Oregon Daily Journal

AN INDEPENDENT NEWSPAPER
C. S. JACKSON.....Publisher
[I'm calm, be confident, be cheerful and do unto others as you would have them do unto you.]

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Energy is supple and can bend, but honesty is firm and upright and yields not. —Colton.

PEACE OR WAR?

THERE seems to be a wide chasm among certain members of the administration and other officials as well as members of congress relative to world peace and the prospects therefor.

On the one hand, Vice President Coolidge and other members of the cabinet have made strong statements relative to the accomplishments of the present administration in forwarding world peace. They say the arms conference did it. They say that it is the greatest peace move of the century, that it will avert war. Congressmen, in speeches that are obviously for public consumption, have made the same statements.

On the other hand, Assistant Secretary of War Wainwright, before a congressional committee, recently made the following statements in urging a big army:

People are once more saying, as they have after every war, "There will be no more war; it can't happen again." This is a parrot's call that has echoed down the ages. All that we hope to do is to make the intervals of peace longer.

Have members of the cabinet, then, been attempting to fool the public? Have members of congress, too, been engaged in the same business? Or is Mr. Wainwright attempting to fool congress and the people? Does the administration believe there is to be more war, or does it believe that wars are past?

Was the arms conference effective, or is it admittedly ineffective, and, therefore, just a hoax to fool the people? Is the four-power treaty believed in administration circles to be the greatest peace move of the century, or is it, as Mr. Wainwright apparently believes, just an ineffective document designed to throw crumbs to the tremendous body of American citizens who are hungry for peace?

The American people were told that the last war was the war to end wars. The president of this republic has frequently spoken for peace. Is that administration doing all it can for peace, or has it failed to insure it, as Mr. Wainwright, a member of the administration, declares.

Does the administration admit that it cannot obtain a guarantee of world peace? If it does, there should be a strong army, as Mr. Wainwright urges. If the administration can bring about the peace to which it is pledged, why build and maintain a big and costly fighting force?

A tremendous army means that the administration has failed in peace negotiations, that it admits that the four-power treaty is no substitute for the League of Nations. If the administration has not failed there will be a big cut in the army.

Mount Hood had a smoke party not long ago. Mount Adams now has a gigantic cleft. Mount St. Helens really ought to have an ash shower or something, or she will be hopelessly outdistanced.

FOR INQUIRERS

A VISITOR from somewhere east of the Rocky mountains dropped in at the office of the Oregon Chamber of Commerce a few days ago. She wanted information about Yamhill county; object, a possible future home.

The attendant produced a booklet published by Newberg commercial interests. Naturally it did not particularly extol the attractions of McMinnville, Dayton, Lafayette or Carlton.

Further rummaging brought to light a copy of the Oregon Almanac. This volume was published in 1915. At the time it was really a monumental work. The Almanac contained more credible information about Oregon than any preceding product of the printers' craft. But seven years is a long time in the history of a state whose statistics change as rapidly as those of Oregon. In agricultural production, road building and motor vehicle registration, for instance, 1915 is almost ancient history.

Had the request for information covered any other county in the state, the result would have been about the same. There is at the present time no uniform or comprehensive compilation covering the counties individually, as groups or as constituting the state.

It has been suggested that the commercial, official and other interests in each Oregon county could do no better than to get up dependable information under the leadership of a body such as the state chamber. It is a good idea. Whatever is issued should cover roads and distances and crops and markets. There will be no need of "booster" language. People who come by train, or by automobile, have a canny faculty of judging for themselves.

"Sure," said the janitor, "and I have me own sign that spring has come. Today the courthouse spittoon was empty."

WHY WAIT?

THE government's announced policy in the coal strike is a policy of waiting.

It means that the administration is not to go farther in attempting to bring operators and miners together. It means that the strike is to be allowed to run its course until the public is faced with a coal shortage. Then the government, according to announcement, will step in.

Why wait until the crisis is reached? Why wait until suffering begins before governmental authority is invoked? Why let the miners go without wages in the meantime, and miners' families be put to the test to pay the monthly bills?

If the government can compel a decision later, the government can compel a decision now. It can force the operators to meet with the miners. It can force a just and equitable adjustment of the wage scale if an adjustment is necessary. It can keep the mines open and the miners working and the stream of coal coming to American consumers. But instead, the government is to wait until there is suffering, until there is a severe crisis, before acting.

It is a policy lacking in force and one that waits for the deluge before preparing the boats.

Hoping for clear days in April is like courting the favors of a coquette. They come when least expected and are withheld when most desired.

