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If you would be pungent be brief, for it is with words as with sunbeams—the more they are condensed the deeper they burn. — Southey.

THE M'ADOO LETTER

erday's dispatches.

As director general of railroads ring a part of the period of govhat the government owes the roads nd what the roads owe the governcently declined to call Mr Acadoo as a witness, a fact that in itself was extraordinary. Briefly stated, Mr. McAdoo's view of the acbunt between the government and the roads is as follows:

Railroads owe the government 1,144,000,000 for additions and beterments. These additions and bethese improvements and were glad ent, which was less than the market rate for money.

of payment is long overdue. On acment \$763.000.000.

Up to July 15, 1920, the railroads is innocent until convicted. erce commission has, by a decision, cently upheld the director general. The claim that labor was ineffint and that the government should y the railroads several hundred Illions on that flimsy contention, is traordinary. It is especially exnordinary since the present director neral of railroads characterizes e claims as of "a too highly indefi-Ite, speculative and contingent charter to warrant consideration." and nce a decision of the interstate mmerce commission upholds the rector general. Why should the vernment pay the roads \$500,000,on flimsy and highly indefinite nd speculative claims, when the oads owe the government a much reater sum, which the government eeds quite as badly as the roads

eed money? Besides the \$1,144,000,000 which e roads owe the government, they ave received under the Esch-Cumains law additional loans to the ount of \$300,000,000, making a total of \$1,444,000,000 of indebtedss to the United States.

if congress passes the pending railpad bill, practically paying the clumsiness which is part and parcel widely proclaimed. But what is the roeds \$500,000,000 on their flimsy daims, while the whole debt of the sciousness always leads to blunder- circumstances?

roads to the government goes un-

Senator Capper of Kansas says farm tenantry has increased after all been because the little farmer has credit to carry on his work. For the good of America, Senator Capper says, the farmer should have improved credit facilities.

THE PEOPLE HAVE PAID

DORTLAND wants no crime wave

this winter. In preparing now to combat an uprising, Mayor Baker, But to fight crime, the police de-

But the police request is not the only one that has been made of the decrease in the cost-of government. salaries of the present force of po-

Municipal government in Portland There have been constant demands a bright, happy child into hopeless from the city council for more human junk, money. The people have granted it until the breaking point has been MORE FOR FURS THAN SCHOOLS reached. The time has arrived for the high tide of taxes to recede.

A large body of people in Portland think the crime wave can be oversome without additional expendi- forms of higher education. tures on the police department. That department now is costing twice what it cost three years ago. There States commissioner of education. where there were two three years ago. There is more and better equipbefore. Is it more money, then, that the department needs, or is it more efficiency in the department?

Portland is paying liberally for poice protection. Three-quarters of a

sheriff's office, adequate protection the year should be provided by the the people have not paid for it.

It is said that President Harding of former Secretary McAdoo to is likely to save a goodly balance thing in which the country is getting nator Stanley respecting the ac- from his salary during his presount between the government and ent term. Hayes saved \$44,000 a he railroads, briefly quoted in yes- year. Arthur saved \$50,000 during his three and a half years. Cleveland entered the White House a poor man, ably provided for. McKinley entered the presidency in debt, but after five and a half years in the of- \$758,000,000. The government is fice was able to pay his debts and ent. Perhaps it was because of provide adequately for Mrs. McKinthat he knows, that the congres- ley after his death. Both Roosevelt kind of settlement in about 10 years. sional committee investigating the and Taft saved money. It, is esti- That is the gist of the McAdoo statemated that; Wilson saved \$50,000 : year during his eight years in the White House.

> EMERSON'S VIEW OF BRUM-FIELD

IN FEW cases in American criminal I annals has the circumstantial evidence of the crime been stronger near Roseburg. So strong does this the sufferings that beset human to have the government make them appear on its face that it is not ex- kind. on money advanced by it at 6 per travagant to say that acquittal probably would not result if Dr. Brumfield himself were the only witness human race has been long and ardu-Congress appropriated this money called to testify, and were allowed ous. Generations have come and ut of taxes levied upon the people. to go so far as to tell his story unof this debt, \$381,000,000 was for hampered and unembarrassed by their cure has been added to the becomotives and cars, and the time cross - examination by prosecuting storehouse of knowledge. counsel. Even under such circumhe tracks and other railroad prop- could establish his innocence, all the control than ever before in the histy, the roads now owe the govern- while giving him that inalienable le- tory of the world. Few are the mala-

