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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I know I can surrender a known present and an unknown future to a well-known God.—William McDowell.

MR. LEWIS' LETTER

D. C. LEWIS, Portland, writes as follows:

Forming opinion from the contents of The Journal of August 27 one is irresistibly forced to the conclusion that The Journal thinks, or pretends to think, that if the people will only adopt the iniquitous "Divided Legislative Session," that not another bad law will ever find its way onto the statute books of Oregon.

"Of what use are laws that cannot be enforced," says The Journal, and then proceeds to argue that if we had a "divided session" all would be well and no defective laws would be enacted. Just the opposite from this was the experience of Pennsylvania when it tried the divided plan, and also of Vermont, and now the governor of California, where it is being tried, says: "I am not able to give an enthusiastic opinion in its favor because the results do not justify it"—and the secretary of state says: "The divided session plan is not giving satisfaction," and the civic and labor organizations say: "The divided session compels and intensifies the final rush in passing bills. * * * * We have had some occasions in which the bill signed by the governor is not at all the measure voted on."

Politicians do not like the divided session as proposed in Oregon. They say it failed in California.

It did not fail in California. The divided session in California is not like the Oregon plan. The California plan ought to fail. It was doomed to failure when adopted because it permits introduction of bills at the closing period.

The Oregon plan permits no bill to be introduced at the closing period. A bill can be amended only by four-fifths vote of all the members. The whole purpose of the closing period is to see that politicians slip no joker legislation through as has been the practice in Oregon for years. That is why the politicians generally are fighting the divided session.

Mr. Lewis says that the plan will cause a "jam" at the close of the session. The divided session is proposed for the exact purpose of preventing "jams." Its whole object is to prevent "jams" and to see to it that there is ample time for full consideration of all bills offered for passage. It is for that reason that 50 odd days are to intervene between the opening and closing periods.

That interim is proposed to give time for every citizen of Oregon to find out exactly what is in every bill that it is proposed to pass. It will give time for the attorney general of the state to point out legal defects and ambiguities and uncertainties and conflicts in bills offered for passage, all of which, by four fifths vote, can be corrected at the closing period.

The people of Oregon have been bedeviled for years by politicians who went to Salem and managed, in the closing hours of the legislative session, to slip through jobs, schemes and personal legislation. It was after midnight on the closing day that the notorious "midnight resolution" was slipped through. It is around or after midnight that all the big jobs of the legislature are wormed through.

There will be nothing of this kind if the divided session is adopted. The searchlight of publicity will stream over every measure under that plan.

It is hastily passed and ill-advised laws that help congest the courts. Every session of the legislature is followed by a crop of lawsuits to find out what the new laws mean or do not mean. The lessened litigation that it would cause would many times pay every year for the extra 10 days of the divided session.

The letter of a correspondent recently printed in The Journal complained that tickets at a 7½-cent rate of fare were not always obtainable of conductors on the Portland street cars. In response, the Oregon Public Service commission has sent a letter to the company, directing that such tickets must always be available when called for by passengers who want to take advantage of the lower fare. It is not likely that there will be further cause for complaint.

THE PORT AND POLITICS

A CITIZEN may listen with approval to the plea that adoption of the Swan island port measure will result in opening and deepening the west channel.

He may accept the proposition that the port commission should have funds for channel work more than it has at present.

He may not contest the assertion that the spoil from a great dredging enterprise, incident to channel deepening and the partial removal of Swan island, should not enhance the value of private lands without cost to their owners.

He may thrill responsively to the picture of a large development of industrial sites and railroad terminal yards where now the mucky submergence of Guilds lake and Mocks bottom is found.

His judgment may concur in the proposition that the reclamation of Mocks bottom, Guild lake and Swan island from areas waste and useless to areas filled and utilized is too great an effort for private ownership and lies alone within the power of the public.

But the honest-minded citizen, who trusts that the returns of increased commerce will balance the enlarged burden of bonded debt and annual tax, halts his approval when it reaches the provision contained in the port measure for the creation and the appointment of the Port of Portland commission.

The provision is that after a certain period of service by present port commissioners their successors shall be chosen by the legislature.

The provision, if enacted, means the introduction of politics into Port of Portland affairs. It means that legislative log rolling may confuse and confound Portland's port progress. It means that what has happened in the past may be repeated and a whole port board may be "slated" behind closed doors in the private offices of those whose special interest seems to them ample justification for their effort.

It should be clearly understood now, before the port measure is voted on in November, that the public sentiment of Portland as port and city is against surrendering the vital issues of port development to the log rolling, political philandering of legislative manipulators.