IDAHO FARMERS APPEAL

GRAIN growers in the Clearwater basin of Idaho say they will ask the interstate commerce commission for rates based upon their water grade relation to Portland.

It is their right.

In its decision of the Columbia basin case, the federal commission ruled that a zone south of Snake river should have the advantage of a rate to and from Portland and Vancouver 10 per cent less than the rate to and from Puget sound.

The order was a triumph of justice. But the commerce commission for its own reasons drew arbitrary lines to designate the area of benefit. It went south of the Snake into a region that produces as much as 15,000,000 bushels of grain in a year and contains some of the Northwest's best towns.

On the same considerations of distance and water grade transportation it could have gone north of the Snake. The same arguments that supported a lower rate for the zone south of the Snake applied, with the exception of a slight increase in distance, to the four counties in Idaho known as the Clearwater basin and Asotin county in Washington, on the opposite shore of the Snake.

There is a real advantage in the speed, economy, safety and uninterrupted course of water grade transportation. The Idaho grain growers as they prepare their petition should feel that they are thrice armed; their cause is just.

The passing of Bert Williams, the greatest of all colored comedians, recalls that he, like most comedians, had a perennial yearning to play a serious role. Though he made a fortune and won all there was to win in the way of popularity, he went to his grave disappointed with his career. The desire of men to be more than they are is the stimulus that leads to achievement and is the motive power for progress. But the very common desire to be something one is not is a frequent cause of discontent.

HIS WORK

WHEN Judge George Rossman assumes his place in the circuit court the municipal bench will be deprived of the services of one of its ablest administrators.

In his work at the police station, Judge Rossman was an industrious student. He busied himself to find the best means of handling a case, the best from the standpoint of the public and from the standpoint of the individual who came before him.

The blood and iron course was not Judge Rossman's. He was human. It was his purpose to aid unfortunates that came to his court. His decisions were constructive decisions—decisions tending to strike the root of a condition rather than to rule harshly on mere surface indications. He was always an advocate of campaigns that were instituted for the public good, and a compelling force for civic virtue.

In going to the circuit court, Judge Rossman will have a broader field for service. The loss to the municipal court is a corresponding gain for the circuit bench. There could have been no better appointment.

Captain Jacob Speier, after 15 years as harbormaster, finds himself not weighed down by years and duties but inspired by the phenomenal growth of the port. It is little enough to say that Captain Speier has had his part in the expansion of the Port of Portland through the extended service of his own department in response to the demands of growth.

THE KIDNAP CASE

MORE facts have come to light in the case of the young Swiss butler, who claims there was an attempt to "railroad" him out of the country because of his attentions to the daughter of a Pittsburg millionaire. The head of a detective agency admits that the young man was transported from Pittsburg to New York and held prisoner preparatory to deportation on orders from officials of the Pittsburg club.

The facts in the case point to an extremely high handed procedure by the Pittsburg club officials, and, perhaps, others interested in the deportation of the young butler.

He was roused at daylight, placed in detective hands, held prisoner and was to have been deported on orders from the labor department. He only escaped deportation because he was able to free himself at the pier, obtain an attorney, and take legal steps to bar the high handed procedure.

On what authority did the club officials place the young man in detectives' hands to be rushed out of Pittsburg? First there was talk of insanity. But the boy clearly proved that he was not insane. Then there was talk of obnoxious activity by the butler. But no charge of the kind was placed against him. He was merely kidnaped.

And how was it that the labor department suddenly ordered deportation of the butler, though he had been in the United States for nine months and he was supposedly to be deported on account of a technical oversight in his admission? Why did the labor department not act before? Could it be that official influence was used in Washington to aid in what appears to be a plot?

The case of the young Swiss is not merely a matter of a butler. It is bigger than a thousand butlers. It is a matter that compels one to question if it is possible for money and influence to arbitrarily ship people out of the United States. The present affair is an excellent one for thorough investigation by the proper authorities to ascertain just what did occur in the butler's case, what authority there was for the various actions, and what the status is in this country relative to the rights of individuals.

For seven years the increase in registration of motor vehicles in the United States has proceeded almost uniformly. Last year 10,448,630 motor vehicles were registered and more than $122,000,000 was paid in license fees, according to the federal bureau of public roads.

FOR PRESIDENT?

IS NEW York to lose her great mayor? Is he to forsake the people of his city for the people of the nation?

His Chicago address would indicate that he has been bitten by the presidential bug. He says no. But people generally are not convinced.

Didn't he tell what a great man Hiram Johnson is? Didn't he tell of the gross mistakes of the Harding administration? Didn't he tell how Mr. Wilson had been led astray by foreign diplomats? Didn't he tell how the international bankers and the moneyed interests had captured every other administration but the present administration in the city of New York? Didn't he slash the Pacific treaty to bits, strangle the League of Nations, and declare for more soldiers, bigger navies and more fights?

