Oregon Journal

AN INDEPENDENT NEWSPAPER
C. S. JACKSON.....Publisher
(Be calm, be excellent, be cheerful and do onto others as you would have them do onto you.)

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A wise and frugal government, which shall restrain men from injuring one another, shall leave them otherwise free to regulate their own pursuits of industry and improvement, and shall not take from the mouth of labor the bread it has earned—this is the sum of good government.—Thomas Jefferson.

A FORD FORMULA

HENRY FORD charges in an interview that the railroads of the country have been run into the ground because they have been operated solely for the benefit of the owners rather than primarily as a medium of transportation. The owners, the distinguished manufacturer says, have been so active in gouging for profits, boosting stocks and operating in high finance, that they have lost sight of the actual reason for the laying of rails, building cars and running trains. The consumer has been forgotten in the grab for profits.

Mr. Ford's statement is as sound as Gibraltar. And it applies not alone to the railroads, but to various other industries and utilities. And, after all, the greatest profit comes to the industries that serve their customers, rather than to those that forget the public in their zeal to feather the nests of stockholders.

Too many companies are gutted by the managers. There is too much capitalization, too much high finance and too little service.

Always the cry is raised that if there must be more service there must be more revenues—the revenues to come first. Then there is the cry that improvements cannot be made unless there is a greater return on the investment.

But wouldn't the scenes change, wouldn't the revenues grow, if the customer were entirely satisfied with the service? Wouldn't they change if the cost went down and there was greater patronage? Wouldn't a reasonable capitalization and a reasonable profit bring the desired end?

It did for Mr. Ford. It did for Mr. Woolworth. And it did for Mr. Mitten over in Philadelphia.

The high financiers have about run their string. They have gone so far that the reaction is setting in. There is every indication, as Mr. Ford says, that a new order is coming. That new order will demand less capitalization, less water, less profit on each sale and more attention to the consumers' desires and ability to pay.

The consumers furnish the business, and they will decide where their money is to be spent and whether or not it shall be spent.

New York plans to spend $28,000,000 on a vehicular way under Hudson river. Shows the value of relief from congested traffic that might have been provided years ago at a fraction of the sum had anyone possessed the vision to foresee the conditions of today. How about Portland?

FROM THE SNOWS

TWENTY-THOUSAND Mennonites are on their way from Canada to Chihuahua province in Mexico. It is one of the strangest hegiras in history. They seek religious liberty. In Canada, they say, the full measure of liberty desired was not granted.

But they expect to be unrestricted and undisturbed in their worship in Mexico.

Former great movements seeking liberty have been directed away from—not toward—hot countries. "Where the snow flies is freedom," is more than the product of a phrase maker. With heat is sloth, moral deterioration, superstition. Chihuahua province, not so ardent as some parts of Mexico, has developed the characteristics named in representative portions of its population.

How will the simple lived Mennonites fit in with affairs Mexican? Will they again seek the snow banks to cool their burns?

Luna is one lady who wears a veil without attempting to add artificial warmth to the clear pallor of her cheeks.

A WONDER COW

A DISTINGUISHED contributor to the welfare of humanity and the progress of civilization lives at Independence, Or. He is J. S. McKee. He owns and has cared for "Lad's Iota," a cow that has just been officially declared the greatest Jersey in the world.

In one year she produced 18,320 pounds of milk and 1047.94 pounds of butterfat. Thus she won back for Oregon, from "Plain Mary," of Maine, a leadership that had been yielded to "Plain Mary" by another famous Oregon cow, "Vive La France."

The distinction accorded "Lad's Iota" is that of being the champion butterfat producer of the Jersey breed. She is six years old.

Oregon thus is credited with seven of the eight world's champion Jersey cows.

We possess, besides "Lad's Iota," who is classed as the world's champion mature Jersey, the world's champion senior yearling, the world's champion junior and senior two-year-olds, the world's champion junior and senior four-year-olds. The world's champion senior three-year-old is a Massachusetts cow, whose place may be won by one of two contending Oregon cows before the end of the present spring season.

Oregon has also another distinction in Jersey production, for this state possesses more gold medal Jersey sires than any other state in the Union. The new champion's sire is a gold medal animal, and four of her sisters are gold medal cows, proof beyond cavil of the results and the profits of good breeding. These wonder cows eat the same kind of food as the scrubs that are scarcely worthy the butcher's block.

Sometimes Oregon's climate and sometimes Oregon's soil are credited with Oregon's recognition as the Jersey center of the world. But behind all other elements, no matter how important, are the men who are content with nothing less than the best strains, who breed and who select with a skill that is marvelous. And not the man only, but his wife—Mrs. McKee shares honors with Mr. McKee.