"I have found it necessary to give up the wood pile," announced a young married man of Portland, who has just become a golf enthusiast. "The chop stroke interferes with the pendulum stroke on the links." "Yes," added his wife with bitter emphasis, "I am finding it necessary to learn the chop stroke."

THE PENITENT CICOTTE

NAKED frankness in Eddie Cicotte's confession of his guilty part in the baseball scandal makes his position almost pitiable. Almost, but not quite, for there is nothing deserving of pity in mature guilt of Cicotte's kind.

A year ago this man was a diamond hero, regarded as a phenomenal pitcher, who would carry his teammates, the Chicago White Sox, to victory. Hopes and hats, coin and crumbs, were wagered that his prowess would be the undoing of his opponents.

But today, almost one year ago to the moment, he admits that he double-crossed his playmates and deceived his admirers. And $10,000 was the ransom he received for delivering his reputation to bandit-gamblers.

In this fall from grace, Cicotte pulled with him seven of his team-mates—and a wife and two babies. For these latter he feels sorry, he says, extremely sorry. So does the public, but public sorrow should not, and will not, extend beyond the wife and babies to Cicotte himself and his clique of grafters. Justice should be dealt to them as swiftly and as surely as it is to the pickpocket, the highwayman and the bootlegger.

Judging merely from the general trend, the merchants and manufacturers who announce no reduction in prices will be forced to acknowledge reduction in sales.

USE THE WATERWAYS

A FORMER traffic manager of the O-W. R. & N. once said to an audience in Corvallis that the railroads cannot compete with the waterways in cheapness of transportation.

The traffic head of a transcontinental railroad who was in Portland incident to the proposed adjustment on lumber rates said privately that from the railroad point of view a lowering of transcontinental lumber rates is not at all necessary; all the cars the railroads have available will be filled with lumber at the increased rates allowed by the interstate commerce commission.

The two assertions significantly point the way anew to the fact that the greatest of all opportunities has been presented during and since the war to make use of America's waterways.

Freight can be moved more cheaply by water. This is dictum No. 1. Not all the freight offered can be moved at the present time by rail. This is dictum No. 2.

The two leading parties of the United States have placed waterway planks in their platforms.

The transportation act contains a paragraph which reads:

"It is hereby declared to be the policy of congress to promote, encourage and develop water transportation, service and facilities in connection with the commerce of the United States, and to foster and preserve in full vigor both rail and water transportation."

In juxtaposition to this broad assertion, the National Rivers and Harbors congress calls attention to the fact that government contribution to railways during 1918 and 1919 reached the huge total of $2,668,988,086.53, and for waterways, $88,132,175.47.

The inconsistency of promise and performance can be cured by one means only. Let the public demand that promises be kept. Let public sentiment support reasonable measures for use of waterways. Let shippers give practical support to properly directed and properly sponsored effort to use the waterways as transportation arteries.

Water transportation is cheaper than rail. Do shippers desire economy?

THE MASTER'S VOICE

IT IS not a good thing for the United States for New York, Pennsylvania and New England to be the deciding factors in presidential elections in America.

They exercised dominion too long. Penrose is Pennsylvania. Aldrich was Rhode Island. And he exercised a greater dominion over American affairs than any average president.

For 40 years the people of America asked for a change in the financial system. Manhattan island wanted no change. Manhattan island has always thought that the United States was all beneath the towers and minarets of Wall street. The financial system of the land was satisfactory to the mighty men in the great buildings along that narrow street. And New York decided elections. And New York listened to its master's voice, the voice of the powerful financiers, and no change was made in the banking and currency system of the country until after the progressive revolt of 1912.

For 40 years the farmers of America begged the government for a farm loan system. But Pennsylvania and the country to the east and north was the home of great money lending corporations. It was a great temple of money changers, relying upon stiff interest on farm mortgages for swollen profits and easy existence.

They elected presidents and ruled congresses. The big interest rates which they compelled farmers to pay were satisfactory to them, and they wanted no farm loan system with low interest and long time on farm loans.

And there was the same resistance from the same quarter to an American owned merchant marine. The Morgans of Wall street and their associates operated great ship lines that flew the British flag. The emblem on their American flag was the dollar mark, and there were more dollars for them in ships flying the British flag; so the ships they owned flew the British flag. And they were in the pivotal states that decided presidential elections.

And they fought and killed every attempt to create an American merchant marine, until the great progressive movement of 1912 broke their dominion over presidents and congresses and gave the rest of America a chance to be heard in the great councils of the nation.

The northeast corner of the United States is the citadel of reaction. Its thoughts are not like the thoughts of the great free West. Its mind is for barter and bargain and gain. Its soul is cankered and hardened with aspiration for profit. It is on the West, the uncommercialized, the open-handed West, that the human side of America must center its hopes and its aspirations.