and filed with the government coun- In all likelihood there will be no science is not informed. tar claims against the United States attempt by the defense to explain m account of federal control, \$758,- away the damaging circumstances of with cures. It is reaching out now to 00,000. Present Director General the case. Indications are that these effect prevention. And as in hun-Davis says that the greater part of will be allowed to stand as evidence dreds of other failures, the failure hese claims is for under - mainte- of an insane act. The sole mainstay to prevent is frequently the heritage sance of way, structures and equip- of the defense, in the light of pres- of ignorance. ment, and that 70 to 75 per cent of ent facts, will be centered in a lapse hat is for "alleged inefficiency of of memory, of which the suspected bor." He characterizes these "in- dentist has talked inaptly and freely. prevention of various ills, the Amerefficiency-of-labor" claims as "of a Yet even in this intricate networkto highly indefinite, speculative and this memory lapse—the pattern of its own clinics, is holding public tax burden." intingent character to warrant con- design stares out like an avenging meetings to which the public is inderation," and states that they are fate. The shipment of the box of contemplated by the "standard clothing to the point where the susntract," and that he has refused to pect was captured; the finding of the Couch school, Monday evening. low them. The interstate com- Dennis Russell's decapitated corpse On that occasion some of the foreunder the charred remnants of the suspect's automobile, with the evi- outline the causes for many of the dence that an attempt had been physical ills of the time, and describe made to create the belief that the cessful flight of the suspect through toward overcoming the suffering of the states under an assumed name; the discovery of two letters under the suspect's bed in Canada, in one ness of mankind. In continuing the of which he is said to have invited a struggle and in educating the public woman, not his wife, to accompany to help itself they are improving on him to Australia, and in the other of a work already well done. which he made an elaborate effort to convince the searching authorities that he, the suspect, was dead and that Dennis Russell was alive-ail these things, not to mention others.

bear the earmarks of careful pre- gave all of it away except \$22,000,000, meditation, however crude and as late figures on the value of his esclumsy that may be. . But this crudity and clumsiness ciple that the possession of great need not be laid to a memory sud- wealth should be a trusteeship denly gone forgetful. In fact, it is the very stumbling nature of these a generation or two, it is very probthings which blasts a defense based able that the same principle will be on a lapse of memory. From what more widely recognized and enforced In the light of the statement of scious mind alone been performing girl who lived 8000 years ago and Ir. McAdoo, it will be extraordinary, in the Brumfield case there, perhaps, whose mummified remains have been

ing acts. Consciousness of pursuit for the crime stands out in Brumfield's flight as plainly as the ever-

lasting hills against the vision. Nor does memory lapse have to great wars, and he insists that it has be seized upon to support the statement that a man of Brumfield's been unable to obtain sufficient standing would not commit such a crime while in the full possession of his faculties. Crime plays no favorite station, be it high or low. It runs like a muddy vein through all strats of society, as numerous cases of recent development have shown. Today a respectable man or woman, tomorrow a notorious murderer or

> lapse in the entire horrible enactment seems to be the lapse against the ancient law, "Thou shalt not

room the bogy man would seize and choke her to death, a little girl ran she was in deadly fear of shadows. United States." licemen and the bfils for the present Gradually she lost her voice, then foolish story transformed her from

MORE than twice as much money was paid out for furs in America in 1920 as was paid for all The statement was recently made

by P. P. Claxton, former United The education referred to included all training in colleges, universities, professional and technical schools. whether supported by public taxa-

tion or by private endowment. When a country is spending less than half as much on the higher training of its future citizenship as the women spend on the mere item million dollars is given up to that end of furs, worn largely for personal adornment, things are awry. Three hundred million dollars for furs and less than \$150,000,000 a year for all against crime waves at all seasons of training above the high school, leaves the country no room to compolice. If it is not, it is not because plain at the cost of American educa-

> The cheapest thing that America is buying today or any other day, the the most for its money, is education

railroads owe the government \$1 .-444,000,000. On flimsy claims that proposing to pay the roads \$500,000 -000 on these claims and have some nent on this page.

> A WORK WELL DONE

A GALAXY of medical specialists, men who have spent a lifetime in study of causes and effects of physical ills, will gather in Portland Monday and Tuesday for the dissemination of information on the erments include motive power and than that against the man charged causes, care and treatment of disequipment. The railroads needed with the slaying of Dennis Russell eases in an effort to spare humanity

> The struggle to overcome the illnesses that have forever attacked the gone as information of diseases and

gal right—the presumption that he dies that medical science cannot conquer. Few are the ills on which

But medical science is not content

To overcome that ignorance, to educate the public as to means of ican College of Surgery, along with vited.