He calmly told his Chicago audience that government as a general rule is all wrong. He told his hearers that the Democratic party had always failed, that the Republican party had always failed, and that everything had failed—save one administration. That administration is the administration presided over by John F. Hylan. The inference is that that administration is the only administration that will ever save America from the "invisible governors," from foreign foes and from Hades. And that administration would do it by building battleships, building armies, putting the goose-step into force in America, and fighting our way to destiny.

The people of the United States who are going to the bottom of empty pockets to pay taxes, who are mourning the death of sons in France, and who have recently witnessed a world weltering in blood, will doubtless lend a willing ear to the New York mayor. But it is not likely that they will give their votes to deprive New York of his illustrious service.

Frye & Co. of Seattle are coming to Portland. Swift & Co. say they have no intention of selling out their holdings here. Both statements give further evidence that Portland is by nature and fact the livestock center of the Northwest.

WHY PIECEWORK WAS ABOLISHED

Railway Executives Having Made a Great Point of This Matter, McAdoo and McManamay Show Railway Officials Pouring Out Millions for Piece-Work That Was Ill Done or Not Done at All—Besides, If Compared on Merits, Day Work Had the Advantage on the Score of Cost.

From a Bulletin Prepared and Distributed by the Brotherhood of Locomotive Engineers.

Railroad executives testifying before the senate committee on interstate commerce laid great stress on the abolition of piece-work during federal control of railroads, claiming that maintenance costs were largely increased thereby.

Mr. McAdoo testified that less than 10 per cent of all employes in the maintenance of equipment department were at any time, during federal control, working on the piece-work system; therefore, authorizing it to be discontinued, he declared, could not have seriously affected maintenance costs either during or since federal control.

For the information of congress, Mr. McAdoo submitted the official reports of the investigations and recommendations upon which he authorized abolition of piece-work.

"Piece-work was abolished only after an extensive investigation covering a period of months, in which a comparison of the results obtained in a region working day-work with a region working piece-work had shown:

"1. There was no advantage from an efficiency standpoint in piece-work over day-work in locomotive repair shops.

"2. That locomotive maintenance costs per 1000 pounds of tractive power mile were greater in the region working piece-work than they were in the region working day-work.

"3. That it was not possible under the piece-work system to avoid large payments to workmen for work which was not performed. In fact, on the Pennsylvania railroad it was found that the officials had voluntarily overpaid piece-workers to the extent of more than $2,500,000.

"4. No substantial difference in the general condition of equipment was found in the piece-work region as compared with the day-work region on roads where work was properly supervised and a high standard of maintenance required."

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Under date of December 16, 1918, Frank McManamy, assistant director of the bureau of operations of the railroad administration, reported that the Pennsylvania railroad was "deliberately overpaying their piece-workers to the extent of millions of dollars," and that it was impossible to persuade the managers of the road to discontinue this practice. "The Pennsylvania railroad officials," the report continues, "were evidently not satisfied with increases granted to their mechanics of more than 60 per cent above their average rate on December 31, 1917, therefore, without authorization, they increased it to more than 100 per cent." The report further declares "that we have, within the past few days, obtained information which leads us to believe that other lines have adopted the same method of payment. I understand the Baltimore & Ohio has overpaid their piece-workers. The Philadelphia & Reading during the first two weeks of August overpaid their piece-workers to the amount of $50,000."

In a report dated December 4, 1918, Mr. McManamy reported the result of an investigation undertaken at the request of the board of wages and working conditions into the practices and results of piece-work. In the Northwestern region, where mechanics were paid 10 cents more per hour, and where day-work prevailed, the cost of maintenance was materially lower than in the Allegheny region, where piece-work was in effect. "From this," the report adds, "it would appear that so far as cost of maintenance is concerned, the advantage is with the day-work plan."

When this report was made, the investigation of the piece-work system had not been fully completed, but the burden imposed upon the government by managers had become so heavy that Mr. McManamy urged that the practice be immediately abolished.

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In a supplementary report on piece-work overpayments, Mr. McManamy said:

"It is a fact that at every shop where we have conducted an investigation or made a check we have found that payment is regularly made for large quantities of work which has not been performed, also that much of the work is not well performed.

"On the Boston & Albany we found that some work was paid for as high as four times. Particular reference is made to one case where the workers put in time slips and received pay for removing and applying 900 flues in a boiler which contained only 202. Such practices as this could not be overlooked by the officials when they are so glaringly wrong, and apparently very little effort was made by the men to conceal their duplication of charges, because in numerous cases charges similar to the above were made for removing and replacing parts which did not exist."

