Oregon Sunday 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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The Lord is good, a stronghold in the time of trouble; and He knoweth them that trust in Him.—Nahum i, 7.

IN THE STREET

A TIRED man hobbled down a busy Chicago street. He was 55, but looked more. His hair was thin and gray and he was stooped.

He staggered, swayed and then dropped in a heap. A crowd gathered.

A doctor said: "You've got apoplexy. You work too hard. You're not old but you've made your body do too much for what you've got out of life. The only way you can save yourself is to stop and rest."

"I can't do that," said the sick man feebly; "I have to keep going. I work for the United States government."

There's the rub. There's where the whole world goes wrong. There's where civilization is as yet only a thin veneer.

By some it is thought fair for sugar produced for $9.44 a hundred pounds to be sold at $23.48, giving the manufacturer a profit of more than 14 cents a pound. The men who made those enormous profits had no thought of this government employe who dropped in the streets from overwork and who must work because he has to have something to eat and somewhere to sleep.

And the sugar profiteer is but one of a numerous kind. All of them think the purpose of life is to pile up fortune on fortune and wealth on wealth. With set faces and grim determination the great body of mankind is pressing forward, striving desperately for the same goal, the same ideal of gain, the same cherished thought of accumulation.

And the more powerful contrive and conspire for special advantages. There is no use denying it, or sneering at it, or disputing it. They do.

They oppose what we call progressive legislation. They cannot see the glory and the gladness in a country where the distribution of wealth would be such that no old employe would, from overwork, drop in the street.

They oppose change. They want to retain the power to make 14 cents on a pound of sugar that cost but 9½ cents. They oppose everything that promises a better chance for the millions of under dogs.

For 40 years they fought a proposal to afford farmers low interest on long time. And now that the system has been established, they are collecting a secret slush fund to hamstring it. Indeed, they have already put it out of business temporarily by a suit in the courts to have it declared unconstitutional.

Opposition to these better conditions for the masses is known as reaction. Those who oppose the change are called reactionaries. They are shrewd and they are powerful and they know how to manipulate.

They play the game of politics, and play it profoundly. They use elections as a means of perpetuating laws under which they have special advantages. There is no use to deny it, or dispute it, for it is true. Else why were millions of dollars paid out by the big ones in the presidential primaries in effort to nominate a presidential candidate? How were they to get those millions back except through special favors of government that in the end mean the impoverishment of the many, and mean aged men, like the federal employe, dropping from overwork, in the street?

National Chairman Will Hays made a statement that only $3,000,000 was to be raised, and two days later the treasurer of Mr. Hays' campaign committee stated that the figure would be $7,000,000, more than double the total announced by Chairman Hays. This is a big discrepancy. Could the treasurer, who said the slush fund was to be $7,000,000, be wrong? Amid so much disagreement in figures, it is entirely probable that Governor Cox is right in putting the amount at $15,000,000. What do they intend to do with all that money in an election? What are those who are buying votes so heavily going to get in return in order to clean up their expected big profit?

TWELVE BOTTLES

WEDNESDAY, a Portland man drank 12 bottles of a "patent medicine" widely advertised in Portland newspapers as a "cure-all." He was removed to the hospital in an unconscious condition.

Numerous so-called "patent medicines" are notorious for their high alcoholic content, and are sought by many as a substitute for the high-priced moonshine whiskey. It is a violation of both the spirit and letter of the prohibition law, which, in time, the authorities will undoubtedly be able to abate. Not all "patent medicines" are pernicious, but there are numerous nostrums that are merely a substitute for forbidden booze.

The Journal has no part in aiding venders and manufacturers to sell these pernicious nostrums. To protect its readers from the misstatements, and, in some cases, obvious falsity, of some of the dealers, this paper some time ago inaugurated a policy of refusing to give space to advertisements of "patent medicines" to be taken internally, or any advertising of any kind which purports to cure any disease.

The rejection of this advertising results in a heavy financial loss to The Journal. There are times when the revenues that would come to the paper, and which the paper rejects under the rule, would amount to several hundred dollars in a single day.