Such a meeting is to be held at most specialists of the country will the ways to prevent them.

Than those who have gone so far the race, few groups of men have done more to make for the happi-

TRUSTEES OF WEALTH

FTER amassing a great fortune of \$350,000,000, Andrew Carnegie tate show. He recognized the prinrather than actual ownership. Within

McADOO CONFUTES THE RAILROADS

Former Director General Makes Clear the Obligations of Roads and Government Growing Out of Wartime Control—Shows Government's Claims Large and Definite and the Railroads' Claims Indefinite and Largely Indefensible.

[The question of the government's paying the railroads of the country \$500,000,000 is before congress. The minority of the interstate commerce committee of the senate saxed recently that ex-Secretary of the Treasury William G. McAdoo, who was also director general of railroads in 1918, be called before the committee. The majority denied the request. Senator Stapley of the minority of the committee them wrote to Mr. McAdoo saking him to elucidate the matter of the relations of the government and the railroads under the wartume control and the existing obligations of each growing out of those relations. Subjoined is the full text of the letter that Mr. McAdoo wrote Mr. Stanley in compliance with this request.]

By William G. McAdoo

In order to understand the proposals of the president in his message of July 26 on the rahroud problem it is necessary to seep in mind certain fundamental faces. The breakdown of the rahrouds in the inter part of 1911 forced the government to take control of them, January 1, 1918, in order to save the war. Immediate consideration had to be given to the important problem of providing for the customary "auditions and betterments," including "mouve power and equipment, which the carriers had been obliged to furnish each year during private operation These necessitate large annual expenditures which had to be provided for by the railroads themselves notwithstanding the fact that the government was temporarily operating the properties.

Under private control the railroads procured the money for these purposes by (a) setting aside a part of their net earnings, if sufficient for the purpose; or (b) appropriating a part of their net earnings and selling bonds or new capital stock or both for the remainder; or (c) selling bonds or capital stock, or both

entire amount. The usual practice was to resort in large measure to the sale of bonds (short term obligations included) to raise the new money.

The United States was under no obligation whatever to advance money 100 such capital expenditures. In fact, the leaeral control act, approved march 21, 1918, expressly required that in every agreement between the United States and the railroads it should be stipulated that "the United States may, by deductions from the just compensation (rental to be paid the railroads), or by other proper means and charges, be reimbursed for the cost of any additions, repairs, reflewals and betterments to such property (railroad property) not justly chargeable to the

In pursuance of this act the director general entered into agreements (known as the standard contract) with various railroads providing for annual rental or compensation to the carriers equal to the average of the net earnings of the three est years of their history, namely, from July 1, 1914, to June 30, 1917. during the last few years has been now a mental and physical wreck. A rentals aggregated, for all properties under federal control, approximately \$940,000,000 per annum.

In these contracts (Section 7) it was expressly agreed that the United States should have the right to deduct from such rentals "all amounts required to reimburse the United States for the cost of additions and betterments made to the property of the company not justly chargeable to the United States, unless such matters are financed or otherwise taken care of by the company to the satisfaction of the director general." The director general agreed, however, not to deduct for additions and betterments in such a way as to prevent the railroads from paying the fixed charges "they had theretofore regularly paid."

After sufficient allowance for such fixed charges the director general was free to deduct each year from the rentals due the railroads the amounts advanced

for "additions and betterments," even if such deductions should compel the railroads to reduce or defer dividends on capital stock, unless, of course, the railroads financed such "additions and betterments" to his satisfaction.

In order, however, to relieve railroad stockholders of apprehension as to how

this power would be exercised, the director general consented to the following provision (Section 7-A Standard Contract): power to deduct the amount due by the company for the cost tions and betterments not justly chargeable to the United States is further declared to be an emergency power to be used by the director general only when he finds that no other reasonable means is provided by the company to reimburse United States and, as contemplated by the president's proclamation and by the federal control act, it will be the policy of the director general to so use such

dividends as made by the company during the test period." This provision imposed no obligation whatever on the director general, as he ould not go beyond the power conferred upon him by law. It was a mere declara-

