

Oregon Journal

AN INDEPENDENT NEWSPAPER
C. S. JACKSON, Publisher
(He can be confident, cheerful and do unto others as you would have them do unto you.)

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Depart from evils and do good; seek peace and pursue it.—Pauls Gal. 6:14.

TOMORROW

A LAW as inevitable as the law of gravity was proclaimed by the angels when they sang, "Peace on earth, good will to men." It is the law that good will is the fixed relation between man and man as the attraction of gravitation is the law of the relation of planets.

For generations it has been thought that international relations founded on force, secret diplomacy, self interest would stand. The attempt to evade the unescapable law of good will brought down the house of the world's civilization as the law of gravity punishes those who would evade it.

Just as a child after he has knocked over his blocks begins patiently to build them up again, so the world is groping for ways to build the new civilization according to fundamental law. Doubtless many mistakes, costly ones, will be made by the League of Nations before nations learn that the gain of all is the advantage of each, and until self interest is swallowed up in the knowledge that the truest self interest looks not to one's own good but to the good of others.

With some of the European nations we have recently been at war. Their future leadership is in the 3,500,000 children for whom Herbert Hoover has issued his nationwide appeal. These children will be the rulers of Europe when our children are saving the way to friendly relations between nations in the future is to blot out as far as possible from the minds of these children the doubt, suspicion and hate inevitably engendered by war by life saving cargoes of food and clothing.

When the lion in the fable spared the life of the mouse he obeyed the universal law of good will only to find his own life saved by that act a few days later. When the hundreds of thousands of children rescued by America through the Near East relief become the ruling elements in the turbulent countries of the Near East it is not unreasonable to expect that the memory of their early sufferings will make them champions of peace in the lands from which wars so frequently originate. The future peace of the world may be in the hands of the children of Europe and the Near East.

It would take all the gold of the world to pay the debt, becomes debtor to the world. In discharging the debt, she not merely feeds the hungry but by obedience to the inevitable law of good will helps to realize the vision seen two thousand years ago of "Peace on earth, good will to men."

When so much noise of celebration and prosecution emanate from it, why do people persist in calling it a still?

THE GHASTLY RECORD CUT

THERE is no reason for the streets of a city to be death alleys. This is proven by the one third cut in the number of deaths from automobile accidents in Portland as shown by the annual report of the Portland traffic department for the fiscal year ending December 1.

Every preceding year showed a heavy increase in killings. As the number of automobiles increased, the killings increased at a heavier ratio. With a 35 per cent increase in the automobiles, it is morally certain that under ordinary circumstances there would have been a very heavy increase in fatalities and a ghastly roll of dead the current year.

But the list, instead of being longer, is shorter than in 1919. It is but 28 for the fiscal year, a reduction of one third over the preceding year. It shows what can be done by publicity, education and persistent effort, shows that the growing list of the dead, which the public was disposed to accept as inevitable, can be controlled and reduced.

The public has been lethargic on the subject. If a neighbor's child was killed it was accepted as a matter of course, and everybody looked upon it as a part of the natural order. When on the sixth of November, 1919, The Journal joined with the traffic bureau headed by Captain Lewis and began a campaign of publicity—as to causes of accidents, there were those who opposed the plan. Some said it would hurt business. A plan was proposed to boycott the paper. Some advertising was withdrawn, but the campaign for a safer city went on.

Passage of the driver's license law as prepared by the safety council was secured. It is the most effective weapon which the authorities have in dealing with reckless drivers. Under it, guilty offenders can be prohibited from driving automobiles, as they ought to be. It will become more and more effective as time goes on, if, as it should be, it is rigidly applied.

Men of so-called influence and "pull" were in the habit of bullying policemen by threats and otherwise from doing their duty in traffic accidents. They threatened patrolmen with loss of their jobs. Men of the kind swarmed like flies around the police station. It was one of the most demoralizing influences with which Captain Lewis and Municipal Judge Rossman had to contend in applying the traffic regulations and laws. This disrupting practice was exposed and stopped.