There is an irrepressible conflict between the money changers of the great reactionary belt and the producing millions who fill up the rest of America. That little interest and dividend taking corner of the country fills its treasuries, not by felling the forests or plowing the fields, or by great reclamation works or other great constructive endeavor, but by clipping coupons from its bonds and collecting the toll from its mortgages. It will continue to run the country if it can, and, naturally and inevitably, it will run the country in a manner satisfactory to itself and its tribe.

Senator Harding was selected by a few of the managing men from this citadel of the money changers. He is their personal candidate. He says publicly that he will ask the guidance of these men in shaping the affairs of this country.

He opposed, for example, the farm loan system. He voted and spoke against the excess profits tax. He voted against a tax on war profits. He voted against increased income taxes on the big corporations. And, while he was voting against increasing the taxes on war profits and excess profits and on the corporations, he voted for a war tax on the agricultural and professional corporations.

THE BASEBALL FAN

WITHOUT the baseball fan the baseball player would find himself selling cigars, racking the balls or pushing the shovel. Should the fan's enthusiasm expire, then the empty grandstands and bleachers would be sold for junk and cull lumber and baseball lots would be made into children's playgrounds. The fan is the motive.

But someone with unsavory interest crept in. The gambler flaunted promise of gold before stupid stars of the diamond and they fell.

Thus was the fan betrayed.

* * *

At the Polo grounds in New York is a grand stand of steel and concrete which cost probably more than a million dollars. It is supported by steel pillars and foundation of stone. Its structure was the faith of fandom in the uniformed men who romp on the field. Should this faith be taken away the huge stand would become a mere mockery, and the institution it represents would be a bitter memory to meditating fans, cursing their futile, hectic cheers at a frameup match.

Why was the information on which the eight White Sox players were indicted withheld so long? It was suspected last year. Exposure apparently was delayed in certain quarters.

This delay deepened distrust. The purging must be complete, for confidence will not be restored until the last of the stain has been removed.

ONE REASON IS HERRICK

By Carl Smith, Washington Staff Correspondent of The Journal

Washington, Oct. 1.—When the bill establishing the farm loan system was before the United States senate in 1916 there was an active propaganda against it, fostered by leading bankers engaged in the business of loaning money to farmers at rates higher than the farm loan system would provide it. There were speeches against it, and among those who threw cold water on it was Warren G. Harding of Ohio.

* * *

Mr. Harding rose in his place on April 26, 1916, and prefaced his remarks by presenting for publication in the Congressional Record a statement by Myron T. Herrick, Ohio financier and present earnest supporter of Harding for president, in which the farm loan bill was denounced as "defective, dangerous and useless, full of flaws, inconsistencies, loopholes, jokers and meaningless verbiage." After expressing his confidence in the good judgment of Colonel Herrick, Senator Harding exclaimed:

"I am trying to learn from members of this body the real reason for pressing a measure of this kind. I will not assume to say that conditions in Ohio are altogether like those of other states in the Union, but I do believe I state an absolute truth when I say that there is no more need for a measure of this kind for the agriculturists of the state of Ohio than for the government to step in and take charge of all our industrial and productive affairs in that state.

"I know something about the banking business in what is termed an interior county seat, and I know from personal contact with the problem that the average Ohio farmer can secure money more readily than any other person in the state, and he can secure it on less credit than any man in a mercantile or manufacturing enterprise."

* * *

Senator Harding's insinuation as to what the "real reason" might be for pressing a measure of this kind is perhaps explained by the Herrick statement, for Herrick said "it would not have the ghost of a chance in congress were it not for the fact that a presidential campaign is near." Herrick made it plain that the bill, in his view, was "utterly vicious," because it proposed use of the cash and credit of the United States for a "special class," that is, the farmer, and was "fraught with grave dangers because of wrongful combination with long term operations." He particularly objected to what he termed the "joker" in exempting farm loan bonds from taxation. The debate soon brought out the fact that Herrick is the head of the Society for Savings in Ohio, the largest savings bank in the state and the largest lender to farmers.

* * *

Harding came promptly to the defense of Herrick, saying that Herrick's bank is a mutual institution, in which there is no private stockholder and no selfish interest to serve, to which Senator Hollis, in charge of the bill, rejoined: "I am very well aware of that, but no doubt Governor Herrick, if he is fit to be the head of that institution, wants it to flourish and he would be very sorry to see any part of its business taken away from it. * * * Ever since the joint committee started this proposition Governor Herrick has been bombarding them with communications."