power of deduction as not to interrupt unnecessarily the regular payment of

While I was director general (year 1918) and Walker D. Hines was director general (January, 1919, to March, 1920) the railroads were not required to pay for "additions and betterments" out of the rental due them at the expense of dividends, nor to sell bonds or stock as they had theretofore done, to reimburse the government for these expenditures. The cost of such "additions and better-ments" was generously advanced by the United States so that, on March 1, 1920, when the railroads were returned to private control, they owed (and still owe) the United States the enormous sum of \$1,144,000,000. These "additions and betterments" include "motive power and equipment." These expenditures were not forced upon the railroads. The railroads needed them and were glad to have the government lend them the money at 6 per cent, which was less than the market rate. Congress had to appropriate this \$1,144,000,000 out of taxes levied on the people, and these very appropriations for loans to the railroads have been used by unfriendly critics as a basis for the charge that federal control was wasteful government money, whereas the debt the railroads owe the government on this ount is a valuable asset if those charged with the execution of the law insist upon satisfactory security as the law requires.

Of this vast debt the United States has already extended, for a long period, the time for payment of \$381,000,000, representing new "locomotives and cars" furnished to the railroads. This leaves now due for "additions and betterments" the sum of approximately \$763,000,000.

February 28, 1920, congress enacted the "transportation act," providing for return of the railroads to private control on March 1, 1920, and gave the president, in substance, discretion within certain limitations to set off against the debt the railroads owe the United States any indebtedness, arising out of federal control, that the United States might be found to owe the railroads. That act further provides that "any remaining indebtedness of the carrier to the United States in respect to such additions and betterments shall, at the request of the carrier, be funded for a period of 10 years from the termination of federal control, or a shorter period, at the option of the carrier, with interest at 6 per cent per annum nd upon such security as the president in his discretion may prescribe.

While it is true that the transportation act seems to confer upon the president discretion to determine, within certain limitations, how much of the debt the United States owes the railroads may be set off against the debt the railroads owe the United States, nevertheless the act does not contemplate that none of the debt of the United States shall be set off, but, on the contrary, assumes that it will be, because in express terms it provides for funding only "the remaining indebtedness of the carrier to the United States." At any rate, it is indubitably clear that under the law and the contract between the parties, the United States is not "morally and legally bound to fund," as stated by the president in his message, the \$763,000.000 of debt the railroads owe the treasury for "additions and better-The president must have been misled into making such a statement All that the United States is required to do, legally and morally, is to fund for ten years "any remaining indebtedness of the carriers to the United States" after balancing of accounts.

Up to July 15, 1920, the railroads had filed with the director general counterclaims against the United States aggregating \$758,000,000. Director General Davis I was the first child of a large family. says that the greater part of these claims is for under-maintenance of way, structures and equipment, and that from 70 per cent to 75 per cent of that part is for alleged "inefficiency of labor." The director general characterizes these "inefficiency of labor" claims as "of a too highly indefinite, speculative and contingent character to warrant consideration" and states that they are not contemplated by the "standard contract," and that he has refused to allow them. The interstate commerce commission has, in a recent decision, upheld the position of the director general.

The president, in his message, suggests that the claims of the railroads against But the seeds of search have borne the United States may amount to \$500,000,000. It is difficult to conceive that the Sount of additions and betterments to stances it would be doubtful if he fruit. Disease is today under greater just claims of the united States can approach any such just claims of the rail claims of the sum. But assuming, for illustration, that they may, the account may be roughly stated as follows:

Due the railroads account of alleged under-maintenance...... 500,000,000

Payment of this balance the government would have to defer for 10 years a per cent interest on the request of the carrier, provided security satisfactory to the president is given. This is the kind of settlement the law now authorizes and six mules, to take us to Atchison, tween his body and his arm and buried Such a settlement involves "no added expense, no added investcontemplates. ment, no added liability, no added tax burden and no added appropriation." It driver there were no two men from the was stooping over his stove frying his involves only the risk of loss in waiting 10 years for the remainder, namely \$263,000,000, when the security may not be good, but this risk the Esch-Cummins oill has already fastened on the taxpayers and it cannot be avoided. -

But the president proposes a new plan, namely, to defer for 10 years at per cent interest the entire \$763,000,000 due by the carriers to the United States. and to pay to the carriers, in cash, \$500,000,000 for alleged under-maintenance claims, if that be the amount finally determined. The president assures us that this involves (1) "no added investment," (2) "no added liability," (3) "no added burden." Clearly he is mistaken.

1. There is an "added investment" of the taxpayers money amounting to

\$500,000,000, because, instead of offsetting or canceling \$500,000,000 with an equal amount of the debt the railroads owe the United States, the treasury will have to pay the railroads \$500,000,000 of new money.