Above all, ignorance of traffic regulations, ignorance of how to operate a car, drivers without experience attempting to pilot cars on busy thoroughfares, the carelessness of pedestrians in stepping out from behind woodpiles, parked cars and other causes of accidents were discussed from day to day in The Journal in the campaign of education for 13 months prior to the report which Captain Lewis made to Chief Jenkins Friday in which Portland's lowered fatality record for the year was made public.

That the killings can be still further reduced is shown by what has been accomplished. Portland has been a leader in this work, for it is certain that the statistics from other cities will show that everywhere else there has been a heavy increase in killings. That the number of automobiles in use will increase the coming year from 9,000,000 to 12,000,000 is the estimate. With the accidents already a national problem widely discussed in the newspapers throughout the country, the results in Portland are both a gratifying fact and a splendid advertising asset.

"capitalists," merchants, clerks, workmen, farmers—must get on a shirt-sleeves basis. Less attention must be paid to the number of working hours and more to what is produced during the hours of work. Industry and production to fill the vacuum in supply of the world's essentials caused by the years spent in destroying property and life—industry and production are the solvents of humanity's world wide problem. Mr. Vauclain said another timely thing:

Do not go out looking for big orders. Go out looking for customers. Treat them fairly. You find in business that most men are trying to get a little more than their competitors. That is not true of labor. It is more honorable than we are. All it wants is the same as the rest of us are getting.

A fair share of the rewards of industry is all that anyone may properly ask, especially during the period of readjustment which now engages America. But let industry be the condition precedent to the sharing.

On a street crowded with traffic, two pedestrians suddenly stepped out from behind a parked car in the direct path of an automobile less than a dozen feet away. A good brake and quick action by the driver saved them from injury. Pedestrians so thoughtless help swell the roll of accidents.

SOLVING THE SHIPPING SLUMP

SIX years ago America had but one fifth of the world's merchant ships. She stands today near the top of the list with a merchant marine of more than 15,000,000 tons.

It is, of course, a tremendous stake to fill these ships with imports and exports and to send the flag of America into farthest seas. If America's supremacy in facilities were supplemented by equal control of cargo and adequate experience, preferential measures in favor of American merchant ships would have the desired result. Section 28 of the shipping act, for instance, would deliver the trans-Pacific trade of America over to American ships, for it renders possible a preferential rate on trans-continental transfer commodities when handled in American bottoms.

But the fact of the matter is that four fifths of the trans-Pacific tonnage has been handled in foreign bottoms largely because the same interests that were concerned in the profits of the ships controlled the freight. Before the war, Japan had only about 500,000 tons of offshore ships. Now she has some 2,000,000 tons of ships for foreign trade. With her comparatively insignificant tonnage she established herself as merchant marine mistress of the Pacific. With four times as much cargo space to fill and business much harder to get it is to be expected that Japanese influence will strive more than ever to control the trans-Pacific trade.

Already reductions have been made in Japanese freight rates and the merger of the big lines, Nippon Yusen Kaisha, Osaka Shosen Kaisha, Toyo Kisen Kaisha and the Kokusai Kisen Kaisha, was proposed for the sole purpose of meeting foreign competition more effectively and thereby overcoming the most serious depression in shipping business that Japan has known.

The news that section 28 of the shipping bill, which renders possible preferential rates on trans-continental transfer commodities handled in American bottoms, had been again suspended came with especial gratification to the Pacific coast ports, these being the only ones affected by the section. It was well known that without indefinite suspension of the section, Pacific ports would suffer because the Japanese would simply route the keenly competitive business in their control to ports not affected by the indirect subsidy.

At the same time, even the Japanese recognize that in giving preferential rates as are great offenders as any. Teruzo Masaki, a director in Nippon Yusen Kaisha, is quoted in the Japan Advertiser as saying: "The ultra-protection policy of this country (Japan) has given a good excuse for the Japanese government to enforce the embargo on foreign shipping in regard to the coasting trade of this country. They further point out that Japan grants a searoy law of 7,000,000 yen to her mercantile fleet and declare that the ultra-protection policy of the Japanese government thus brings constant pressure to bear on foreign ships."