The publisher was strongly advised by some advertising agencies not to enter upon the course.

But a square deal with its patrons is worth more to The Journal than any benefit it can hope to secure through giving publicity to business that may bring harm to them, as in the case of the man who drank 12 bottles of a so-called "cure-all."

Incidentally, the big life insurance companies will not longer insure men who drink promiscuously of moonshine whiskey, "bootleg," and the other forms of outlaw booze, disguised under sweet sounding names.

If the Prohibitionists want a medium through which to vote their sentiments, the fact that they lost their existence as a party in Oregon through lack of strength at the last election ought not to be allowed to stand in their way. In theory, this is a country of free ballots and it ought in all cases to be made so in practice. When, as is now the case, members of that party are appealing for signatures to their petitions to restore their standing politically, it would seem that there would be very many men and women ready to assist them by signing their petitions. That is a generous and a chivalrous course, perfectly appropriate to good American citizenship.

FIGHTING THE FARMER

THERE are two main schools of political thought in America. One believes in things as they have been and wants little or no change; the other thinks there should be advances to meet changing conditions. When Senator Harding opposed the farm loan system he was honest in his conviction, and believed his view was the best for the country. There are many who believe as Senator Harding did, because they are of the same school of political thought.

But the farmers, because they were losing their farms under foreclosure of mortgages, wanted a rural credits system under which they could borrow money at low interest rates and for long terms. They had long been borrowing of private mortgage bankers and farm mortgage companies at rates and on terms that their farms could not pay. Their interests naturally threw them into that school of political thought which believes changes can be made here and there that will better human conditions. Theirs is the progressive thought. Those who opposed the farm loan system which the farmer asked for and got, belong to the reactionary school.

"I say there is no more need for a measure of this kind for the agriculturists of the state of Ohio," said Senator Harding, in his fight in the senate against the farm loan bill, "than for the government to step in and take charge of all our industrial and productive affairs in that state." At the same time he presented the argument of a mortgage banker friend indicting the bill in this language:

The bill includes in its plan such incompatible elements as federal and private land banks, cooperative associations, so-called, and various kinds of mortgaging institutions, whether organized under national or state laws. The latter, however, by the adroit wording of an apparently insignificant clause, must have capital stock. This deprives life insurance companies, mutual savings banks and building and loan associations (which are without capital stock) of the tax exemption privileges and benefits of the system. The obvious purpose of this joker is, of course, to place these GREATEST OF MORTGAGING CONCERNS AT A DISADVANTAGE AS COMPETITORS WITH THE NEW GOVERNMENT INSTITUTIONS TO BE FORMED. THIS COMPLICATED AND DISORDERLY SYSTEM WOULD BE, IN FACT, A BUREAU OF THE TREASURY DEPARTMENT, SUPERVISED AND DIRECTED BY A BOARD CONSISTING OF THE SECRETARY OF THE TREASURY AND FOUR OTHER APPOINTEES OF THE PRESIDENT. * * * MANIFESTLY THIS IS FAR FROM BEING A LAND CREDIT SYSTEM. RESTING UPON THE GOOD FAITH AND HONOR OF THE UNITED STATES IT IS MACHINERY FOR UTILIZING THE CASH AND THE CREDIT OF THE GOVERNMENT AND FOR DOLING OUT PUBLIC FUNDS AND GRANTING SPECIAL FAVORS TO A PARTICULAR CLASS OF PRIVATE INDIVIDUALS.

Though for a hundred years the government had been granting special favors in the way of tariffs to manufacturers here was an argument against granting a favor to the farmers. The argument presented by Senator Harding is the same as the argument now being used by the Farm Mortgage Bankers' Association of America in collecting funds with which to fight the farm loan system. A letter sent out by that organization was printed a short time ago in The Journal. To show how the fight against the farm loan system is still going on the letter is here reprinted. It is written on the letterhead of the Farm Mortgage Bankers' Association of America, and is as follows:

Oswego, Kan., January 2, 1920.