These great records are evidence of the high standards and the culture of Oregon's rural citizens.

BY MILLIONS

AFTER greed was satiated with 10 smelt to be wasted to every one consumed, still there were myriads swimming where the nets had dipped.

Between the darting, finny bodies and those who hungered for them were no overlords of the counting room, no czars of the counter, nor even the autocrat of an acre to erect a "No Trespass" sign.

Nature had brought the little fish in countless numbers from the boundless sea and delivered them, carriage free, at the nearest point of accessibility to the greatest number of people. They came, under their own motive power, like a jeer at the high cost of living, like the manna that sustained the Children of Israel.

And where the arrogant salmon disdains other lure than a gilded spoon and the aristocratic trout prefers silken flies, the price of these rarely good, multitudinous delicacies in Sandy river was any kind of a net from a conical bit of woven wire to a bird cage or the reinforced frame of an antiquated hoop skirt.

There is an old story about the rewards predestined to the early bird, but the smelt which arrived Tuesday and were in their abundance Wednesday, were as available, albeit there was a bit more crowding, to the family parties who arrived near lunch time as to the eager individuals who had to get back to lunch, and consequently were standing on the bank waiting for the gleaming fish to reflect the dawn.

The smelt that crowd their way into the Sandy almost every year are one of the miracles of life in Portland. They constitute one of the picturesque incidents of residence here. Not so much as a fishing license is imposed upon the many who gather for personal use this great food crop sent up from the ocean.

Likewise they enable one to play belated Santa Claus to almost any number of neighbors. The buckets and boxes which are filled to overflowing contain enough to burden unending frying pans with sizzling, delicious, and, presently, golden brown freight.

SHIPPING LAW

PORTLAND has deep interest in the question as to whether section 28 of the merchant marine act shall be enforced.

At hearings to be held by the shipping board this city's interests should be defended by our ablest representatives.

Prior to the hearings, the dates of which are to be announced soon, there should be a thorough canvassing of this port's sentiment. There should be more.

There should be, and it is the duty of the Chamber of Commerce to make the arrangement, preliminary local hearings to determine just what is section 28 and how it will affect our commerce.

The business men, the shippers, the exporters and importers of the ports of the Columbia, should join in study of the provision. When the port's and the community's sentiment is expressed let it be intelligently expressed. In so doing we shall probably be better armed than other ports, for none of them has given the subject the consideration it demands.

The conditions which affect the future of American commerce are still more or less vague. They are not conditions exclusively dependent upon our own maritime ability, our capacity for loading and sailing ships, or our freight gathering and handling facilities. Foreign trade involves meeting conditions established during generations of trading in which an American merchant marine had little part. A decision to meet or to resist these over-the-war conditions may make or destroy our fledgling merchant marine.

Section 28 provides that through preferential rates may be granted on freight and passengers handled in American bottoms. It also provides that if any port is inadequately served by American vessels the arrangement can be suspended by certifying the fact to the interstate commerce commission.

The section itself, however, is verbose and involved. It is said to have been put into the merchant marine act at a late hour and to cure a competitive situation between Canada and the United States in the handling of Alaskan products.

The shipping board proposed to enforce the section without hearing. It has yielded to the pressure of public opinion and is to allow hearings. The ports of the Columbia are thereby given unusual opportunity to see what the future holds for them in their relations with the shipping board.

The miners in Henry Ford's coal mines are not striking. His mines are located in Kentucky, and, in his own way, Ford so deals with his workers that they never strike.

THE IDLER TRAGEDY

THREE idlers, arrested in an Omaha poolroom and convicted of vagrancy, were sentenced by the court to spend 10 days in the public library. They are to spend eight hours a day in that institution, reading, and if they fail, they are to receive double the sentence in jail.

In the plan there is food for thought. Are not many of the idlers what they are because they do not know how to be something else? Were they compelled to study, might they not become interested in something and devote their time to it instead of loafing in a poolroom?

Society punishes a man by sending him to jail. But does society aid him by confining him in a cell? Might not many an idler that later becomes a criminal be saved by teaching him something instead of permitting him to languish in jail?

To many idlers the library course would be of no avail. But even if an idler here and there could be salvaged to respectability and usefulness, would not the sentence be worth while?

Somebody has figured that the average American eats a ton of food a year and needs only half a ton. In other words, by systematic rationing necessary to health, we could put aside some 55,000,000 tons of food annually for the starving of other lands. Who is going to be first to hitch up his belt?

PEACE THRIFT

BEHOLD Uncle Sam anew in the role of thrift agent.