* * *

The most recent report of the farm loan board up to close of business on August 31 shows that there were 129,967 farm loan borrowers, with $363,523,189 in loans closed. This total would be much larger except for suspension of operations pending supreme court decision upon the suit attacking the constitutionality of the act, by which the investment bankers hope to wipe out the system. In the state of Ohio the loans closed amount to $2,773,200.

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. FULLER

Portland, Sept. 29.—To the Editor of The Journal—Referring to the letter of James B. Rogers, in your issue of September 26, regarding his inability to obtain strip tickets from conductors on the Bridge transfers and other cars of this company, I believe a statement covering the whole of this matter will be in order.

The Portland Railway, Light & Power company is fully aware of its duty, in accordance with the order of the public service commission, of providing strip tickets for sale on its cars, and to this end has—

First—Provided full stocks of tickets at all of its carbarns where conductors and operators report for duty.

Second—Furnished each conductor $22.50 to enable him to carry a stock of tickets without cost to himself, in addition to the $5 change money furnished him. Thus each conductor has all of the time in his hands $27.50 of company funds. The total in the hands of conductors on our city system for the purpose of carrying tickets and making change at this date amounts to $22,547.

Third—Directed conductors to replenish their stock of tickets at the barns before taking their runs. Should they run short, however, they can notify the dispatcher or carbarn office by telephone or through an inspector and the tickets will then be provided them. A call of this kind, however, seldom occurs. Strip tickets are also obtainable at First and Alder street ticket office or the general offices in the Electric building.

Fourth—Caused inspections to be made several times a month on unannounced days and different lines, requiring the conductor to produce his stock of tickets and cash to determine whether he is following the rule requiring the carrying of such tickets.

Fifth—Endeavored to enforce the rule for carrying tickets and company's funds by various measures, including discharge, suspension and warning.

The writer of the article referred to is undoubtedly correct in his statement as to his failure in several instances to obtain tickets on the cars, but without evidence in the specific cases it would be impossible to determine where the fault for such failure lies.

The writer of the communication, however, is unquestionably mistaken in his statement that the "conductor has to pay for these tickets out of his pocket, thus tieing his little wealth up in tickets with no interest until he resigns or gets fired." Many similar statements are made and published from time to time regarding street railway matters apparently without any effort to ascertain the facts.

F. I. Fuller,
First vice president, Portland Railway, Light & Power company.

CRITICISING BILLY SUNDAY

Portland, Sept. 28.—To the Editor of The Journal—I note the question in The Journal under the date of September 27 by T. J. McKean—"Can a man be a Republican and a Christian?" and his decision that it would be almost impossible, without giving any reason why. Mr. McKean must have forgotten that but very few of The Journal's readers heard what Billy Sunday had to say in regard to the League of Nations on Labor day. But that is immaterial, judging from Billy's harangue at Gladstone park last summer, where he arraigned every political, religious and industrial organization that in his opinion was not strictly Republican.

But no matter, for no intellectual person will take his bearings from Billy Sunday as regards either politics or religion.

But I would say to Mr. McKean: "This is what we should like to know: Do you think St. Peter could hold his job if he permitted anyone to enter the pearly gates who was credulous or simple-minded enough to be taken in by any political juggler, be he Democrat or Republican?"

C. P.

MR. POLK TO MR. BROWN

Hood River, Sept. 29.—To the Editor of The Journal—One of your contributors, Sam Brown, wants the "home brew," whatever that means. A worse thing could hardly happen than to allow everybody who wishes, to manufacture whiskey for "home" use. Mr. Brown says it "drives away dull care." Yes, and everybody else, when it is allowed full swing. He also objects to the manner of searching homes. For the reason, I suppose, that they succeeded in locating the whiskey. Mr. Brown thinks the "home brew" would destroy the demand for moonshine. I believe he is right in this, for if these so-called light wines and this "home brew" were allowed we should soon have a full sunshine business everywhere. God created the grain for food, and gave the grain a constructive spirit called vitamine; and man proposes, by a process of distillation, to change this spirit into a demon of destruction called alcohol, which has done more to wreck the homes of this country than all else combined. Women were denied the ballot for years, because it was feared they would put a quietus on this "home brew" business. And that is exactly what they have done. Had it not been for the effort and labor of the women of this country the "home brew" would still be in evidence.

Mr. Brown says, "If we could have this and not have to steal," etc. Now I confess I hardly know which is the worst, the drunkard or the thief. We have institutions to take care of both classes, but why should we spend so much money on effects? Put old John Barleycorn behind the bars and put an end to the whole rotten business. This is my doctrine. There is one lesson we must all learn sooner or later, and that is, "I am my brother's keeper."