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The evidence offered by Mr. McAdoo and by his assistant, Mr. McManamy, supports the charges that while the railroads were being operated by the government and the owners were receiving a large rental, the managers were employing the piece-work system, among other devices, to pile up costs against the railroad administration.

On this point, Mr. McManamy declares:

"It now appears that in order to bolster up the practice of piece-work, the officials have wrongfully paid out millions of dollars."

"In view of these evils which have been proven and are admitted," he said, "my recommendation is that an order be issued at once to discontinue the piece-work system on all railroads under federal control at the earliest practicable date. In no other way can evils which have been proven to exist under this system be eliminated. The situation is so serious that I would not feel justified in not directing it to your attention and suggesting what to me appears to be the only remedy."

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Railroad workers are exonerated by Mr. McManamy from any responsibility for the evils that were pointed out. He said: "It is worthy of note that the overpayments of piece-workers on the Pennsylvania and the other roads referred to were not the result of a demand on the part of the employes for such rates, but were granted by the officials."

The undisputed evidence, then, is that piece-work was abolished because it did not make for efficiency in operation, and because it permitted flagrant dishonesty on the part of the managers and placed an unjust burden of many hundreds of millions of dollars upon the government, and consequently upon the public.

ALL WARS FOLLOWED BY REACTION

From the New Republic

If history teaches anything, it teaches that every war is followed by a period of reactionary dominion. There is no great mystery about this fact; there is no magic force in any past occurrence which sets it to operating over again. Similar causes exist and they act in like ways.

The chief causes lie near the surface. Overtrain produces fatigue, fatigue revulsion. The moment pressure and pull let up, overstretched human nature snaps back. It wants diversion, anything but to have to think, to hold attention. Reactionary forces in order to work require only the manipulatory conspiring, planning of a few. But it is the essence of liberalism to demand a widespread public attention. The pickpocket operates most easily in the confusion of an aimless disturbed crowd. The confusion of ideas and conditions that follows war enables the reactionaries to filch from the public its liberal beliefs.

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.]

TO ALFRED D. CRIDGE

A Tribute By a Fellow Worker in a Cause For Which He Labored.

Portland, April 6.—To the Editor of The Journal—As we journey toward life's sunset, we become accustomed to hearing of deaths and seeing funerals, to standing by the bedside of dying friends and comforting the afflicted, until it becomes a part of every-day life and we cease to mourn for the departed, especially when they merit the vision of immortality that opens up in the morning of a new birth, a new and wider freedom.

But sometimes the clouds sweep down, and the lightning strikes such deadly blows that our sense of justice staggers and reels at what appears to us to be an uncalled-for disaster, a withering blight, an agony that reaches the quick of life, and for the moment we are overwhelmed with grief in the awful presence of the mystery of death.

I believe I express the thought of thousands in the state of Oregon and in the nation when I say that the Grim Reaper wrought havoc and the bright spring atmosphere was changed to colorless desolation when we read of the untimely death of Alfred D. Cridge.

To us who were the nearest, perhaps, of any group of citizens, it seemed that at this time almost anybody might be spared rather than he. He was vice president of the Oregon Single Tax league, and when the petition submitting it to a vote again was filed at Salem last month, Cridge was boyishly happy, like one free from care, playing in the sunshine. The dream of his life seemed nearing realization, when he could see brutal autocracy wither before the deadly power of a new democracy, born in the brain and soul of Henry George.

What a loss, at this time of all times, when there are so few clear thinkers, and rarer still do we find a great mind peculiarly coupled in one person as in this rare soul—a mind that knew the right and a devotion to the common weal all too rarely known in this bleak and selfish world.

You who bask in the sunshine of privilege, you who eat with calm disdain the golden fruits of others' toil, you who think the affairs of mankind are not your affairs, you who think man was made for property instead of property for man, you who have trembled at the thrusts of this simple but righteous man—you may sleep easier tonight because a soldier of liberty has broken his lance.

He was in our presence day by day. We had a chance to weigh this man and his splendid soul and mind. We mistook the flush of fever for a renewing of strength for more battles. But he heard a call we did not hear. Some fortress of privilege to be stormed required some intrepid soul heaven did not possess, and Alfred Cridge answered the summons, sword in hand, and his first thought must have been, in entering the new field of action, not "Where is my crown," but "Replace my broken sword, and belt on my armor, that death may flee and new life may sing in harmony, that life may be made sweeter, nobler, and more secure."