Dear Sir:—I am sure all members of the Farm Mortgage Bankers' association cannot fail to be deeply interested in the following letter from W. T. Day of the Day & Hansen Security company of Spokane, Wash., in relation to the need for generous subscriptions by our membership to the educational campaign fund.

As a member of the finance committee I wish to urge upon you, its chairman, the necessity of impressing upon each member of the Farm Mortgage Bankers' association and others who are interested in farm mortgage investments, the great importance of subscribing most liberally to the EDUCATIONAL FUND WHICH IS TO BE USED DURING THE NEXT FEW MONTHS IN AN ENDEAVOR TO MOULD SENTIMENT AMONG CONGRESSMEN AND OTHERS IN FAVOR OF A REPEAL OF THAT PORTION OF THE FEDERAL FARM LOAN ACT EXEMPTING THE BONDS ISSUED UNDER THE ACT FROM TAXATION.

THIS WILL MEAN EVERYTHING TO THE MORTGAGE BANKERS, and it should be supported by the taxpayers of the country. I feel that the strong and only hope of securing legislative assistance to us is through sentiment in favor of abolishing the tax exemption feature of these securities. This almost means life or death to mortgage companies and others dealing in mortgage securities, as at the present time the federal land bank and joint stock land banks are covering the best fields and loan in such sums of money that no legitimate mortgage company can long meet the competition if the tax exemption feature is allowed to remain.

Any mortgage banker or other individual who does any mortgage-loan business to speak of CAN AFFORD TO PUT $150, WHICH WAS THE SUM SUBSCRIBED BY MEMBERS OF THE ASSOCIATION, TOWARD CARRYING ON THIS FIGHT. I TRUST THAT A GREAT MANY WILL SEE FIT TO INCREASE THE SAID SUM IN SUPPORT OF THE CAMPAIGN NOW BEING WAGED. IT IS THE DUTY, AND SHOULD BE THE DESIRE, OF EVERY FARM-MORTGAGE BANKER AND INDIVIDUAL INTERESTED IN FARM MORTGAGES TO DO THEIR UTMOST TO AID IN THIS CAMPAIGN, WHICH IS BEING CARRIED ON SO SPLENDIDLY BY MR. CHASSELL, OUR ABLE SECRETARY.

Hoping that you will be very successful in your campaign for raising these funds I beg to remain.

Mr. Day has certainly made it plain to all of us the absolute necessity of pushing this educational campaign in which you are so vitally interested. Please send in your check if not sent heretofore.

Yours truly,
ROBERT O. DEMING, Chairman.

WASTING PEOPLE'S MONEY

ON THIS page is a letter that shows exactly why railroad operation is inefficient.

It is a defense by a railroad man of the shipment of a trainload of gasoline from Tulsa, Oklahoma, to Portland, Oregon, via Fort Worth and San Francisco into Oregon, and an insistence by the contributor that the train so routed was more economically handled than if routed from Tulsa via Wichita and Ellsworth, Kansas, over the Union Pacific.

If any one will glance at the map and see the direct route that could have been taken and compare it with the roundabout route that was actually used the dispute would be quickly settled by the human eye.

But Mr. Hinshaw insists that Ashland, not Portland, was the destination, although by his own statement the train finally landed in Portland with seven cars, that being what was left after setting off cars at Ashland, Medford, Roseburg, Corvallis and at points all down the line to Portland, where seven cars were finally delivered.

By no process of reasoning, then, can Mr. Hinshaw establish the fact that the train's destination was Ashland, for the distribution of the loaded cars continued all the way through Oregon, ending finally at Portland.

But admitting that Ashland was the destination, Mr. Hinshaw is compelled by the railroad map to admit that by the route chosen the distance is 416 miles longer than if the Union Pacific route had been used. To reduce the extra distance to 416 he has to contend that the train on arrival at Portland would still have gone on to Ashland, a claim that he does not make in figuring his distance from Tulsa via the Southern Pacific. To be consistent in his reasoning, he should have added to his Southern Pacific figures the distance from Ashland to Portland, or not have added to his Union Pacific figures the distance from Portland to Ashland.