2. There is an "added liability" of \$500,000,000 because the treasury must

continue to lend that sum to the railroads, some with good and some with poor credit, and a large loss may finally result. Thus, if the United cancels \$500,000,000 with a part of the debt the railroads owe it at least to the extent of \$500,000.000 the chance of loss or liability will be removed.

3. There will be an "added tax burden" unless the advances and all interes thereon are finally repaid by the railroads, because there is no way for the United States to get \$500,000,000 for the railroads except by taxation, unless it borrows en treasury certificates of indebtedness-the same thing, because these

must be paid untimately out of taxation. But the president says let the authority of the war finance corporation be extended "so that it may purchase these railway funding securities" and thereby

This does not alter the situation, because the war finance corporation is merely an agency or bureau of the treasury. The war finance corporation will have to get the money from the treasury or issue its own bonds, partially taxexempt, and sell them to the public in competition with treasury financing. In order to do this, authority must be had from congress, and that is the purpose of the pending bill. The \$400,000,000 credit which the war finance corporation has on the books of the treasury is not money. It is merely a credit and was given for specific purposes which do not permit its use for the railroads any more than an appropriation for the navy can be used for the railroads. To carry out this plan, whether through the war finance corporation or through the treasury direct, involves a new appropriation.

However the plan may be consummated, whether through the war finance orporation or through the treasury direct, it remains clear that a new credit f \$500,000,000 is to be extended to the railroads for a period of 10 years. Whatever may be said, it is certain that the rallroads should be required, before any further advances are made, to abandon the "inefficiency of labor" claims which the director general declares are too "highly indefinite, speculative and contingent The ratiroads should not be allowed to get \$500,000,000 to warrant consideration." more and remain at liberty to keep the government in litigation over such improper claims for an indefinite time.

little they know of the human mind, psychologists are convinced that the subconscious ego is supremely cunning and subtle. Had the subconscious mind alone been performing in the Brumfield case there, perhaps, would have been none of the criminal clumsiness which is part and parcel of the conscious mind. Self-conscious mind Nor should the government be forced to buy the obligations of the railroads

COMMENT AND NEWS IN BRIEF

SMALL CHANGE SIDELIGHTS Is there any cream on the milk of human kindness? It is hoped that, in connection with the

present phone rate inquiry, the "hello" girls will decide to give the patrons a hearing.—Eugene Register. . . . Just how does a rigorous winter

All returning Baker people from a visit to California are content to remain here, satisfied that conditions from every standpoint are better at home than abroad.—Baker Democrat. Small boys and girls will testify that there is no sweet music in the toll of the school bell.

Maybe one reason the Beavers stay in the cellar is because of the home brew, supposed to be stored there. It takes a man about a year to learn to talk and six or seven years to write, and then it takes him the rest of his life to learn what not to say or write. life to learn what not to Polk County Itemiser. When automobiles get as much sense as Old Dobbin had they'll be safe vehicles

Congress is asked to appropriate \$200, Congress is asked to appropriate \$200,-000 for the disarmament conference. It's a good deal to pay for talk, and espe-cially so when the talking for this coun-try will all be done by Henry Cabot In mating chickens and gobblers Portland doctor has only duplicated what the marriage license has been doing for Lodge.—Eugene Guard.

> The Columbia river furnishes the only water grade route to the Pacific ocean in the United States and it is as natural that freight will flow down that route as it is that water flows down the river bed.—Astoria Budget.

thing lacking in faith healing and the theories of mind over matter, as long as little children suffer pain. Hardly a day has passed within the last few weeks that some atrocious mur-der has not been reported. And the funny thing about the whole crime wave A great army organization will spend A great army organization will special the money of American taxpayers in "shadow boxing" a bevy of imaginary threats again next year, Secretary Weeks has decided. And the vast forests, where real menace lies, will go unprotected. is the fact that soon after the apprehen-sion of the criminals they show a fero-clous tendency toward insanity.—Rose-

MORE OR LESS PERSONAL

Random Observations About Town

A few days ago a Heppner bank, ful- | The work of paving the west side Paciclaimed deposits which have lain in the bank's vault for years. In the list Phil Metschan of Portland was credited with informed him, and it is unnecessary to say that Phil lost no time in drawing on the bank for the full amount. The only way I can account for it, says Phil, is that when I left Heppner some 15 years ago there were small support. years ago there were small sums due me and it is possible that one of my debtors deposited it to my account. I recall that Bill Mahoney told me a few years back that I had a small balance in the bank and suggested that I conribute it to the building of a new guess Mahoney must have forgotten to

for the tours of courting swains.