A backwoods individual came into the postoffice at Port Townsend and dumped from a sack upon the counter a thousand dollars in gold pieces. The money had so long been out of use that it was dull and bore rust stains, probably derived from its contacts.

With the money the man bought government peace certificates. It was a picturesque incident, which serves to remind Northwesterners that Uncle Sam, who sold thrift stamps as a means of financing American participation in the World war, is at it again.

Director Hardee of the savings division of the Twelfth federal reserve system explained the process to Portland incident to his visit in Portland Saturday.

War time savings certificates bore 4 per cent interest, compounded quarterly. The peace savings certificates bear 4½ per cent interest, compounded semi-annually. The price of a savings certificate of war issue depended upon the date of purchase. The peace certificates sell at a flat rate and mature five years from the date of purchase. Thus a $25 certificate costs $20; a $100 certificate costs $80; a $1000 certificate costs $800.

One who wished to get the money for his war stamps before maturity gave the postoffice 10 days' notice; one who wishes to cash his peace certificates before maturity addresses the treasury department at Washington and is asked to be content with interest at 3½ per cent.

Forty thousand money order postoffices are handling the new thrift certificates, as are banks that desire to accommodate their customers.

Besides the thrift arguments that made the war savings campaign a benefit to the nation and to investors, it is pointed out that the certificates at such excellent rate of interest will bring timid money out of hosiery hiding places.

And from successful sales of peace certificates Uncle Sam will be ready to retire the first $500,000,000 issue of war savings certificates when the same fall due the first of next January.

THE 40-HOUR WORK WEEK

Mr. Ford's Latest Is as Effectual as Any Predecessor in Evoking Comment of Every One of the Varieties; Some Wish Him and His Men Well; Others Profess Open Mind; Yet Others Use the Ancient Sarcasms That Have Always Met Labor Innovations.

Daily Editorial Digest.
(Consolidated Press Association)

It is unfortunate that Ford cannot employ all the workingmen in America. So the Quincy (Ill.) Whig-Journal declares apropos of the inauguration of the five-day week in the Ford factories. But to many other editors the gain to the workingman in Ford's employ is doubtful, since the reduction in hours is regarded as a reduction in earnings as well.

The institution of a 40-hour week in a great industrial enterprise is significant, however, in the opinion of the press, because it comes at a time when, as the Springfield Union points out, "efforts of labor have been engaged in combating the movement for a return to the 54-hour week in certain lines of production," and, the Quincy paper comments further, "it will not arouse much enthusiasm among employers who have fought shy of a 44-hour week and promised solemnly among themselves to see that it never came about."

"The remarkable thing about it," in the view of the Newark News, "is that it has not come from labor agitation, but has been handed down, like manna from heaven, by industrial management in the person of the Fords."

"On the face of it" the innovation "has universal appeal," the Kalamazoo Gazette thinks, for "those of us who are fortunate enough to be blessed with what is known as a steady job are convinced that the business of making a living occupies far too much of our time." The New York Herald agrees that from the standpoint of "bringing work down to the irreducible minimum," the Ford scheme is "joyous news," but, as the Bridgeport Post argues, if a 40-hour week "is such a glorious thing," then "a 20-hour week is twice as good, a 10-hour week four times as good, and no work at all is simply perfect."

* * *

The Oklahoma City Oklahoman is not concerned over the effect of "the example set by Mr. Ford," for his plants "can shut down an extra day each week without inconveniencing the public greatly, if at all," while "not many companies can," and the Ford business is such that it is "able to do things which would result in the bankruptcy of other concerns." To argue from an isolated and unusual case that the 5-day week is possible in all industries is to argue that all industries operate under conditions similar to those in the isolated case," and since the facts are otherwise, the Indianapolis News does not look for any further adoption of the Ford week.

That it is defensible in the specific instance, however, is maintained by the Pittsburg Gazette-Times. "One thing that may reasonably be assumed," it says, "is that the organization of this factory has been so perfected that men and machines are producing every day all they possibly can. The strain on the human machine is perhaps so great that it cannot safely be imposed six days consecutively. In that case the course adopted was imperative unless the management was willing to permit a slackening of the pace."

* * *

If increased efficiency were the impelling motive, the Grand Rapids Press would regard the change as "cause for serious comment," but, it contends, "the scheme contemplates nothing of the sort." It is merely a rearrangement by which Ford employes "make $30 a week in place of $36. Mr. Ford loses nothing, provides work for 3000 more men, and is the gainer by the publicity"; in short, as the Springfield Union puts it, "a plain reduction of the high wage system hitherto in force."