But giving him the benefit of his discrepancy, he is still, by his own statement, 416 miles longer via the route followed by the train than the distance would have been by the Union Pacific. And that 416 miles is four, if not five, added train days, four, if not five, added locomotives, four, if not five, added locomotive crews, four, if not five, added train crews, four, if not five, train days of extra fuel, all of which Mr. Hinshaw brushes aside as a mere trifle. And that kind of mere trifles in inefficient operation is one reason why the railroads are constantly before the public with appeals for higher rates.

And now that he has explained the roundabout routing of the gasoline train, perhaps Mr. Hinshaw will undertake to prove to the public that it was more economical and efficient to route that 150 cars of soy bean oil from Seattle via Portland, San Francisco, Los Angeles, and New Orleans to Cincinnati, 4176 miles, instead of sending it direct from Seattle to Cincinnati in only 2483 miles.

The very fact that men in charge of the railroads are before the public claiming that the trainload of gasoline could be handled more economically via the long route from Tulsa, Oklahoma, through Texas and San Francisco, to Portland, 3177 miles, than via the Union Pacific to Portland, 2048 miles, is a proof that the public will have to stand up and demand that either the interstate commerce commission act, or that congress pass a law to stop this extravagant waste of train mileage and a consquent waste of the money that the people pay to the companies in freight charges and passenger fares.

Description in Friday's Journal of the famine and desolation in the wake of the panic-stricken flight of Bolshevist troops crossing the frontier into East Prussia by thousands is a shocking tale of human misery. Many of the fleeing soldiers are accompanied by their wives and children whom they say they were forced to bring with them in order to save them from death by starvation. In America, we sometimes complain at our surroundings. But, by comparison, how fortunate is our lot when contrasted with the misery and wretchedness of millions in Europe!

THE NET TIGHTENS

THE trend of thought in the United States is toward greater severity in dealing with violators of traffic law. The National Traffic Officers' association convention, recently held at San Francisco, recommends that six months' imprisonment and permanent revocation of license be the portion of automobile operators who speed away from the scene of an accident without rendering assistance to the injured. They suggest revocation of licenses on second conviction of driving while intoxicated. Ten days' suspension of licenses or 10 days' imprisonment, or both, is recommended for those convicted of speeding the first time. Suspension of licenses for 30 days for ordinary breaches of traffic law is advocated by the association.

In New York there is a movement to make anyone convicted of reckless driving in connection with an accident in which injuries are sustained, punishable by one year in prison and $500 fine, or both. On this point, City Magistrate W. Bruce Cobb of the traffic court says:

"I believe that the offense of a person guilty of culpable negligence in driving or operating a vehicle whereby another is injured, should be a misdemeanor and be included under what is known as assault in the third degree, the maximum penalty for which is one year in prison, $500 fine, or both.

"Moreover, I believe that any glaring case, sufficiently outrageous to require the drastic punishment attached to a felony, might still be prosecuted successfully as such under the existing felonious assault provision."

The movement for heavier punishment for reckless drivers is country-wide. Throughout the United States campaigns have been undertaken to decrease the bloody toll of dangerous drivers. In every state steps have been taken toward jail sentences for speeders and reckless drivers, licensing drivers' laws such as that enacted in Oregon are being urged throughout the nation, and a general campaign for accident prevention undertaken.

The tendency in Oregon is to protect the sane drivers and pedestrians from the reckless motorists by heavier punishment. Gradually the net is drawing tighter. Jail sentences are more numerous, coroners' juries are returning more verdicts of guilty in guilty cases, but it yet remains for grand juries to hold reckless drivers to the courts for manslaughter.

And as public sentiment crystallizes under the strain of injuries and killings, the reckless motorists will receive stronger punishment. The trend of the nation is that way. It will be so in Portland.

It is possible that marines may be sent to protect the lives of American refugees reported to be in serious peril at Danzig. Here is example of the fact that we are not isolated. Americans are in every country in Europe, and will more and more be there. Have we no obligation to see that life is safe for them? If we have, how can we be a hermit nation?