When the lexicographers discovered the one so frequently associated with the

other they made lazy and lady spell very

Seems, just offhand, that there is so

Mr. and Mrs. Frank Snow of White Salmon, Wash., are visiting in Portland. Snow was formerly connected with the Portland police department.

Roy Duff of Pendleton and George Whaley of Corvallis are among recent arrivals.

Mr. and Mrs. George A. Ramp and Mr. and Mrs. W. Howard Ramp of Brooks are among out of town visitors. Mrs. John D. Aukeny, Jane Ankeny and Mrs. F. B. Sharpstein, all of Walla Walla, are visiting friends in Portland.

J. B. Cornett of Shedd is taking in the sights of the metropolis.

L. F. Hofer of Salem is registered at

the Portland.

C. E. Brown of Eugene is in Portland on business.

filling the law, published a list of un- fic highway between Forest Grove and highway department, who passed through balance of \$12.57. A friend of Phil's Portland Tuesday, Paving is also practicontinuous pavement from Portland to McMinnville by way of Hillsboro and Forest Grove.

Eric Hauser of the Multnomah hotel is in receipt of a box of fresh strawberries sent him by George Neuner Jr. church at Heppner. I told him to go and J. C. Watson of Roseburg. The ahead and subscribe it in my name. I strawberries were grown by E. M. guess Mahoney must have forgotten to Mathews of the Lookingglass district, near Roseburg.

> Stanley K. Bartlett of Coquille, who has been motoring through Washington and Oregon, is in Portland on his way "We are having a wonderful home. time," he said. Herman Wise, postmaster of Astoria.

is in Portland on one of a periodic visits. He says he is ready at any time to give up his job to a Republican successor. Ed Cole, a stockman of Haines,

brought down a carload of cattle for the Portland and Seattle markets, Mr. and Mrs. D. Baldwin of Rockaway are registered at the Imperial. L. B. Davis and J. Allen of Salen

were in Portland Wednesday. J. Crocker of Goldendale, Wash., making a business visit to Portland.

OBSERVATIONS AND IMPRESSIONS OF THE JOURNAL MAN

By Fred Lockley [Wanderings and adventures of one who spent who spent who seeking gold in the West but finding little, but who settled down in time to become one of the two "oldest inhabitants" of Salem in "From Atchison I went to Westport, Mr. Lockley. The story of this notable citizen Missouri, and from there to Shawnee-will be continued in two succeeding install-town on the Shawnee reservation in

ments.] 'My people named me Josephus, but changed the Josephus to Joseph C.," said J. C. Thompson of Salem when I met him recently at Seaside. "John G. Wright and I are the two oldest residents of Salem from the standpoint of continuous residence in the Capital City. I moved from Portland to Salem just before Christmas in 1862, so I have lived there over 59 years. I was born in Ohio October 1, 1838. My father was Scotch-Irish. My mother was German-English My mother was about 18 when I was

"In the spring of 1860 I was one of a party of 50 to start out with ex teams for the newly discovered gold diggings in Colorado. Like most of the other goldthem and they could drink it up, which seekers, we painted on our canvas wagon-cover the slogan, 'Pike's Peak or Bust.' From early in July till late that fall I worked in a placer claim that four of us bought. We averaged \$10 a who was also a Prohibitionist, which in day apiece through the season, which those days was a rare sort of animal. was a lot more than many of the other He was thought to be reporting the tenderfeet made. That fall after the illegal practices going on in Shawnee party of 12 of us paid \$10 apiece to a One day while he was leaning against man with a big freight wagon drawn by the side of his door a bullet came be-Kansas. In our party of 13 including the itself in the door frame. Later, while he same state, which gives you a good idea bacon for breakfast, a bullet hit the of how the Pike's Peak diggings had stovepipe just above his head. Hardly a at drawn men from all over the Union. week went by while I was there that This was in the fall of 1860, and while we had men from the South and from shot at him, but he was still alive when New England, and though politics was I left. He didn't seem nervous about redhot in those days, there was not a being shot at. He claimed he was getsharp word spoken on the whole trip. ting used to it."