In view of this condition, the Nashville Tennessean suggests that "if Mr. Ford's employes accept the new order without protest it will be another indication that the Detroit manufacturer has progressed further than any of his competitors in cementing friendship between employer and employe." The New York Evening World is confident that "the men will like it." Treating the matter from an angle rather different from that taken by other writers, the World points out that while the new scheme drops a day from the week's work, the 40 hour week "is guaranteed and since many have been working only three or four days a week," the new plan, after all, amounts to an increase in income.

Ford's "latest idea" is regarded as a trouble-breeder by the Hartford Times. If it could be confined to the "flivver factory" perhaps the trouble "would not be great, but the matter will not rest there." Eventually, the Times thinks, "it will be necessary to pay the men as much money for five days' work as they now get for six, or they will go elsewhere and work six days," and "an agreement of this kind is sure to increase the cost of living if it should be adopted generally," and furthermore, such a policy in effect anywhere "will increase discontent among workers in other fines." "Aside from the economic consideration there is an important social question involved," which the Times presents thus: "Two days of idleness will not increase the desire of men to work. Man's waste time is multiplied by two; his opportunities for extravagance, as well as his opportunities for healthful recreation, are doubled. His dissatisfaction with his lot will increase. He will want more money so that he can spend more during his idle time. So unrest, instead of being allayed, will be intensified."

* * *

To this position, however, the Sioux City Tribune replies that "comparatively young men can remember" when the 8-hour movement "was denounced as subversive of civilization itself," but, it remarks, "the 8-hour day, however, obtains quite generally today."

"Whether this is broad humanitarianism or carefully worked out economics," the St. Paul Dispatch leaves to time to develop, but in the meantime, as the Ann Arbor Times News says, "Henry Ford has again given the labor experts and the economic sharps something to think about."

COAL AND PUBLIC OPINION

From the Philadelphia Evening Ledger.

What has been happening to reverse the trend of public opinion which, though it usually is disposed to run against organized labor in a great general strike, is obviously running now against the obdurate coal operators? Even in New York, where a few powerful newspapers still persist in preaching the divine right of monopolists, it is impossible now to find a daily journal that doesn't put at least part of the blame for the coal strike upon the operators. And in no American journal of reputation or standing is there apparent a desire to take the usual one-sided view of the present controversy.

The intelligent and patriotic way to look at the coal strike is not from the viewpoint of the operators or the miners alone, but from the viewpoint of national dignity, safety and the public good. The country has become aware that light is needed in the coal regions. It no longer takes the word of the mine owners without question. And it is seemingly in a mood to demand that congress busy itself about getting at the absolute and unvarnished truths of the coal industry. Congress in its turn will probably begin a real inquiry. Thus, under the pressure of necessity, it will do what it refused to do when men like Hoover, Edge and Calder were telling the senate that a policy of drift and negligence would lead certainly to strikes or worse and to widespread hardship.

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.)

BONUS APPLICANTS COMPLAIN

Alleging That the State Commission Is Cutting Valuations Drastically

Salem, April 10.—To the Editor of The Journal—The people of this state passed a law intending to aid the service men by loaning them money with which to build homes or to acquire farm property. The voters were given to understand that the boys would be allowed three-quarters of the appraised valuation of a property in a 28-year loan. Instead the commission is offering $1600 to $2000 on properties which are selling on the open market for $4000 to $5000. They are cutting the appraisers' reports almost in two in many cases, although they themselves have never seen the property. This applies to farm and orchard properties and not to old houses, as a recent letter to the press from the secretary of the commission would imply.

Three of the commission are politicians—Olcott, Kozer and General White—and two of them are up for election now. Can it be that they are after the support of certain business interests which are unfavorable to the loan act? If so, we service men should remember that we, too, will vote at the coming election.

Two of the commission are service men—General White and Captain Rice. Their buddies should certainly remember how well they are now serving them in this matter. Kicker.

Hillsboro, April 10.—To the Editor of The Journal—The bonus commission is surely the bunk. I have two sons that were in France and at the front. Now they have applied for the bonus loan, filled out the papers and sent them in. One boy asked for a loan on the place he lives on, of $3000. The Hillsboro bank loaned $3000 on this place, and that loan is what he wants to pay off with the bonus. Our neighbor said to me, "If this place isn't worth $6000 then it isn't worth anything." Now the commission wrote to him that it couldn't allow $3000 on this property, and it hadn't even ordered it appraised yet. What authority has it to sit at Salem and say what property is valued at that it has never been near, and if it is to appraise the property for the boys why should the boys go to the expense of having it appraised? Some say it is because the property might decrease in value. Suppose it does. Are they not to pay each year? That decreases the mortgage, and why should they value the property at what it might be 28 years from now? Some property increases in value instead of decreasing, and this property, one mile east of Hillsboro, would be within about three city blocks of Moffat Station on the Oregon Electric, so why should it decrease in value?