Uncle Jeff Snow Says:

Henry Hendes has sold his auto and gone back to hosses on account of the way them gasless gas stations acted with him. Now he's kickin' at the price of feed. A feller was readin' to us outer a book at the Corners Commercial club t'other night how in Athens over 2000 year ago people thought it was awful the way the ristocrats cut corners and speeded their chariots and run over people and the courts done nuthin to 'em most jineraly speakin'.

IF THEY ONLY KNEW

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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.]

A STATEMENT BY MR. HINSHAW

Portland, Aug. 27.—To the Editor of The Journal.—Under date of August 15 there appeared an article in The Journal, under caption "Railroad Inefficiency," so misleading and groundless as to fact that I take this opportunity to present the matter in the proper light.

Handling this trainload of gasoline referred to in the article, and which was the inspiration of the article, via Southern Pacific preferred route was solicited by our Portland freight traffic office and secured after convincing Dealers Motor Car association that movement via that route was efficient and economic as regards time in transit against any other route.

Article "Railroad Inefficiency" conveys impression that the entire trainload moved the full distance, Tulsa, Okla., to Portland, Or., and excess mileage statement in article is based on such movement. Fact is, however, only seven of the 25 cars in this train moved as far as Portland, balance of 18 cars being distributed to points along the Southern Pacific line between Ashland and Portland. This being the case, proper point on which to base mileage is Ashland. Distance from Tulsa, Okla., via route over which this shipment moved, St. Louis & San Francisco railroad to Fort Worth, and Southern Pacific lines from Fort Worth to Ashland via El Paso, Texas, is 2864 miles. Distance via roads mentioned in article—that is, Midland Valley to Wichita, St. Louis & San Francisco to Ellsworth, Union Pacific to Portland, thence Southern Pacific to Ashland, is 2448 miles, or excess of only 416 miles via route over which shipment moved compared with excess mileage stated in article—1129 miles. To offset this slight excess mileage, outstanding feature to consider is the fact that for 2554 miles (Fort Worth to Ashland) shipment moved over lines operating as a unit. By so-called short line, shipment would have moved over mongrel route of four separate and distinct railroads. Transfer and interchange of cars and expense incident thereto, involved in such a movement, would result in delays and excessive switching operations far outweighing in effect slight additional mileage via through unit route used.

Considering these facts, believe it is obvious to all thinking men that in selecting route used, the public convenience was best served and a higher degree of operating efficiency maintained than could have been possible via and other route.—H. A. Hinshaw, General Freight Agent, Southern Pacific Co.

The Senate Oligarchy

From the New York World

When Senator Harding pays his tribute of reverence to the United States senate he really has in mind a little senatorial ring of Republicans. In the roll call of that august body they do not figure largely, but in the inner councils of the Republican majority they are supreme. Senator Harding is not one of them, but he dutifully has recognized their authority, else he would not have been nominated at Chicago by a little gathering of Republican senators in secret session.

To the senate oligarchy Senator Harding is under an immense debt of gratitude. No wonder that he sings their praises and addresses them as the senate, omitting to recall how few they are. When a bare handful of senators can run the United States senate to suit themselves and then run the Republican national convention in the same way, they deserve to be respected.

In actual operation they come pretty near being the Republican party. In their control of the Republican majority of the senate they are virtually absolute. The Penroses, Lodges and Smoots have shown their entire confidence in the Republican candidate. By association they knew him as being as reactionary as themselves.

To the establishment of senatorial government Senator Harding as the Republican candidate is committed. It is one of the few points on which his mind appears to be clear. There is no mistaking his meaning or where his pledges lead. Once before there was a Republican senatorial ring in power, with Aldrich at its head. What kind of tariff bill, for instance, would the senatorial ring, with Penrose, Lodge and Smoot in the seats of power, write, when assured in advance of Mr. Harding's approval, if he were president?

MORE OR LESS PERSONAL

Random Observations About Town

Carlton Chamberlayne, who lectured at the Gladstone Chautauqua in July, is at the Cornelius, awaiting word from San Francisco before starting out on a campaign tour for Cox. Chamberlayne was editor of the Utica Star, in New York, years ago, before he took the platform. He has contracted for a fall of lectures, but expects to have time to do some active campaigning for the Democratic party before the opening of his engagements.