MILLIONS OF DAYS LOST

Resume of Recent Strikes the World Over, With Causes and Net General Results.—France's Unknown Dead.

Foreign Editorial Digest (Consolidated Press Association) Millions of workdays have been lost during 1920, the Manchester Guardian writes. Germany has headed the list. Italy follows. France and Great Britain are next and the United States follows, with a record of nearly a billion workdays lost. The Guardian lists the following as the most noteworthy strikes that have lately taken place:

"The strikes of miners in Australia, Wales and the northern provinces of France, the strike of the Sicily sulphur mine workers, the strike in the Italian chemical industry, which spread all over the country, just as did the strike of bakers and cooks in that land, the general building strike in Switzerland, the cotton workers' strike in Bergamo (Italy), the strike in the textile industry of Bombay, the steel workers' fight in Pittsburgh, U. S. A., the strike in the Swedish machine industry, the dockers' strike at Rotterdam, the glassworkers' strike in the Ruhr district, the miners' strike in Gurgauelstetten, the strike in the iron industry of Solingen, the strike in the lockyard of Binnin, the strike of the railway workers in Mecklenburg and in Pomerania, the machinists' strike in Berlin, the brewers' strike in Berlin, Hamburg and Stettin, and so forth."

Few of these strikes were due to economic causes. The great part of an anarchist leader was the cause of a lengthy strike in the metal industry in Livorno (Italy). In France a number of the great quarries for gasoline and are striking to bring about world-revolution. Such strikes have taken place in Brest, Marseilles, Nantes, and so forth.

The miners' strike in the Ruhr district was due to political reasons. Political reasons also were the cause of strikes in Ireland, Poland, Egypt and other places. The workers' strike in Spain, in the Balearic district at the beginning of the year originated in the refusal of the government to liberate some political prisoners. Strikes took place in the Ruhr district, the strike of troops at Eisenach and Plauen, while at Aduena the master bakers "downed tools" owing to the fixing of the price of bread.

Portland's BABELS I F PORTLAND'S infant mortality rate is increasing, the milk supply is not at fault, say City Health Officer Parrish and Chief Milk Inspector Mack in response to an editorial in The Journal last Thursday under the caption, "Our Baby Dead."

In several of my annual reports I have called attention to the fact that the infant mortality rate in some of our wards is high. In some of the funds or nurses in order that it might conduct a baby clinic. At the same time I pointed out that Portland had no prenatal or expectant mother clinics. Every mother who has a child in need of size or even much smaller has supervisory clinics of this kind.

Those who have been interested enough to inquire into the milk situation in this city know that it still ranks with the best in the country. The death rate during 1919 among babies under one year was usually high for Portland, placing this city in sixth position in the United States. This high infant mortality was partly due to the fact that one local baby home had a death within a few days' time. Instead of a few clinics, the city should take them over and when this is done the infant mortality in Portland will not be greater than it should be. Clinics conducted at the present time are doing a vast good.

Dr. Mack calls attention to the fact that in 1909 deaths of infants less than 2 years of age from causes traceable to bad milk were 32.6 to the thousand births; in 1919, 21.5; in 1911, 15.2; in 1912, 9.3; in 1913, 7.7; in 1914, 3.6; in 1915, 3.4; in 1916, 3; in 1917, 8.2; in 1918, 5.1, and in 1919, 9.5. In 1909, the milk campaign was launched by The Journal, and in it Dr. Mack was a prominent figure. The campaigning for clean milk from healthy cows had its direct effect in decreased infant mortality and the increased number of little ones who were permitted to live. During the war, explains Dr. Mack, Portland's milk supply slipped somewhat from the high standards reached as the climax of the milk crusade, but improvement has recommenced. Other causes, he says, contributed to accelerated infant mortality.

Whatever the causes are they should be removed. Loyal and hardworking health officials, such as Portland possesses, cannot bear the burden alone. A strong public sentiment must support their work. Portland ought to have the lowest infant mortality among the cities of the United States.