Now I don't see why, when the bonus was voted on, they didn't tell the people the boys wouldn't know enough to get the real value of property, and the commission would be appointed guardian to go and buy the property and put the boys on it and tell them to take that or nothing. Some say the commission is going to come and look at the property before it makes the loan. That would be nice; for the taxpayers could pay their expenses and we are of them. The tax is $85.12 on this property they say they can't loan the $3000 on. The attorney tells us that others of the boys told him they had the same word from the commission, that it couldn't allow the amount when the property hadn't been appraised. M. W. G.

A BONUS SUGGESTION

Non-Interest Bearing Bonds Redeemable From Specified Revenues, and Made Legal Tender.

Portland, March 9.—To the Editor of The Journal—Here is a simple, honest way for us to pay the bonus immediately, and it leaves capitalists and bankers out of it, so they can have no possible objection to it. Nor is the plan new, as it has been tried and proved successful—so old, in fact, the people have forgotten. Let the government pay the bonus with non-interest bearing bonds printed on the same size and same denominations as a federal reserve note, these to be redeemed with funds from specified sources of revenue and at the convenience of the government. A list of resources could include a percentage of bootleg fines, 10 per cent of all wealth sent or taken out of the country, a nominal admission fee from all foreigners, a special tax on all alien business—a hundred ways are available to finance this plan. The boys would have immediate benefit, as they could spend the bonds the same as money. Any person refusing to honor these bonds at face value should be fined for each offense and such fines applied to the redemption fund. There are histories of banking, but the most important parts are between the lines, and people won't read when it is placed in their hands; consequently they can't understand that the currency system is to the nation—themselves—what the blood circulating system is to the human body—that if you pollute either, death or complication results. The parasitic tapping of these systems in either case is annoying, serious and fatal. Imagine an employer insisting on his workmen strapping upon their backs a weight equal to or in excess of their own weight, while at work, and you have the present system. That is precisely what they are doing. Those who spend their lives imitating heroes, on the stage and screen, are lauded as artists, paid fabulous sums and worshipped from the toes up, while the real hero—oh, well; we all know about him—even the unknown. Disgusted.

SUBSTITUTE TEACHERS

Portland, April 8.—To the Editor of The Journal—Since our manual training, sewing, etc., have had to be removed from the grades for lack of funds, will you kindly inform me why it is, when a principal is sick, that a substitute teacher is hired to take the work of an upper grade teacher and this teacher fills the place of the principal, receiving double pay therefor? L. C. P.

Superintendent Grout says a substitute cannot be employed to fill the principal's place because he would know nothing about the work, but that the principal generally recommends an upper grade teacher. This teacher receives 25 per cent more than her pay in the classroom, because executive positions are on a higher schedule than regular teaching positions.

MAKING THE STREETS SAFE

From Life.

At the present rate, by the time the streets of New York are made safe for pedestrians there won't be any more pedestrians.

Spring?

Oh, dear! I am so tired of this east wind and rain,
Will old winter ever go, and spring come in again?
I've worn this heavy overcoat, and heavy flannels, too,
Until I'm simply tired out with cold, and almost blue.
I hope the gentle sun will shine real soon o'er all the land,
And make the trees to bud again and bloom on every hand.
I want to sit out on the porch, enjoy the soft, warm breeze;
I want to change these heavy ones for my old B. V. D's.

—Contributor.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Has your wife started your garden yet?

* * *

Have you put in your winter's fuel supply yet?

* * *

Unfulfilled promises are the ticks on the body politic.

* * *

There seem to be many who would enjoy seeing Semenoff off.

* * *

About all it is necessary for an expert witness to know is which side his bread is buttered on.

* * *

The mantle of peace has again been spread over the world. The baseball season is on, full tilt.

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Congress likely to sit all summer, report has it. But we find no promise in that for an important hatching.

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The French view of the U. S. debt is to be analyzed. We'd prefer that the French strive to liquidate rather than analyse.

* * *

County employes may see the opening ball game, but must lose their wages. It isn't fair to assume in advance that they will guess wrong on the winner.

* * *

One of the reasons for our pessimism is found in a headline that says railroads are buying their materials freely, while we're forced to buy our's expensively.

SIDELIGHTS

Congress is buying seeds for districts affected by the drouth, but it has done nothing so far for the localities hit by the eighteenth amendment. — Harney County News.