He often told me the cause needed a martyr. He filled the gap.

J. R. Hermann.

INDORSES THE JOURNAL

Weiser, Idaho, April 5.—To the Editor of The Journal—I have been a subscriber of The Journal three or four years, and I would like to congratulate you on your fine editorials and your fearlessness in fighting graft and corruption wherever found. I appreciate the way you have lined up with the farmers, as they certainly need a strong friend just now.

Percy Chandler.

MR. THOMAS' TRIPS

Portland, April 5.—To the Editor of The Journal—Let's say hurrah for G. B. Thomas, city school director. He seems to be the only one of our seven directors awake enough to realize that the taxpayers think nothing of presenting our directors with a free trip back East just whenever the notion comes. It is really too bad, though, that these trips have not been divided among the six other directors. But then, maybe they were afraid to ask for theirs.

Probably when Mr. Thomas, city school director, gets elected as one of our city commissioners he will get an annual trip to Europe. Why not? The larger the job the longer the trip. Well, anyway, I don't blame him. I would go on a long trip, too, if someone else paid my expenses, and, Mr. Reader, so would you. So why kick? As long as we don't say anything, why should G. B. care?

Mrs. L. L. A.

THE SOLDIER AND THE UNIONS

Rainier, April 2.—To the Editor of The Journal—Ruth B. Ohlsson, writing in The Journal, says the men that stayed at home did not entirely provide the food the boys got across the sea. She says those who bought bonds did that. Well, there were but very few of the boys that stayed at home that didn't buy bonds. The boys that went overseas were told they were fighting for democracy. Why didn't they get it? Because they didn't demand it on their return home. The governors and mayors and police chiefs in most states and cities told them what heroic work they had done and shoved the American Legion dope at them and told them it would be un-American to join a union. If they are foolish enough to fall for such dope, I say let them go hungry, with the rest of us. I have worked with quite a number of American Legion boys and the best word they speak for the union man and the man that stayed at home is about the meanest one they can think of.

I am for industrial democracy.

A Reader.

DIFFERS AS TO SINGLE TAX

One Alberta Farmer Takes Issue With Another as to How the System Works in Practice.

Medford, April 6.—To the Editor of The Journal—In the Sunday Journal of March 26 W. O. Bates of Stavely, Alberta, Canada, praises the system of single tax as practiced in Alberta. I happened to farm in Alberta, in the Rosebud country, for about 10 years, but have been away some four years. I have been about Stavely and High river and know conditions well in Alberta. I have farmed as much or more land than Mr. Bates has. He is the first farmer of any consequence I have ever heard who favored the single tax.

I will give just one illustration, which opened my eyes when first I paid my taxes up there. My nearest neighbor was a stockman. He bought just one quarter of land, on account of the water privilege. It was free range. His cattle and horses were worth around a quarter of a million. He paid $8 tax. I paid $48 on my land. The land was principally all I had, outside of farm equipment. It looked to a man up a tree as if there was an enormous lot of property that paid no taxes. As the country got settled and schools and roads were established the taxes climbed every year, but the stockman and the moneyed man sat tight. Anyone that has paid and is paying knows it doesn't work. The farmers in Alberta are trying to repeal that single tax law now. Farmers are taxed to death up there, as well as here. The stockman and the business man are the ones that passed that law in Alberta, some 20 years ago. The country was sparsely settled and they could pass almost any old thing. New Zealand repealed that law. It won't work, except among certain people's minds. I could give several illustrations where it was unjust against the farmers. But I don't think it ever will bother Oregon.

P. S. Anderson.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Bill Tickle, we are informed, has sold his home near Portland, which should tickle Bill.

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Imitation is the sincerest flattery, perhaps, but that doesn't say anything good for the imitator.

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Getting what we should not have often proves a greater tragedy than not getting what we really need.

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An alliance to teach women the art of buying gowns is wholly uncalled for. They know too much about it already.

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An Arkansas court is attempting to determine the right of schoolgirls to powder their noses. But the girls long ago established that right for themselves.

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The state of Washington is to have a vocational census, while hereabouts we are most interested in the vacational census.

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Market editor reports a butter weakness is showing here. That will be fine news to the chap who put strong butter on his waffles this morning.

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There's room for lots of thought in Dr. Anderson's statement that "Selfishness is at the bottom of every sin and selfishness is responsible for every failing life."

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From the appearance of theatre audiences in their varied dress surely the day of absolute democracy has arrived. Next thing ya know the girls will be wearing aprons to the show.

SIDELIGHTS

It's as hard to get a number over radio as a regular phone. They now say, "The air is busy."—Albany Democrat.