John B. Polk.

THE LEAGUE PARAMOUNT

Seaside, Sept. 27.—To the Editor of The Journal—I take great interest in the league question and believe it to be the paramount issue of this election, and that fully eight-tenths of the voters are in favor of a League of Nations to prevent future wars. Then it should become the duty of every voter, irrespective of party, to study carefully the present covenant, and not take the advice of any adverse interest. Should we do this, we need have no fear of what the result will be next November.

Grant that this covenant is not satisfactory to some of us. If memory serves me right, England had objections, as did France, Italy and Belgium, but they signed. And why? Simply because they are sincere in their desire to form a League of Nations for the prevention of future wars, and they realize that were the representatives of the nations of the world to sit continually for the next 25 years they would be unable to produce a league covenant satisfactory to all concerned—one that we could call perfect. Was there ever anything created by man that is perfect? Has not our federal constitution been amended? And there is not a state constitution or city charter but has been amended time after time. Just so with this or any other covenant that may be written—it will need to be amended as time goes on.

Do Senator Harding, Lodge, Knox and others think they are qualified to write a league covenant that will be satisfactory to us, and then lay it before the nations in the present league, and say, "Sign here, please, and scrap your present league"? And will they sign? If they think they can, it might be a good idea for Senator Harding to put, say, about 14 teeth into the articles of the Hague tribunal and send them across as a feeler. Besides, it would afford us a comparison with the articles of the present covenant.

A Common Laborer.

MR. HERMANN MAKES REPLIES

Portland, Sept. 27.—To the Editor of The Journal—In The Sunday Journal of Sept. 26 appeared two remarkable letters on the single tax. They represent altogether too well how little single tax is understood. H. E. Glazier, calling himself a hayseed, tells us he will leave the state if single tax comes, for he says that "very few are making any improvements on their farms, and most of them pay their taxes one-half at a time." Just how the single tax could possibly make it worse for Mr. Glazier is a mystery. Does he think it would destroy improvement if it were exempt from taxation? Does taxing improvement encourage building? If Mr. Glazier had the slightest idea how many times a day he pays taxes, and how much, he would either vote for single tax or leave the world altogether.

And J. Harold says, in his characteristic way, "Single tax is a commendable measure, but its reach is not sufficient to mitigate our present day woes—woes which cannot be mitigated so long as asses are willing to act as saddle beasts in carrying exploiters of labor."

It would be interesting to hear a debate between these two writers on the question, "Is Civilization a Failure?" Or it might be, "Is Humanity a Failure?" I say they represent a very large part of our commonwealth, and yet a handful of informed people, without means and with the wealthiest and most powerful combination of privilege on earth opposing them, must educate the people to a point where they can see the harmony and justice of a natural order of society which would result from the application of single tax as a basis of an industrial democracy.

J. R. Hermann.

FOR AMERICANS FIRST

Portland, Sept. 25.—To the Editor of The Journal—We see a great deal in the papers about what Portland is doing for the foreigner. What are we doing for Americans? There is in our vicinity an American who has endeavored for more than two months to secure employment that would enable him to provide a respectable living for himself and family. This man's ancestors fought for this country in the wars of 1776, 1812 and 1861. His brothers fought in the Spanish-American war. He is well educated, honest and reliable, but has a crippled hand and is discriminated against because of this. Surely there are firms in our city who could use such a man.

Why not give such American men and women preference in securing stalls in the public market? They would come as near giving the public a square deal as the foreigners who are spending as little as possible in this country and are sending their savings to other countries. This would solve the market question in a manner no one could complain of.

An American.

SPEAKING OF ASSASSINATIONS

Aurora, Sept. 24.—To the Editor of The Journal—The Oregonian of September 18 says editorially, concerning the bomb outrage in New York city: "For there is a close connection between this monstrous crime and the character and policy of the federal administration."

Perhaps the Oregonian can point out what kind of connection, "close" or otherwise, there was between the equally monstrous crimes of the assassination of President Garfield and President McKinley and the (then) federal administration.

Napoleon Davis.

SPOTLIGHT ON WAR

From the Baltimore Sun

The normal man is a normal animal and will fight when angered. He does not willingly fight, until his temper is aroused.

When statesmen, playing their game of diplomacy for territory and trade, are unable to make headway by peaceful means, they seek to accomplish their ends by force. They pick quarrels and then step aside to let others do the fighting.

When statesmen have set the stage for a fight and found a safe retreat from which to observe the fray, their first task is to arouse the passions of cannon fodder. A few half truths, a few adroit appeals to a slumbering race prejudice, a few clever phrases concerning the righteousness of the cause, and the thing is done. Nations seethe with hate, and blind, foolish, unthinking men fly at each other's throats. The world is given over to organized murder, with benefit of clergy, and vulture statesmen hover near to pick the bones.