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Mrs. Winifred Perry, who was a schoolgirl friend of Mrs. W. C. Culbertson at Oberlin college, has left for the East after a two weeks' visit with her old college mate.

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Mr. and Mrs. E. W. Cason of Los Angeles have left the Seward for an extensive trip through Canada. Cason is the biggest hotel broker in the West and in 18 months has sold $3,000,000 worth. Their trip through Canada will continue two months.

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Seth L. Roberts of the firm of Crandall & Roberts has gone East to attend the annual convention of the American Institute of Accounts at Washington, D. C. Roberts will also visit New York university and the Walton School of Commerce in Chicago in the interest of the Oregon state board of accountancy.

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S. Solomon, manager of the Wonder Millinery company, is leaving Portland Friday night for a six months' trip to China. He will sail from San Francisco about the middle of September on the Venezuela, visiting Honolulu, Manila, Hongkong, Shanghai and other cities of interest. The trip is largely for pleasure.

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Superintendent D. A. Grout was back at his desk Saturday after several weeks' absence in the East, where he was called by the serious illness of his mother, which resulted in her death. Grout was presented by the grade teachers of Portland on his return with a beautiful floral offering of gladiolas, asters and other late summer blossoms.

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Phil Metschan, manager of the Imperial hotel, had some lively road experiences that varied the monotony of an automobile ride from Eugene Friday. "On highway construction these days," said Metschan, "where one runs off the pavement it is like a train running off a bridge. Between Corvallis and Independence I came to a place where there had been recent grading and filling-in operations, and after the heavy rain this was soft as mush and slick as grease. Ten or 12 cars were stuck. A fellow from Oklahoma, another from Independence and I took a detour to one we thought might not be greasy. We reached the highway and just as the road joined the highway there was a steep pitch. We got one car over at a time, the three of us putting our shoulders to the car to get it over the top. I don't know how the other cars ever got out."

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E. W. Kramer, hydro-electrical engineer for the forest service, who has been on several months' detail in Portland, has gone back to Missoula, Mont. He will return to Portland in November. Kramer has been investigating water power projects during his stay in Portland and had just completed a trip through the Olympic national forest, where he studied the Lake Crescent project, and also the one on Cowlitz river in the Rainier national forest.

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Sidney B. Vincent, publicity manager of the Chamber of Commerce, returned Saturday from his annual vacation. Vincent spent two weeks at Ocean Park, Wash.

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Frederick T. Boles of Chicago, who was connected with the United States shipping board during the war, is spending a few days at the Portland.

OBSERVATIONS AND IMPRESSIONS OF THE JOURNAL MAN

By Fred Lockley

R. L. Eberman for years was a member of the Portland police force. He joined when George H. Williams was mayor and served under Chief of Police Hunt. He lives at Seaside now and operates a for hire auto. I went with him recently from Seaside to Cannon Beach. The road from Seaside to Ecola crosses the buttressing foothills of Tillamook Head, and in the 450-foot climb to the summit of the ridge the road winds in many a lariat loop and hairpin curve. Magnificent forests of stately spruce and hemlock, and tangled jungles of salal, huckleberry and salmonberry interspersed with huge ferns, make the drive one of the most picturesque along the coast.

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At Ecola I stopped to chat with O. D. Hutton, who has the unique distinction of being the father-in-law of two governors of Oregon—Oswald West and B. W. Olcott. As we came in sight of Haystack rock, whose base is laved by the waters of the Pacific, Mr. Eberman said:

"I am on my native heath here, for I have known this stretch of coast ever since I was a boy. I used to carry mail from Seaside to Tillamook. I was born at Skipanon, in this county, in 1866. My father, Ninian Alkanah Eberman, came to Clatsop Plains in 1843. He came across the plains with the Morrisons and John Minto and that party. In the early '40s he was a neighbor here on Clatsop Plains of Tom Owens, father of Dr. Owens Adair, and of the Hobsons and other oldtimers who came here when there were only three houses in Astoria.