What would happen if the Ku Klux Klan would make war on moonshining and bootlegging?—Woodburn Independent.

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A New York butler is believed to be a master bandit. Out in this country we'd believe anything of a butler.—Eugene Register.

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The more you use from the neck down the less you are worth. The more you use from the neck up the more you are worth.—Ashland Tidings.

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This tax business is awful! There's property tax, war tax, income tax, and now the spring weather has started mother talking about carpet "tacks"—and they'll come up!—Carlton Sentinel.

• • •

Occasionally we run across a contented man or woman, but we haven't yet been able to figure out whether the contentment came from a lack of envy or lack of enterprise.—Roseburg News-Review.

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The Hotel Oregon is building a 10-story annex. The Hotel Oregon proposes to be prepared for the largest influx of visitors to the Northwest in 1925 that the country has ever known.—Corvallis Gazette-Times.

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Portland is singing the prosperity song by announcing there will be $20,000,000 spent in building new buildings this year. Old Portland may have come along slowly in the past, but watch her smoke from now on.—La Grande Observer.

MORE OR LESS PERSONAL

Random Observations About Town

There is a serious housing problem at the Walla Walla penitentiary, says "Micky" Davis, a guard at that institution, who is visiting at the Imperial hotel. With accommodations for only 998 prisoners, there are now within the prison walls 970. With about 30 more on the way, from Seattle and other points, it looks as if a waiting list will have to be established.

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C. D. Carlson, a former resident of Portland, but now registering from Aberdeen, Wash., is registered at the Portland.

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Bertha S. Davis and Jessie D. McComb of Corvallis are guests of the Multnomah.

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James Ellison of St. Helens is among out-of-town arrivals.

• • •

Mr. and Mrs. J. W. Anderson of McMinnville are guests of the Multnomah.

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After a long absence B. F. Stone of Astoria is again a Portland visitor.

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Dr. Charles Hines of Forest Grove was in Portland Friday on business.

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W. H. Clark of Springfield is registered at the Imperial.

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E. Carlson of Bend is visiting in Portland.

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R. V. Freeman of Hood River is among the guests of the Imperial.

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F. A. Davis of Walla Walla is transacting business in Portland.

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Bert Emerson of The Dalles registered at the Imperial Friday.

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Eric V. Hauser has been advised by Mayor Tisdale of Vancouver, B. C., that his city will be represented in the next floral parade of the Rose Festival by a float. The Ambassador syndicate of hotels has also sent word that it will have an exhibit.

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M. M. Clancy, the well-known O.-W. R. & N. conductor, who has been in California on a vacation, has returned and is domiciled at the Multnomah.

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Dr. C. T. Herliska of the United States health service is in Portland making an inspection of health conditions of the Northwest.

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Leonard Harrison of Wallace, Idaho, who is interested in trapshooting, is in Portland for a few days.

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Mr. and Mrs. John D. Ankeney of Walla Walla are among the guests of the Portland.

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S. H. Webb of Astoria is registered at the Portland.

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E. W. Griffith of Dayton, Wash., is a Portland visitor.

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Alton J. Hampton, a merchant of Eugene, is transacting business in Portland.

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C. B. Dahl of Tygh Valley, Wasco county, is spending a few days in Portland.

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R. J. Hendricks of the Salem Statesman was in Portland Friday.

• • •

Dr. and Mrs. E. N. Neulin of Astoria are visiting in Portland.

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Transacting business in Portland is Harvey Silver of Ashland.

OBSERVATIONS AND IMPRESSIONS OF THE JOURNAL MAN

By Fred Lockley

Vicissitudes of immigrant life on the Old Oregon Trail are here graphically related by a pioneer woman who came to Oregon in 1850. She also notes various incidents of family history that illustrate the common experiences of those times.

Mrs. John L. Barlow has lived in Oregon 72 years. While in Oregon City recently I spent an hour at her home.

"I was born in Maryland 88 years ago, March 8," said Mrs. Barlow. "My father, Samuel K. Miller, was born in Illinois. My mother, whose maiden name was Rachael Hart, was born in Maryland. I was the eldest of their six children. My father was a millwright. He started from Indiana to come west in 1849, but he had chills and fever so badly that he stopped near St. Joe, Mo., until he was able to travel. By the time he was better it was too late to start that year, so he waited until the spring of 1850. There were 25 wagons in our train and we were five months on the way. We came to Oregon City by the Barlow route across the Cascades. Father had only three bits when he reached the Willamette valley. To start life in a new country with a family and with a cash capital of less than 50 cents would seem like quite an undertaking nowadays, but in those days they thought nothing of it.