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 accom-

OPPOSES THE 4-L Portland, Aug. 20 .- To the Editor The Journal-It seems "A Reader," of Kings Valley, has been wondering why the "patriots" let a good thing like the 4-L die. To me it has always been a wonder that any patriotic American citisen with the interest of the common people at heart could put up with it. As a pledge, it was no doubt a success, bût as a labor organization it is a direct blow at the Timberworkers' union and the A. F. of L. "A Reader" may be sure I know what I am talking about, as I have worked in a lumber plant the 4-L had the upper hand. Should my husband affiliate himself with the would divorce him immediately, though I am strongly opposed to divorces. Nuff said! But, O well! maybe would feel different if, like "A Reader, resided in Kings Valley. Anti-4-L.

MAXIM AND EINSTEIN

from there to Shawnee-Missouri, and Kansas. I split rails there for a while and later got a job butchering cattle. The government had taken a lot of the Shawnee reservation to throw open to settlement and for it they paid the Indians annuity money, quarterly. A lot of saloonkeepers, marked-card men, thugs and other rough characters had gathered at Shawneetown to prey on the Indians. The saloons furnished Indians boose and charged it to them. The Indians had not associated with the whites long enough to be dishonest, so when they received their annuity money they did not try to evade their debts but turned it over to the saloonkeepers to pay for the liquor they had consumed. The saloonkeepers, who were white men rarely returned any of the money. They either padded the Indians' bills or told them they would keep the money for

seemed to be perfectly satisfactory to the Indians. "There was an Abolitionist living there was pretty well worked out a town to Jim Lane at Lawrence, Kansas some thug or saloomman didn't take a

> Editor of The Journal.-Maxim informs us that he, and not Einstein, was the original abolitionist of time and space. In this matter the honor properly belongs to Kant. Einstein's relativities are neither more, less nor other than were Kant's noumena. Further, this theory is far from being recondite. The veriest tyro in mental philosophy must realize that conception without psychosis is impossible, that all manner of psychosis is dependent, absolutely, on neurosis and that neurosis can result only through neural stimulation (matter in energetic contact with matter). Now, time and space are not material; hence they cannot stimulate or influence the neural system. It follows that they are inconcelvable . In plain words, time and space are unknowable. They are, so far as

> > Uncle Jeff Snow Says

Psychist.

we are concerned, non-existing nonen-

It's a-gittin' so that when a feller comes back from a fishin' trip and tells about the rainbow trout three foot long that he caught on Whopper creek or in Stretchem lake, his neighbors wants to see the photograph of it, and thereby Vancouver. Wash., Aug. 23.-To the casts reflections on his verbosity.

lispose of them at a loss a loss which on final analysis must be borne by the

tities.

I suppose you realize that, in addition to the \$1,144,000,000 the railroads own he government for "additions and betterments," they have received additional under the Esch-Cummins bill of about \$360,600,000, making a total of \$1.444.

October the Lacadachastic of the confusing non-essentials, what is now proposed is that the government shall wait 10 years for \$763,000,000 the railroads owe it for betterments and improvements, and pay immediately \$500,000,000 to the railroads on account of claims for alleged under-maintenance, etc., taking from the 180 or more railroads involved, with their varying degrees of financial responsibility, such securities as they may be able to provide—securities which in many instances may not be adequate to protect the government against loss.

This is not a question of "legal and moral obligation" on the part of the United States to lend the railroads \$500,000,000 more for 10 years. It is a question of such a policy the administration must of course take the responsibility, but it should be candid about it. The public mind should not be confused by juggling of figures, manipulation of accounts, or securities, or governmental agencies. To get the facts is the object of your inquiry, as it is equally the object of my reply.

The Oregon Country

Sorthwest Happenings in Brief Form for Busy Reader.

OREGON stubble fire in the Watts field north of Athena last week caused a lo 750 sacks of wheat.

Crook county's entire wool clip has been sold and shipped. It amounted to nearly 700,000 pounds. country with a gain of more than \$10,000 in postal savings during July.

A survey of the mineral A survey of the mineral resources of Grant county is being made by engineers connected with the Oregon bureau of

minesu There are six applicants for the post-mastership at Pendleton, that number having filed their applications at Washington, August 16 Shipments averaging between sever and 12 carloads of cattle have been leaving Prineville each Saturday for the

past several weeks. The White Pine Lumber company's mill at White Swan, Klamath county, which has been idle all summer, will start September 1 with a crew of

An examination for the 1922 appointments to the naval academy at Annapolls and the military academy at West Point will be held in Pendleton October 29.

