section of the Columbia river highway.

According to a report of the Clackamas county assessor, the assessed value per capita cost of high school students in Oregon City has increased \$10.56 in the last 10 months.

Effort is being made by the city commissioners of Baker to secure the delivery of material for the municipal auditorium before the increased freight rates go into effect August 25.

Miss Elsa Boyd, appointed to Baker chapter jurisdiction of the American Red Cross as instructor in home hygiene and care of the sick, will begin her work in Grange county immediately.

News has been received at Eugene of the death of Professor F. L. Barker, for a number of years professor in the science department of the University of Oregon. His death occurred in Tientsin, China, and was caused by smallpox.

WASHINGTON

John Bistron, a laborer in a logging camp near Preston, was killed in a fall from a tree.

At the present rate of payments the town of Elmwood will be out of debt within the next two years.

The city council of Kelso is studying a method to finance the work of construction of 30 or 100 at-grade crossings of concrete.

John L. Sharpnack of Walla Walla has been named as the challenger for the nomination for lieutenant governor on the Republican ticket.

Dan Rodovich, whose wife was found hanging to a tree in the forest near Silverdale, has been charged with first degree murder.

The public service commission has fixed August 15 as the date for hearing on the increases of local Western Washington freight rates.

George Benson of San Juan county has been sentenced to a term of from one to three years in the state penitentiary for the murder of a woman. The Carlin highway bill to be voted on in November.

IDAHO

Cutting fall grain is in full blast south of Moscow. The yield promises to be between 25 and 40 bushels an acre.

Post Falls has voted to purchase a local water supply of 5000. An additional \$7000 has been voted to improve the system.

The total value of assessable property in Kootenai county as shown by the rolls of 1920 is \$11,855,174, an increase of \$1,000,000 over 1919.

Captain Harry Gulecke has reached Lewiston in his barge after an exciting 350-mile trip down the Salmon river from its mouth to Lewiston.

Fires in the Kaniksum forest east of Priest river have burned over 640 acres and destroyed 1200 ft. of lumber. The fire is being fought by the Kalkena Lumber company.

Uncle Jeff Snow Says:

It is jinnery supposed a dead Indian don't eat nuthin', but when Old Dad Appleton was in Arizona in the '80s he had a couple of hundred dead Apaches eatin' the rations the gov'ment supplied 'em. The Apaches was starvin' 'em to the bone. In Ohio and allus boostin' the character of the late G. Washington, I couldn't be mean enough, of course, to do him the honors and lie to Uncle Sam about who got 'em.

(To Be Continued.)