Never yet has there been a war that could not have been avoided. Never more would there be a war if the statesmen who plan and invoke wars were required to take their places in the trenches.

Men who fight and kill to settle their private quarrels are placed in jail. They are criminals. Men who fight and kill to settle the quarrels and back up the bluffs of diplomats are heroes.

There is very little honest thinking in the world, but there is hope of a better day in the fact that cannon fodder has grown tired of doing murder to please statesmen bent on conquest.

THE CUSTOM OF THE COUNTRY

From the Kansas City Journal

"Then you have no complaint to lodge against the train robbers?"

"Nothing special. They took all I had, just like the other people I met up with on my trip."

Curious Bits of Information for the Curious

Gleaned From Curious Places

Professor J. Perrin has made a study of soap bubbles and announces that they are 5 millimicrons thick. This means that it would take more than 5,000,000 films of a soap bubble to make one inch in thickness. While this is getting things down pretty fine, still the elementary leaflet of mica is finer. Mica can be split down to a thickness of one molecule, which is thinner than the thickness of the skin of a soap bubble, which suggests that the latter must be crystalline in structure. Just before a soap bubble bursts dark spots form on it. He found that these housed still darker, smaller spots. These are droplets of water surrounded by strata condensed upon the membrane. They are described as being like dust motes in a sunbeam.

Olden Oregon

Blowing Up of the Steamboat Gazelle an Early Days Tragedy.

One of the tragedies of territorial days was the explosion of the steamer Gazelle while lying at her wharf at Oregon City. Of the 50 persons on board at the time of the explosion 22 were killed outright and many others injured. Among the victims of the explosion were many of the leading people of the territory. The Gazelle was a side-wheeler, built for the upper Willamette traffic in 1853. She began to operate in March, 1854, but was blown up the following month. The wreck of the vessel was afterward floated over the falls and refitted into the Senorita, which was employed in carrying troops and army stores from Portland to Vancouver and the Cascades.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Let's hope the retailers soon awake to the full realization of the fact that the price of living, wholesale, is coming down.

* * *

"Wheat Futures Drop Nine Cents," says a headline, but personally we're more interested in the price of wheat shredded.

* * *

Galveston put up a seawall to save the city from floods and now a more recent disaster there emphasizes the need of more substantial firewalls.

* * *

Irvin S. Cobb, it seems, has no permit to kill antelope in Oregon, but if one of the fleet-footed animals gets a good look at the noted humorist and laughs itself to death—what then?

Refreshing rain! What?

* * *

A navy balloon, lost in the fog, crashed into a hill near Hollywood, Cal., where they make most of the movies, and likely as not some enterprising camera man was on the job to catch some real reel thrillers.

SIDELIGHTS

The price of automobiles is falling. All very well, but we would be more pleased if the price of bread and bacon was dropping. We can walk if we can't ride but there isn't any substitute for eating.—Astoria Budget.

* * *

Regular webfoot rains have been visiting this section of Eastern Oregon during the past week with such regularity that people imagine they are on the other side of the Cascades.—Crane American.

* * *

A Medford high school graduate has written a thesis entitled, "The Logical Necessity of a Constant in the Concept of Space." One would travel a long way before finding a subject any clearer, and which everybody knows so much about.—Medford Mail Tribune.

* * *

Everything is about ready now for the regular grind at the paper mill; and may it be a prosperous one, and a long one, as it no doubt will be. It should be going strong a hundred years from now, and that will be long enough for most of us.—Salem Statesman.

MORE OR LESS PERSONAL

Random Observations About Town

On his way to the Orcint, where he will carry on some agricultural and irrigation work for the Chinese government, Charles L. MacFarland of Richmond, Va., spent Wednesday in Portland at the Multnomah hotel. MacFarland is an expert on dry farming, has seen service in the canal zone, and for the last 20 years has been connected with various agricultural colleges as instructor.

Mr. and Mrs. A. W. Peters and family of Hood River, where the big apples grow, are spending a few days at the Portland. Peters has a big orchard of his own and is preparing to harvest a bumper crop.

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Mr. and Mrs. Robert L. Lyons of Waltham, Mass., and Mr. and Mrs. C. J. Sibbald of Troy, N. Y., are among the tourists at the Multnomah who are taking in the wonders of the Pacific Northwest. Waltham is the home of the watch industry and Troy turns out 75 per cent of the shirts, collars and cuffs of the country, it is said.