A SAD SPECTACLE

THE hardest spectacle man has a soft spot in his heart for a helpless child. One of the beautiful facts of all life is a mother's love. The saddest people in the world are those who see their children suffer without power to relieve their pain and hunger. Such is the spectacle this Christmas time in Eastern and Central Europe. It is incredible and monstrous but bitterly true that 3,500,000 children there are passing through the black catastrophe of famine, and their fathers and mothers, in like condition, are powerless to help them. Twenty-five thousand of these little lives have been entrusted to Oregon to save next week. Ten dollars buys a life until next harvest, says Herbert Hoover. There was never a time when human life could be bought so cheaply. There was never a time before when human life could be saved as so small an expense.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE
Jobless British Seize City Hall.—Headline. Same the world over.—Arkansas Gazette.—Chicago Tribune.—Patriot.

With cheaper shoes there should not be so much worry about the price of gasoline.—Nashville Banner.

Taft is studying crime in Chicago. It cannot be that he contemplates a front porch campaign.—Seattle Times.

A French scientist states that kissing is an acquired art. Also an applied art.—Jacksonville (Fla.) Metropolitan.

This is a poor time to break jail, considering the labor situation and the housing problem.—Chicago Tribune.

Why should Greece want a king, anyway? Nice people can save so much worse things about a president.—Milwaukee Journal.

The Pilgrim Fathers, we are told, never are gone, but they are here to hand it to those old fellows.—Boston Transcript.

Before they are married she doesn't object to his being sentimental. After they are married she doesn't have any reason to.—Knoxville Journal and Tribune.

Mr. and Mrs. Lot Pearce of Salem are the Imperial. Mr. Pearce is the owner of a hardware store at Salem. He and Ray Farmer started together as clerks in the R. M. Wade hardware store at Salem. They were there 10 years ago and now both own their own establishments. Now that their children have all flown from the home nest, Mr. and Mrs. Pearce are spending some of their spare change for gasoline and are seeing a good deal of Oregon.

Dr. E. G. Wisecarver, a very comfortable name to the patient for a surgeon, is here from Klamath Falls to attend the meeting of the state board of health.

Mr. and Mrs. H. M. Teel, long time residents of Echo, are inspecting the shop windows and doing some Christmas buying in Portland.

Mr. and Mrs. W. A. May, hailing from Wasco, in Sherman county, are guests at the Imperial.

R. W. Atwood, who has a store with "Dutch" McCoy at Wasco, is a Portland visitor.

Mrs. C. M. Johnson of La Grande has come to Portland to make her home here.

Mr. and Mrs. J. C. Price, well known citizens of Weston in Umatilla county, are registered at the Imperial.

H. C. Casteel, pioneer merchant of Pilot Rock in Umatilla county, is at the Imperial.

George Brewster of Enterprise is telling his Portland friends what an entertaining town his home town is.

Dr. P. M. Noel of Klamath Falls is registered at the Benson.

Dr. J. C. Smith of Grants Pass is a Portland visitor.

J. H. Hesse of Fort Klamath is a Portland visitor.

H. F. McGrath of Kings Valley is at the Imperial.

E. L. Wallace, president of the Crane State bank, is a Portland visitor.

H. E. Allen of Bend is at the Benson.

OBSERVATIONS AND IMPRESSIONS OF THE JOURNAL MAN

By Fred Lockley
[Admission to all concerned with the upbringing of children is here uttered by Mr. Lockley, a great and good word message for the New Year's edition of a Western publication, relative to some forward step I would like to see taken during the coming year. Answering the request I wrote:

"During the coming year I would like to see a start made toward wiping out racial distinctions, industrial injustice, class prejudice and religious animosity. A great reformation of personal responsibility toward making this a cleaner, squarer, happier and better world to live in, and a greater appreciation of the duty we owe the child."

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader
OREGON NOTES

Company C, Oregon National Guard, of Eugene, now has a strength of 70 men and officers.

The Oregon National Guard has adopted a resolution endorsing the proposed Atlantic-Pacific Highway exposition to be held in 1925.

Consolidated Producers' Limited, is the name of an Idaho corporation which has made application to operate in Oregon. The capital stock is \$100,000.