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"We ran out of provisions in the journey, due to sharing with a family, consisting of a man and his wife and seven children, whose wagon turned over while fording the South Platte. All their flour was spoiled and they lost most of their provisions, so we divided our supplies with them the rest of the way. By the time we crossed the Blue mountains we had about reached the bottom of the flour bin and had cut our last side of bacon. Fortunately, Jeff and Jim Miller, sons of Joseph Miller, my father's brother, knew we were on the way. They met us at Umatilla with two pack horses loaded with bacon and flour, so we had all the food we needed for the rest of the journey. Jim Miller was one of the early steamboat captains on the river here. You have probably heard of him. They came to Oregon with their father in 1847.

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"While we were on the plains we ran out of sugar. Father paid $1 a pound for some which he bought of another emigrant. As soon as that supply of sugar was gone father discovered that one of the families in our party was out of flour but had lots of sugar, so they traded, pound for pound, and we secured enough sugar to last us till we reached the Willamette valley.

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"I was 16 years old when we crossed the plains. We moved on Mr. Moore's donation land claim at Linn City, just across the river from Oregon City, where our family spent the winter of 1850, while father worked at Dayton. A man there had built a gristmill. Father was paid $10 a day. You see, so many of the men were in the California mines that labor was scarce. Then, too, the men in California were making such big wages and spending their money so freely when they came home that money was plentiful. I mean gold dust was plentiful. Not long after we came we began to see lots of the 5-dollar and 10-dollar gold pieces that were coined here at the Oregon City private mint. They called them 'beaver pieces,' because they had the image of a beaver on one side. We also used to see a good many of the $-sided 50-dollar gold slugs that were coined at the mint in California. Later they called in these beaver coins and the 50-dollar slugs and melted them up.

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"Father worked four months at Dayton. He took up a claim in the spring of 1851. I went to the Sisters' school, at first. The arrangements were all made for me to stay with Mrs. S. R. Thurston in Oregon City and go to school, but someone tried to jump father's claim, on the ground that he was not residing on it, so we had to move to his place.

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"I met my husband, John Lawson Barlow, at a dance. Everyone always called him 'Doc' Barlow. He was the son of Samuel K. Barlow. His father was born in Kentucky, and was a tailor. In the early '30s my husband's father farmed near Chicago. He very nearly bought a farm near the little settlement. That farm is spoiled for farming now, for it is covered with skyscrapers. He started for Oregon in the spring of 1845. He didn't want to come down the Columbia from The Dalles on a raft, so he decided to try to cross the Cascades with his wagons. William Barlow, my husband's eldest brother, and William Rector went ahead and selected the route, while my husband's father and the others cut the trees and made the road. They didn't reach Oregon City until the night before Christmas. My husband's father bought a hotel on the bank of the Willamette near the ferry landing, about where the approach of the bridge now stands. My husband worked in the hotel. We were married October 9, 1852. Elder Fisher performed the ceremony. My husband bought a drygoods store at Canemah. In those days there was a railroad running around the falls from Oregon City to Canemah. Its engine was a horse, and it pulled the cars on a narrow track.

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"I didn't tell you how near I was to failure to reach Oregon, did I? Coming across the plains, I, with a girl named Lizzie Dickinson, used to walk ahead of the train, to be out of the dust. One day when walking thus in advance, an Indian rode by and threw his lariat at me to catch me. I dodged, and it fell on Lizzie's shoulder. She shook it off, and we began to call for the men folks. The Indian rode off in a hurry.

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"My husband and I took up a square mile of land near Canby, on which we lived for about 10 years. We had six children. For many years my husband ran a store here in Oregon City. He finally retired, as he had made enough for us to live on. He has been dead many years. My daughter Nieta, who is a music teacher, lives with me."

HARD TO UNDERSTAND

From the Chicago Herald-Examiner

A soldier who has in mind "The enduring picture of groups of fine young men on their knees under the open sky of night, praying they might survive the next attack," finds it hard to understand why a country in which there is an automobile for every 14 people is too poor to pay a bonus.

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON

The Pacific highway over the Siskiyou mountains is clear of snow for the first time this spring.

The sawmill of the Albany Lumber company, which has been idle for more than a year, resumed operations Monday with a full crew.

The Redmond Commercial club has just closed a successful drive for membership, there now being about 100 members on the roll.

Reith, the railroad town in Umatilla county, is one place in Oregon without an unemployment problem. Not a resident of the town is out of work.

Dr. Steiner reports that the population of the state hospital has reached a total of 1880, or 80 more than estimated when the budget for the present biennium was prepared.