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Mr. and Mrs. C. N. Ravlin, who have a big apple ranch at Hood River, are sojourning at the Benson. The Ravlins are contemplating, after they have harvested their apple crop, to spend the winter in Portland.

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Arthur McKeon, who is part owner of the Chandler hotel at Marshfield and who is influential in financial circles in the coast town, is among the newly arrived at the Oregon.

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The oldtime joke about a newlywed forgetting his bride in times of buying railroad tickets and registering at hotels cannot be said of Ray L. Williams, who wrote "Ray L. Williams and wife," with a big flourish on the Imperial book Thursday afternoon. The wedding was not to come off until Thursday evening, the clerk said.

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S. F. Berg, who runs a mercantile establishment of his own at San Francisco, has arrived in the city to visit his brother, Charles Berg of Lennon's. Berg is staying at the Portland.

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Edmonton, Alberta, is growing rapidly, and the Grand Trunk railway system has brought more strangers to the city than have ever visited it before, says C. G. Sommers of the place, who, together with Mrs. Sommers, is visiting at the Multnomah. Many of the visitors to Edmonton are planning to locate permanently he says.

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Mr. and Mrs. W. H. Gore and daughter of Medford are at the Imperial. Gore is a senator, a banker and several other things connected with the welfare and progress of Medford and Oregon. At the Imperial also are Mr. and Mrs. E. E. Gore, Miss Beulah Gore, Miss Ruth Warner and Mrs. George Andrews of Medford.

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G. R. Martin, executive vice president of the Great Northern railway, with headquarters in St. Paul, is one of the recent arrivals at the Multnomah.

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After taking in the Pendleton Round-Up, Mr. and Mrs. W. E. Tallent and Mr. and Mrs. C. H. Callender of Astoria, together with Miss Odell of New York, are stopping for a brief time at the Portland before driving in their car to Salem to give the state fair the once over before returning to their home at the mouth of the Columbia.

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Mr. and Mrs. C. H. Hudson, who are engaged in the lumber industry at North Bend, Or., are visiting at the Benson. Hudson, like other lumbermen of the Northwest, is keenly interested in the reduction of freight rates as affects the lumber trade.

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Mr. and Mrs. E. O. McCoy, who operate one of the banks at The Dalles, are in the city to attend grand opera. They are staying at the Portland.

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I. Jeffries of Hood River is registered with his brother, J. F. Jeffries of Honolulu, at the Multnomah.

OBSERVATIONS AND IMPRESSIONS OF THE JOURNAL MAN

By Fred Lockley

[At the state fair Mr. Lockley also taken a look at the Morrow county exhibit, and is tutored in relation to Morrow's resources by an ardent Morrow fan who deals in the largest kinds of figures, all of which have the goods to back them up.]

"Morrow county per capita is one of the richest counties in the state," said W. W. Smeed to me as I stopped to look over the Morrow county booth at the state fair. "Listen. We harvested over 2,000,000 bushels of wheat this year. At $2.50 a bushel, that means an income of $5,000,000 to the county. We export about 150,000 sheep annually, which means not less than $1,000,000 to Morrow county sheepmen. We ship out an average of 1,250,000 pounds of wool, worth about $500,000, while the income from our hay, of which we raise 30,000 tons, amounts to another half million. That makes a yearly income from those four items of $7,000,000. Our total population we estimate at about 7000, which makes a per capita income of $1000 a year in our county. If you will size up our fruit and vegetables, our melons and honey and our other products, you will see we have many additional sources of revenue.

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"I moved to Eola, just across the river from Salem, in 1867. After five years I moved to the Alsea valley, where I spent another five years. I put in the next 10 years prospecting and mining. In 1880 I took up a half section of dry land near Ella, in Morrow county. In those days Heppner, the county seat, founded by Henry Heppner, was a village of about 200 people. The men I remember best in the Heppner of 40 years ago were Henry Heppner, Frank Mattox, Ed Bishop, Gov. Rea, Ed and Tom Matlock, Jim Sperry, Henry Blackman and Phil Cohn. Our little village has now grown to a city of 1200. Ione is the next largest community. Then come Lexington, Hardman and Boardman. When B. F. Vaughan, the postmaster, was drowned in the big flood of 1903 I was appointed postmaster and served in that capacity 10 years.

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"Yes, I guess I know nearly everyone in the county. We have some of the biggest sheepmen in the state up our way. Take such men as John Kilkenny, C. A. Minor, W. T. Matlock, Pat Connell, Mike Kenny, Bruce Kelly, Mike Marshall and Anson Wright. They all have large holdings of land and sheep. At present we have about 260,000 sheep in our county. The wool we like best is from Merino ewes crossed with Lincoln rams.