Lack of funds has made necessary the withdrawal of the construction crew from the Bend-Sparks Lake road. The road, however, is said to be in good mid-Weston will soon be the scene on Main activity, with street paving on Main and Water streets, the laying of new steel water mains and the building of steel water mains and the building of steel water mains and the building of steel water mains and concrete bridge on Main Weston will soon be the scene of much

street. The work of paving the west side Paci-fic highway between Forest Grove and Gaston is now complete, according to W. D. Clark, division engineer of the state service motor busses having

> The Rainler Manufacturing company has begun driving piles for one of its six unit mills which are contemplated at that place. The company is a coop-erative concern with a capital of

Ole Hansen, for many years employed on the O-W, section at Blue Mountain, sustained a fractured skull and broken arm when a speeder which he was operwas struck and thrown from the track by a passenger train.

WASHINGTON It is now said that the 1921 wheat cross washington will exceed 51,000,000

Grain men estimate that the 1921 yield of wheat in Walla Walla county will reach 6,000,000 bushels. Mabton's hay palace fair will be held September 14 to 17 inclusive. Many val-uable premiums are offered. Smut explosion in a thresher on the William Martin ranch near Walla Walla destroyed a combine and more than 1500

sacks of wheat. Approximately 2,000,000 bushels of wheat have been sold in the Walla Walla valley since July 1, most of which was

The office of the Northern Pacific rabroad at Mabton was entered Wednesday night by burglars who robbed the till of \$10 in change. Approximately 89,000 cut-throat trout from the hatchery on Gold creek have been distributed in Clarke county

streams during the past week. Miss Pauline Child and Miss Helen Salisbury of Sprague are on their way to Hilo, Hawaii, where they will teach in the schools the coming year. Valuations on all property, real and

personal, in Grays Harbor country were reduced 10 per cent by unanimous vote of the county board of equalization. Mrs. Elizabeth Trumley, aged 76, is dead at Pasco as a result of ceived when she missed her footing and fell down the cellar steps of her home. Jacob J. Brown, under arrest at Se-attle, is wanted in New York for the alleged theft of \$18,000 worth of dia-monds, and on the further charge of

Alleged to have poured cup of coffee given her foster mother, a 6-year-old girl, whose name is withheld, is being held in the juvenile detention home at Seattle.

bigamy.

accepting a bribe of \$1400 from the pro-prictors of a soft drink stand. The conviction of 21 L. W. W. members, sentenced by the Pierce co perior court March 2, 1920, has aside and a new trial for the defendants

ing his alleged detection in the act of

ordered by the supreme court. Reductions totaling \$500,000 were anted in county assessments this year the board of equalization which held its final session Saturday. The assessed valuation is still \$1,000,000 higher than

last year. Elmer Teal, whose body Sunday on the Charles Flathers ranch near Prescott, came to his death through oisoning, apparently taken with Teal and his wife had cidal intent quarreled.

IDAHO Bonneville county has a bonded in-btedness of \$750,000 and a tax valuation of \$16,285,291. Frank N. Dempsey, mayor of Mallow,

Cork county, Ireland, is paying an of-ficial visit to Boise. Grangeville's seventh annual Border Days, a Wild West show, is to be staged September 28, 29 and 30. A rancher near Caldwell owning 160 acres of late potatoes has just turned down an offer of \$75,000 for his field.

The garage belonging to T. L. Porter at Blanchard was destroyed by fire Monday, with a loss estimated at \$5600. By a vote of 553 to 330 residents of Buhl have turned down an added lavy to meet the financial requirements of the schools.

The state board of equalization has fixed 5.57 mills as the total general state tax levy for all purposes. The 1920 levy was 6.12 mills. D. Harold McGrath of the Jerome County Times is now publishing Red Chevron, the official paper for

American Legion of Idaho. The cost of running the schools of Twin Falls for the school year of 1921 and 1922 will be reduced practically \$42,000, or about 25 per cent over last

The Football Season Approaches

Now comes the football season. With the next college year only a few weeks distant, sports fans are turning their attention to this year's gridiron prospects. The Sunday Journal sports section next Sunday will contain the schedules of the major teams of the East, the Middle West and the Pacific coast.

Mr. Motorist, Mind Where You Park

A set of new parking regulations. is to be enforced in Portland in the near future. What they provide will be shown in graphic form in The Sunday Journal Automotive section next Sunday.

The several beach resorts on the Oregon and Washington coasts still hum with the activities of their respective summer colonies. These happenings are related in detail in The Sunday Journal.

Next Sunday

What Goes On At the Beaches