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"My father took up a donation land claim of 640 acres on the site of the present city of Seaside. I was reared in Seaside and lived there till 1900. My sister, Mrs. F. S. Austin, still owns five acres of father's old claim, not far from the heart of the business district. I remember Seaside when there were but six families living here. Among them were those of Bill Hodge, Fred Beerman, George Sharp and A. J. Cloutrie. And by the way, Cloutrie, whose father was a French Canadian and whose mother was part Indian, ran the first summer resort hotel at Seaside. It is still standing, near the old Ben Holladay Seaside house.

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"The third resort hotel to be built at Seaside was the Grimes House. Among the earliest people who came to Seaside to spend summer vacations were Colonel David Dunne and family, Frank Davis of the old St. Charles hotel, Charles Knowles of the Imperial, A. T. Webb, Mrs. Charles Dodd, W. K. Smith, P. L. Willis, and Walter Burrell's father and his family. Most of the early day summer resorters had summer cottages or camped out in tents; for that was before the day of families stopping at hotels. It was rare in those days for a man with a family to eat a meal in a hotel or restaurant. When a person went to a restaurant and ate a two-bit meal it was something to remember and brag about.

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"When I was 16 I took the contract to carry the mail from Seaside to Tillamook. At first I made the trip afoot. Later I went on horseback by the old Indian trail. Still later I took the contract to carry the mail between Seaside and Astoria. I used to pick up occasional passengers, so I drove a team on this run.

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"I went to Portland in 1900 and took charge of the Oregon Water Power company's stables. In 1905, the year of the Lewis and Clark fair, I was appointed a patrolman on the Portland police force. I stayed on the force till 1913. Later I was deputy sheriff of Washington county and for a while I was a sergeant of police under Chief Wappenstein at Seattle. During the war I ostensibly worked in the shipyards, but my real work was ferreting out alien enemies and I. W. W. agitators."

As we drove back to Seaside Mr. Eberman pointed out the farms of the early day settlers. Pointing to one beautiful ranch, he said: "That place has 149 acres. My brother used to own it. He sold it for $150, took the man's note and never was able to get any money for it; so he still has the note. The man he sold it to got $1500 for it, and that owner sold it a few years ago for $25,000. It is a fine dairy ranch. Another of my brothers sold his quarter section near here for $400. It later sold for $20,000.

"From a few families I have seen Seaside grow to a summer population of 10,000, and from one hotel I have seen my father's old donation land claim become the leading all-the-year-round coast resort on the Northwest coast."

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON NOTES

Cyrus Buell, a pioneer of 1847, died at the home of his son near Tillamook, aged 83 years.

It is proposed to vote a bond district to replace the Middle Fork Irrigation company in Hood River county.

It is estimated that the hop acreage of Marion county is approximately 2440 of bearing hops and 991 that will come into bearing next year.

The application of the McMinnville Telephone company for an increase in rates will be heard by the public service commission September 7.

The hydrographic survey of the Umpqua river that is being made by the United States coast and geodetic survey at Gardiner is nearing completion.

Hoppicking has begun in Marion county. A yield of five bales per acre is expected. Some yards will pay pickers 70 cents a box, while others will pay $1.60 a hundred.

George Neuner of Roseburg is authority for the statement that Roy Bitner of Pendleton has 17 votes pledged to support his candidacy for president of the next state senate.

The Hood River Commercial club and the Merchants' association have appointed a joint executive committee to handle a campaign against the proposed interest bill to be voted on in November.

J. C. Johnson of Gold Beach has announced himself as an independent candidate for district attorney of Curry county in opposition to the regular Republican nominee, C. H. Buffington.

After being in the military service since June, 1898, Sergeant Corglish, noncommissioned officer in charge of the forest patrol base at Eugene, will be placed on the retired list next month.

Fifty per cent of the fall grain in the vicinity of Carlton, Yamhill county, is threshed. Grain is being delivered to the elevator at the rate of 2500 bushels a day. Many of the farmers are hauling with auto trucks.