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"When you drop in for a visit with William Podburn you will find him farming 12,000 acres, most of which is in wheat. Ione is the largest egg shipping station on the whole O-W. R. & N. system. "Farmer" Smith has looked up the figures and can give you the exact facts on it. We are beginning to raise in a large way Yellow Dent corn for our silos. It runs from 75 to 100 bushels to the acre. With irrigation such as we have at Irrigon and Boardman we raise wonderful crops of melons and grapes. Yes, Morrow is a county with a great future."

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader

OREGON

As a result of washouts the McKenzie pass highway is reported to be impassable.

The total attendance of the Albany public schools is 1208, a gain of 126 over last year's enrollment.

Peter Loggie has filed his petition as a candidate for mayor of North Bend. Thus far he has no opposition.

The Mt. Hood Railroad company has received a new locomotive for freight service. It is of the Mikado type.

Three teachers are needed in the Albany public schools. The increase in students this year over last is 126.

Space for exhibits at the Wasco county fair is at a premium. Workmen have started the construction of the main pavilion.

Residents of North Roseburg are complaining of the odor of prune juice which comes from three prune packing plants in the vicinity.

Three Eugene public school buildings are reported overcrowded and the others are filling up rapidly. The high school is also congested.

The Umatilla agency will send a delegation of 40 children to the Chemawa school this year, the largest number ever sent from the agency.

Fire has destroyed the prune evaporating plant of F. A. Kurtz, four miles from Salem. The loss is estimated at $17,000 with $5000 insurance.

Klamath Falls ministers have determined on a moral clean up of the city and have announced an intention to put a municipal ticket in the field.

H. G. Hayes, justice of the peace at McKenzie bridge, has pleaded guilty to the charge of killing deer out of season and been fined $100 and costs.

John Aglesheimer, a farmer living near Beaverton, has been seriously injured in a collision with an automobile driven by George Baker, another farmer.

Exhibits are coming for the Linn county fair which opens at Albany next Tuesday. Senator Chamberlain will be the principal speaker on opening day.

The Marion county court has appointed Mr. and Mrs. Frank Clark of Pratum superintendents of the county poor farm to succeed Mr. and Mrs. Earl Taylor, resigned.

The student-faculty directors of the Oregon Agricultural college No. 55, published each term by the College Commercial club, will soon appear with many new features.

WASHINGTON

Selah schools will close in a few days so that older pupils may help in the apple harvest.

Loris Henry of Spokane has been elected president of the sophomore class at Whitman college.

An unusually large deep sea crab fishing fleet will operate this season off the Grays Harbor bar.

The Lutheran church, Ohi synod of Eastern Washington, is holding a two days' session at Odessa.

Thirty car loads of steel have been unloaded at Tacoma for the new Scandinavian-American bank building.

Receipts of the state fair at Yakima are estimated at $50,000, which is a record for any state fair in Washington.

Investigation is being made of reports that Seattle bakers have reduced the weight of their loaves from 24 to 22 ounces.

Arrangements are being made to give members of the Spokane police department one day off in every seven or eight days.

Mrs. W. J. Kennedy of Tacoma has resigned as a member of the industrial welfare commission as a protest against the policy being pursued.

Thirty-nine of the 76 counts in an indictment against the Spokane Dry Goods company on the charge of profiteering have been dismissed.

Employing printers and publishers of the Walla Walla district have organized the Southeastern Washington association. E. L. Wheeler of Waitsburg has been chosen president.

IDAHO

Moscow reports that one good result of the recent rains is the best pasture in several years.

Thrift education is being taught at the Canyon county schools as part of the daily schedule.

Construction work has begun on the link of the Clearwater highway leading from Spalding to Arrow Junction.

Prune packing and shipping at Meridian will be completed in a few days. A daily average of 12 cars are leaving Meridian.

The rank and file of state house employes have already been classified under the new system of standardized salaries for state employes.

Due to the car shortage, it is said, great quantities of grain are on hand in the Meridian elevators. Up to date only 50,000 bushels have been shipped.

W. A. Thomas, treasurer of Kootenai county and Democratic candidate to succeed himself, has withdrawn from the race, leaving a vacancy on the ticket.

Uncle Jeff Snow Says:

Riley Melheimer hain't learnt all the lle holes in his auto yit, but is practicin' Sundays on the road back of the old homestead and calklates to be nervy enough to drive to church in a week or two. A ragin' toothache ain't fitten to mention 'longside of bein' gassed in the trenches, but some fellers is a-goin' to vote fer Harding and another world war in hopes of gittin' into a bigger muss next time.

High T