Gertrude Wheeler of Mapleton has obtained the usual bounty at the office of the county clerk on a hound which she killed near her home not long ago.

John Hurlay, a middle aged man in charge of the orchard place of Mrs. Smedley, died of pneumonia on Thursday last.

Oregon's national congressmen are urged by the Oregon Wool Growers' association to support all bills providing for an embargo on wool and wool products.

Patrol for service on the lines of the Shoshone and Williamson Telephone company have been increased as the result of an order issued by the public service commission.

Ankeny grange No. 540 of Jefferson has joined with Salem grange No. 100 in a petition for the passage of a coming legislature in the salaries of state and county officers.

The Oregon public service commission has issued a ruling that the Crowfoot Telephone Paper company permission to construct a spur railroad track across the Crowfoot road leading from Seaside to Nehalem.

WASHINGTON
A company of infantry in the Washington National Guard has been organized. It will be composed of 100 men.

Three miles of new cement sidewalks will be built in Yakima as soon as the weather permits in the spring.

Bids are being received at Wapato for the construction of a sewer system for the town that will cost \$65,000.

As an evidence that the Thornton school has experienced an unusually mild fall, the vines are still hanging uninjured on the trees.

Heavy rainstorms have forced the Eau Claire company to suspend operations for the winter.

A man whose name is supposed to have been killed in the Spokane riot, was seen in the Spokane jail and was found to be alive.

The affiliated railroad crafts of Spokane, representing 4200 people, have secured a resolution opposing immigration and urging consistent legislation.

Frank De Marco is dead at a Seattle hospital, the result of injuries received when he was run down by an automobile. He leaves a widow and minor children.

Five box cars, 400 feet of trestle and other equipment of the Great Northern railway at Bismarck, were damaged by fire to an estimated extent of \$25,000.

Ray McNulty of Centralia, victim of the Spokane riot, has been elected to the third grade in the third district when he was struck by a cable car five months ago.

At Tacoma Wednesday, Patrolman W. H. Craft shot and killed S. G. Hamblett, aged 52, a carpenter. Hamblett was a resident of the city and ran a rather gaily of no crime.

A. W. Swiger, county manager of the Non-Profit league, has been elected to the position of the Yakima County Farm bureau. Dues of the members are raised from \$1 to \$10 yearly.

Isom White, 19-year-old self-confessed murderer of Lee Linton, Everett (taxicab driver, who was charged with the murder for his crime, the supreme court having affirmed the decision of the lower court.

IDAHO

Reports have reached Boise of five cases of influenza in Idaho. Ferry, Dedication of Idaho's new capital building at Boise is scheduled to be held January 3.

The Trust & Savings bank of Moscow gave a reception this week in its new \$60,000 home.

A real estate dealer's license law, similar to that of Oregon, is to be presented to the coming Idaho legislature.

Hammett has struck an abundant flow of soft water at a depth of 110 feet.

Word comes from Washington that William Grant Luceau of Moscow has been appointed superintendent of the bureau of reclamation.

The abolishment of the state highway department as an extravagant and unnecessary expense has been recommended in resolutions adopted by the State County Commissioners' association.

A man and a woman going under the names of Mr. and Mrs. J. Adams and Mr. and Mrs. George Adams, who were in many south Idaho towns by means of bluff checks.

Uncle Jeff Snow Says:

Ide Melhaven got him a new flivver for \$185 last month, and after experimenting with it he came to the conclusion that if it went up grade as gracefully and swift as it goes down grade it'd run 42 miles to the gallows in 10 minutes. He says he'd like to see a grabbin' with both hands their own selves to fill their own sacks.

KNOW YOUR PORTLAND

At a season when the rain seems to be as copious as it is persistent, a statement from Edward L. Wells, meteorologist of the Portland weather bureau, furnishes opportunity to say of New Orleans or New York, "Oh, we're not so wet!" Mr. Wells puts it thus: "The normal rainfall is 45.13 inches, which is about the same as that for New York or Springfield, Mo. It is about 12 inches more than for Kansas City, 10 inches more than for Atlanta, and 12 inches less than New Orleans.