With the arrival Tuesday night of eight prisoners from Klamath county, the population of the Oregon penitentiary reached its peak for a number of years, the number of inmates totaling 474.

A San Francisco syndicate will expend $150,000 this year on the J. T. Brown mine at Agness, near the junction of the Illinois and Rogue rivers in Curry county. The mine is thought to be rich in gold.

Unaccompanied by an officer, C. M. Fleming and Evard Billings hiked 80 miles from the lower Rogue river to Grants Pass to plead guilty to the charge of killing deer out of season. They were assessed $50 each.

Hakason & Rasmussen, who are starting two mining machines on South inlet in Coos county, say they have several hundred acres underlaid with gravel which is rich in gold, some of it running as high as $18 to the yard.

The Pioneer Ladies' club of Pendleton has placed a monument at the grave of Dr. William McKay, pioneer Umatilla county physician. Dr. McKay was a grandson of Dr. John McLoughlin and was born at Astoria in 1824.

Peo Peo Tah Likt, chief of the Nez Perce Indians, has taken up the fight started years ago by the late Chief Joseph in an effort to obtain title to certain lands in the Wallowa valley of Eastern Oregon. This time the battle will be fought in the courts.

WASHINGTON

Despondent because of illness, Mrs. G. O. McBee committed suicide in the Mansfield hotel at Seattle by taking poison.

Plans are being drawn for a new $50,000 Congregational church edifice at Walla Walla to replace the one destroyed by fire in January.

Mrs. A. E. Panghorn, 79, who is missing at Spokane, is thought to have taken her life Sunday by jumping into the river, her hat being found on the river bank.

Unable to find work because of his prison record, and facing starvation, Robert Thomas, 35, committed suicide at Seattle by turning on two gas jets in his room.

Touring cars are now being used by the stage line between Davenport and Spokane, replacing the heavy stages which have been ruled off the Lincoln county highways.

The Bremerton News and the Bremerton Searchlight, both evening papers, have consolidated with a capitalization of $35,000 and appeared Monday under the name of the Bremerton News-Searchlight.

Struck by an automobile driven by Earl Jardeen of Tacoma, Frances, 10-year-old daughter of Mr. and Mrs. A. B. Hayes, was instantly killed while crossing the county road in front of her home near Kent.

Spokane's snowball season began the second week of December last year and has continued up to the one hundred tenth successive day of snow on the ground, the longest snow season in nearly 30 years.

Sergeant Clarence Wilson of Fort Worden is under arrest at Port Townsend charged with stabbing Elmer Baught, an ex-soldier, during a row Sunday night at Wilson's home outside the military reservation.

Two hours after he was seen alive and apparently in good health, Ed W. Fox, 45, a farmer, was found dead on the floor of his house at Mica Monday. He had been ill with the flu, but was supposed to have recovered.

IDAHO

John Bennett, well known in mining circles of Idaho, where he had resided for many years, died at Hailey Monday, aged 63 years.

Homer A. Harris of Idaho Falls has been appointed representative at Los Angeles of the bureau of markets of the government department of agriculture.

The Winton-Roseberry Lumber company has resumed operations at its sawmill at St. Joe after having been shut down since last December.

E. W. Edmonds, who has resided in Coeur d'Alene for several years and has been active in civic affairs, has been elected secretary of the commercial club in that city.

Henry Martin Darling, 7-year-old son of Mrs. Fred Craig, is dead at Twin Falls from a bullet wound accidentally inflicted last Saturday by his brother Claude, aged 14.

Mrs. William Parsons and her daughter were severely burned at Kooskia last Friday while rescuing two small children from their burning home which had been set on fire by the children playing with matches.

Following a preliminary hearing, Samuel Clark, Northern Pacific railway engineer, was bound over under $6000 bond on a charge of second degree murder for fatally stabbing Bert Partridge at Sandpoint two weeks ago.

The Old Oregon Trail

No. 10

From Celilo Falls to Astoria; Happy Reunion Takes Place Amid Peace and Plenty.

By Walter E. Meacham, President of the Old Oregon Trail Association.

Continuing on down the river (from Celilo Falls,) Mr. Hunt and his party reached what is now called Cascade Locks, where a thieving band of Indians were encountered and the utmost vigilance was needed to protect the property of the party. After considerable dickering Mr. Hunt procured the necessary number of boats with which to make the trip down the river to Astoria.

The trip from here down the river was uneventful, and finally, on February 15, 1813, they swept down the stream and came in sight of Astoria.

The feelings of the party can be imagined, when we consider that it had been over a year on the way from St. Louis, most of the time in a trackless wilderness and among savage tribes.

Among the first to