* * *

The best tax reduction suggestion yet made is to switch the 6 per cent limitation to a 6 per cent annual reduction (instead of increase) for the next five years. That will get us part way back to where we ought to be.—Condon Globe-Times.

* * *

Forty-three cities report employment increases averaging 28 per cent. Of course, this is the season when employment normally increases, but the figures are nevertheless one of the many indications of business improvement.—Eugene Register.

* * *

Compelled by public opinion, congress has passed the four-power treaty. It is a forward step in diplomacy and no matter how offensive to narrow partisanship the term may be, the treaty is a league of nations for the purpose of preserving peace in the lands of the Pacific.—Oregon City Banner-Courier.

* * *

Portland now proudly boasts of the 10-cent shine as being back to stay in that city. Did it ever occur to those Portlanders that if they really want economy there is such a thing, or need to be, at least, as people shining their own shoes?—La Grande Observer.

MORE OR LESS PERSONAL

Random Observations About Town

When Cordell Hull, chairman of the Democratic national committee, arrived Wednesday in Portland there was no one at the train to meet him and he, a stranger to the city, had to find his way to the hotel. The reason of it was that "Doc" Morrow, Oregon's representative on the national committee, failed to make connection owing to engine trouble. He started from home early enough, but his automobile balked on him.

* * *

Among tourists passing through Portland is Judge Marshall Brown of Pittsburg. He is accompanied by Mrs. Brown.

* * *

H. W. Turner and C. E. Roush, who register from Madras, are paying Portland a visit.

* * *

From The Dalles comes J. B. Wade on business.

* * *

H. L. Browning of La Grande is stopping at the Imperial.

* * *

Mr. and Mrs. E. G. Grainger, tourists from Sydney, Australia, are registered at the Portland.

* * *

C. M. Brewer of Albany was in Portland Wednesday.

* * *

R. Wayne Green of Eugene is transacting business in Portland.

* * *

John A. Carroll of Tillamook is a guest of the Portland.

* * *

G. W. Battey of Banks is a Portland visitor.

* * *

L. V. Rex of Eugene came down Wednesday on business.

* * *

Mr. and Mrs. M. J. Lewis of Carlton are visiting in Portland.

* * *

Dennis Cromer of Lebanon spent Wednesday in Portland.

* * *

F. E. Dunn, a business man of Eugene, is in Portland on business.

* * *

Dr. W. J. Geis of New York, Dr. F. C. Waite of Cleveland and Dr. S. W. Foster of Atlanta, members of the Carnegie fund endowment of teaching, are visiting Northwest educational institutions and are stopping at the Multnomah.

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P. J. Wellborn of Parma, Idaho, is visiting in Portland.

* * *

Dr. H. J. Clements of Salem is attending the state health board session.

* * *

Ernest Ward of Pendleton is an out-of-town visitor.

* * *

Mr. and Mrs. F. A. Perkins of Myrtle Point are among those registered at the Imperial.

* * *

Visiting the metropolis is L. P. McGinnis of Corvallis.

* * *

M. W. Warren of Goldendale, Wash., is a guest of the Imperial.

* * *

Transacting business in Portland is L. B. Hicock of Corvallis.

* * *

R. D. Garber of Milton is among out-of-town arrivals.

* * *

W. L. Van De Meter of Baker is looking Portland over.

* * *

R. N. Appling of Prairie City is registered at the Imperial.

* * *

J. P. Rich of Colfax, Wash., is transacting business in Portland.

* * *

J. H. Thatcher of St. Helens spent Tuesday in Portland.

* * *

W. Ellis and Ralph Ellis of Drain are registered at the Imperial.

* * *

Blaine Hallock of Baker is visiting in Portland.

* * *

Mark McGowan of Marshfield is taking in the sights of the metropolis.

OBSERVATIONS AND IMPRESSIONS OF THE JOURNAL MAN

By Fred Lockley

One of Oregon's oldest towns is Lafayette, and of it much history might be written. In this article Mr. Lockley draws upon the recollections of three residents and upon his own knowledge to construct a sketch of this little city's career.