A committee representing Tillamook county timbermen, dairymen and business men is considering the building of a jetty on the south side of the harbor and ascertaining the costs of shipping in hay, feed and other freight.

Decision in contempt proceedings against members of the county court, the state highway commission and others has been withheld by the circuit court of Klamath county pending the appearance of Contractor Huber.

WASHINGTON

The Kennewick district has begun the shipment of the 1920 prune crop.

With the Seattle ordinance as a model, the Yakima city commission is revising the traffic regulations.

The shortage of gasoline at Ellensburg and in Kittitas county is again present, with no immediate relief in sight.

Hoquiam has a population of 10,000, according to the director of the federal census in a letter to Congressman Johnson.

Andrew Speedie, aged 60 years, employed by the Raymond Lumber company, was killed by falling into a sawdust conveyor.

Deputy Sheriff Standefer of Castlerock has been arrested on a charge of extorting $23 from a Castlerock boy who had been fined $12.50.

Councilman Moore of Seattle has introduced an ordinance prohibiting jitneys from operating in a prescribed area of the business district.

A representative of the public service commission has made an investigation of power service at Centralia. Local industry has been considerably hampered by interruptions in it.

From an airplane piloted by Lieutenant M. B. Mammer the body of Pearl Rommelly, who was swept from her horse and drowned while crossing the Spokane river, has been discovered lying in shallow water.

C. B. Rondema has been arrested at Walla Walla on the charge of having been accessory to the tarring and feathering of W. D. Burton, an alleged harvest strike agitator, near Prescott. Four other arrests are expected soon.

IDAHO

A contract for approximately 50,000 square yards of cement sidewalk has been awarded by the city council of Twin Falls.

Farmers of Boise valley have filed a complaint with the public utilities commission that they are unable to get cars to ship their hay and grain.

The public service commission of Nevada will meet in joint session with the Idaho public utilities commission to act upon the petition of the Idaho Central railroad to construct a line from Rogerson to Wells, Nev.

Numbers and Morale

From the New York Evening Post.

Among the old-time normalcies to which Senator Harding would return there is the normalcy which regards the majority of American voters as by nature Republican and a Democratic victory as an aberration. Mr. Harding's native inclination for normalcy, silence and harmony is reinforced by the opinion of his managers that the Republican party's great need this year is silence and harmony.

The policy is based upon a fairly simple calculation of numbers. The Republican leaders have accepted the fact that because of divided councils within the party on the subject of the League of Nations, any stand the party might take on the league would bring a loss in normal voting strength. The question for them to decide was which would carry them further away from the Republican normalcy of numbers—surrender to Hiram Johnson or concession to the friends of the league.

The leaders have decided that Hiram Johnson in revolt would do more harm to normalcy than the friends of the league. Hiram Johnson's defection, so they have reasoned, is calculable in terms of solid electoral votes. Hiram Johnson might take away the electoral votes of California, of Washington, possibly of Kansas, probably of Ohio. It was a loss of solid army divisions. The friends of the league, on the other hand, threaten no such organized defection. If they go out of the party they go out as individuals.

It is a practical calculation. But like many other practical calculations, it omits the spiritual factor, which is so often decisive on the battlefield. It refuses to take morale into account. It refuses to see that an army going into battle with unweided forces held together by the bond of a painful harmony must be certainly lacking in that offensive spirit which is the surest guarantee of success; lacking, for that matter, in the sturdy defensive which can be maintained only by an army united in faith and resolution.

By surrendering to Hiram Johnson the Republican leaders may have kept a greater rifle strength than they would have kept by recognizing the party's duty to national honor. But they have thrown away that morale without which armies corrode and cave in and break in panic carrying with them the sturdiest of Hiram Johnson shock-troops in the rout.

Follow the Campaign Through The Journal

The national campaign is fast approaching the critical stage. Within a little more than two months the voters will have selected a president and vice president and members of congress.

Then there are the state and county offices to be filled, state measures to be passed upon, and in Portland city officials are to be chosen.

The Journal can be relied upon for complete information relative to the progress of the campaign.