Hull Johnson has been an Odd Fellow 52 years. When I met him in the pool hall at Lafayette recently he said:

"Do you remember stopping at my home, along about 20 years ago? You stayed over night with us. You were making a trip through the country on horseback." We both recalled the circumstance, and he said, "Come on down to the house and let's have a little visit where we can talk." As we walked down toward his house I asked, "How does it come you are named 'Hull' Johnson? Is that a nickname?" He said, "No; my mother named me for her folks. Her grandmother, who was Irish, was named Hull. My father, Daniel J. Johnson, was born in Massachusetts. My mother, who was Elstina Perkins, was born in New York. They were married in Indiana and came to Oregon in 1844 in the wagon train of which Cornelius Gilliam was captain. I am the eldest of their seven children. I was born two miles from Lafayette, March 3, 1846. My first teacher was Virginia Olds. She taught at the home of my uncle, Ruel Olds. The last term of school I attended was at Lafayette. S. W. Xing was my teacher. In 1878 I went up to Eastern Oregon, where I ran a stock ranch on Rock creek. In those days Rock creek was in Wasco county, but nowadays it is part of Gilliam county. In 1882 I ran a drug store in Lafayette. Along about that time I was elected county treasurer of Yamhill county. The county seat in those days was here in Lafayette, so I continued running my drug store as well as being county treasurer. The next year I was married to Jessie A. Parker. In 1897 I leased the medical springs 1½ miles northwest of Lafayette. I operated this resort until last year, when I leased it."

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A few moments later in the barber shop at Lafayette I met Ed Perkins, another pioneer resident of Lafayette. "I was sort of born on the wing," said Mr. Perkins. "The fact of the matter is, I was born by the side of the road while my folks were coming to the Willamette valley. It was just this side of the Blue mountains, somewhere about where Union or La Grande is, on September 1, 1852. My father's name was George W. Perkins. He was born in New York state, July 11, 1819. His father, Eli Perkins, was born in Massachusetts. My grandmother, whose maiden name was Sally Hull, was born in Vermont. My father moved to Indiana when he was a young man and there met and was married to Harriet Herndon. My mother's cousin, William Herndon, was a law partner of Abraham Lincoln. Father and mother were married October 23, 1841. I've got a paper here that I copied from the family Bible when we divided the estate, that tells when each of the children was born. My eldest sister, Nancy Perkins, was born December 23, 1842; George, October 23, 1844; Sarah, March 11, 1848; Jerry, July 14, 1851; Zary E.—that's myself, though people call me Ed—September 1, 1852; Nancy Jane, August 14, 1856; Emma, May 31, 1858, and Delma, May 28, 1861.

"My people started for the Willamette valley in the spring of 1852. Along about the first of August they had camped and mother had driven two forked sticks into the ground and put a stick between them on which she had hung an iron kettle full of water. She had a good fire under it and the water had come to a boil. Jerry, the baby, who was two years old, was playing near the fire. One of the other children was running around the fire with a rope, trying to lasso Jerry. The rope caught on one of the forked sticks and in pulling it off the stick fell down and the iron kettle of boiling water fell just as Jerry stumbled, and he was scalded to death.

"Though my folks started with quite a bunch of stock most of it was lost on the way. My father got work in a sawmill when he first came here and my mother boarded the mill hands. My father's mother had 640 acres of land. She told him she would give him half of it if he would fence both places. We moved to this place about 1856. In October, 1860, father and the family moved up to Yakima. Father ran across a settler about midway between the old town of Yakima and the present city of North Yakima. He wanted to leave the country, so father traded his team and wagon for this man's homestead. In the summer of 1869 father sold this 160 acres for $350 cash. We came back to the valley, settling in Lafayette in 1869. I went to school at Lafayette academy. S. W. King was my teacher. Later he went to Portland and became a partner with Mr. Olds in the firm of Olds, Wortman & King."

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Lafayette is one of the historic cities of Oregon. Yamhill county was organized as one of the first four districts of Oregon, July 5, 1843. Lafayette was founded by Joel Perkins in 1851. He named it for the city of Lafayette in Indiana. While Perkins was returning from California in 1850 he was murdered by John Malone. Malone was arrested, confessed the murder and committed suicide in jail by hanging himself. Lafayette became the county seat in August, 1855. In 1859 a fine brick courthouse was built at a cost of $14,000. The town of Lafayette was incorporated in 1876. While in Lafayette I went to see the old courthouse and found it was being wrecked. The bricks, which are of a fine quality, are to be sold in McMinnville or shipped to Portland. The timbers are still sound. In talking with a group of old-timers at Lafayette about the courthouse, Ed Perkins, one of the group, said:

"We lost the county seat to McMinnville in 1888. When the county seat was moved to McMinnville the county commissioners deeded the old courthouse to the city of Lafayette to be used for school purposes. Lafayette was very anxious to secure a college, and so they deeded the old courthouse to the Evangelical college with the provision that it should own it as long as the school was maintained, but if the school suspended the trustees were to redeed the courthouse to the city of Lafayette. The city had two years' grace before it would have to deed the courthouse back to the county. We planned to fix it up and use it for a high school. However, when the Evangelical college closed, instead of deeding it to the city they deeded it back to the county. The county commissioners sold it to a man named Brigham for $400. For his $400 he secured a $14,000 courthouse, on which we had spent $2000 to bring it up to date and put it in good repair for a college; also he secured the six lots on which the courthouse stands and two lots across the street, on which was a substantial jail. Brigham tore the jail down, sold the brick and built two bungalows, which sold at good prices. He ran an ax handle factory in the lower part of the courthouse. He rented the upper part as a dance hall. When Brigham died his executors sold the old courthouse to the Courtney boys for $1500. I believe they will be able to sell the brick and other material in the courthouse for at least $1500, maybe more. They will then sell the lots, and the money they built realize from the lots will be velvet."

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON

A shipment of 200,000 feet of "Tax squares" was made last week by the Booth-Kelly plant at Springfield.

The Independence school board is considering the addition of a teacher who will make a specialty of vocational work along agricultural lines.

Ernest Lamonetos, aged 40, was killed instantly Monday by a rock slide on highway construction near Myrtle Point. The victim has a family in Turkey.

People of Upper Camp creek in Lane county will put in three miles of road at their own expense in order to get the rural delivery to continue up that stream.

The Monmouth Creamery company, which draws cream from a large territory, produced in March 32,571 pounds of butter, the largest quantity in its history.

Work on the overhead crossing of the state highway at North Powder has been resumed following the shutdown on account of cold weather several months ago.

The Condon local of the Farmers' Union has signed a contract to purchase two carloads of grain sacks from Kerr-Gifford company. The bags are for July delivery.

The first car confiscated and ordered destroyed in Lane county is one belonging to G. W. Deacle, who is now in jail at Eugene on a charge of unlawful possession of liquor.

Following a short illness, F. K. Hubbard died at his home in Falls City last Thursday. He crossed the plains with his parents in 1844 and had lived all his life in or near Falls City.

That a few gillnetters are poaching for salmon during the closed season is shown by several arrests made recently by the deputy game warden at Astoria. Each was fined $50 and costs.

Heirs of the late T. G. Hendricks offer to donate a block of land in Eugene to the school board as a site for a new school building to commemorate the memory of the Lane county pioneer.

On a writ of attachment the sheriff has taken over the plant and business of the Carlton Mill and Elevator corporation. Debts aggregating more than $24,000 have been filed for collection.

Fourteen hundred pounds of squirrel poison has been shipped to committemen in various parts of Polk county by Paul Carpenter, county agricultural agent. A campaign against the diggers is in progress.

Sebastian Brutscher, aged 85, a resident of Yamhill county for 70 years, is dead at Newberg. Brutscher took a donation land claim near Newberg in 1849 and constructed one of the first sawmills in Oregon.

WASHINGTON

J. W. Mason has been elected president of the Raymond Rotary club and Claude House is secretary.

Automobile licenses issued by Clarke county this year number 4315, about 1000 under the total number issued last year.

Paving planned for Walla Walla this summer will cost $90,557, according to figures announced by the city engineer.

More building is going on at Pasco than at any time since the boom days, and there is not a vacant house in the city.

Work has begun on the new waterworks reservoir at Walla Walla, which the Pacific Coast Paving company is to construct at a cost of $176,000.

Burton Rhyne, aged 22, was instantly killed Monday afternoon while coupling cars at the Wallville Lumber & Timber company's camp near Pe Ell.

The government nursery at Hemlock, in Skamania county, will furnish more than 3,000,000 trees this year for reforestation in Oregon and Washington.

Receipts at the Walla Walla postoffice for the quarter ending March 31 were $22,474.42, a gain of approximately 5½ per cent over the same period in 1921.

Reduction of 25 per cent in rates by the Seattle municipal plant for off-peak electrical industrial current is recommended by the finance committee of the city council.

Attorney General Thompson has ruled that members of a church cannot obtain intoxicating liquor for sacramental purposes except when they have a regularly ordained clergyman in charge of the church.

A new steel bridge is to be built across Wind river, near the government mineral springs, in Skamania county. The material will be furnished by the government and the county will place the bridge at a cost of $8000.

H. M. Eager, Vancouver chicken fancier, was attacked by a Plymouth Rock rooster last week and seriously injured. Eager's left hand was caught with both spurs, one of them piercing to the bone.

Ex-Senator R. C. McCroskey died at Garfield, Monday. He was prominent in banking circles in Eastern Washington and at Olympia and was also a regent of Washington State college, one of the buildings on the campus being named for him.

IDAHO

Coeur d'Alene