Oregon Daily Journal

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

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Though we travel the world over to find the beautiful, we must carry it with us or we find it not.—Emerson.

A MATHEMATICAL GENIUS

SENATOR McCORMICK of Illinois should never have wasted his talents in politics. His enormous capacity for figures should have been put to better use.

For instance, as chairman of the senatorial campaign committee he produces figures to show the people of the United States that government doesn't cost money any more, that under the magic influence of Republican rule all costs have disappeared. It is surprising that he didn't promise to fill everybody's pockets with the coin of the realm, so enthusiastic did he wax as he frolicked with his figures.

The senator tells of paying off a billion on the national debt. That is true. But was there never a payment made on the national debt before?

He also claims that expenditures have been reduced almost a billion. There have been reductions, but Mr. McCormick must also admit that the Harding administration went into office when war costs and war forces were still at work, costs and forces that naturally have been dispensed with in peace time. That was a simple duty performed, and hardly a miracle in government saving.

Besides, deficiency appropriation bills keep coming forward. Three such bills have been voted since last December with a total appropriation of $283,000,000. They are in addition to a $50,000,000 deficiency appropriation passed last August, making a total of $330,000,000. It is a legitimate part of the billion Mr. McCormick says was saved, but was not saved. And according to Secretary Mellon, more such deficiencies will come on betimes until they reach almost a billion, due to under-appropriations by congress to fool the people.

Mr. McCormick offers a fallacy in government saving. He says that taxation has been reduced, but most people will pay the same tax bill next year that they did this. That is because the taxes were reduced on the big corporations and on big incomes, which will make the burden of the little taxpayer equally as heavy if not heavier than before. Moreover, during this administration, with its isolation policy and deflation of the poor first, wages have gone down, profits have disappeared, while the cost of living rose from 2 to 11 per cent during May. As a result of the depression, the volume of taxes has slumped, which will mean deficiencies for next year of which the secretary of the treasury has already informed the public, and consequently funds will have to be raised during the next 12 months which are now put forward by the Illinois senator as savings.

And there is one other angle. What will the promised tariff do? Whom will it help? What will it do to the cost of living? And what will it do for the steel companies, the sugar barons, the big manufacturers and the giant businesses?

Mr. McCormick figures that the present administration has saved $7,000,000,000. Of course the government collected this year about three billions less than that. According to those figures the people have been saved enough this year to make unnecessary any taxation next year. That would be fine, but unfortunately it is not true.

An efficiency expert, who was probably born old, deplores summer vacations for children. He says the youngsters could learn so much more and so much faster if they kept their noses in their books the year around. But any boy who is allowed to go barefoot and gets out into the fields will tell this fossilized expert that what is learned in the summer, not including the health acquired, is worth at least all that is learned the rest of the year.

A USEFUL PIE

A FILM actress was sitting in a Los Angeles cafe. Not far from her was seated the son of a wealthy California gentleman.

The young man was inclined to "mash." He ogled the young lady until the situation became unbearable. Driven to desperation the girl seized a whipped cream pie, walked to the young masher's table and smashed it against his face.

Perhaps the action wasn't exactly ladylike or according to law. Better, perhaps, that the young man had been arrested and prosecuted, but in the absence of authorities of the law the action was very effective.

There are a lot of young cavaliers hanging about on Portland streets, in automobiles and otherwhere, who display the same tendencies as the young Californian.

What girls and women have to bear in silence from them will never be told. If the Los Angeles film actress could appear on the scene with her pie some of the cowardly mashers might be taught good manners.

Regrettable as it would be to spoil a delicious pie it certainly would not be wasted in covering the features of a few of Portland's lazy oglers.

Capper's Weekly says the stock of the Standard Oil companies has advanced in price more than a billion dollars since early in the year. This, with record supplies of crude and refined oil on hand, makes the gasoline user wonder what is to happen next at the filling stations.

JULY'S DEBATE

YOU cast your fly upstream so that the trout, which always heads upstream, will not see the line.

No, you cast your fly downstream and allow it to float athwart his line of vision.

That may all be, but as soon as you catch the flash of his rising royal highness you strike.

No, there you're wrong again. You wait until he draws it under the water, to make sure that his finicky lordship has transferred his grip from the wing to the body.

Very well, but you gain your greatest success by casting from the wrist, thereby increasing the delicacy with which the line comes to rest on the water.

Could anything be more absurd? You keep your wrist as stiff as if it hadn't any joint; you make your forward cast from the elbow, when the line is straight behind you and you stop with the rod at an angle of 22 degrees so that the fly—not the line—will come to rest on the water.

There's one point you won't try to contest. The wet fly casts better, is more showy and, in the end, gathers the biggest basket of rainbows.

That's just the point that will be contested. The dry fly is plenty big enough to catch the eye of a discerning trout. It floats like other insects do. It calls for finer subtlety in approach and it gets a basket of the biggest ones.

It may be in doctor's office or haberdashery store that debates like the foregoing are overheard these days. And the debaters seek no judge of their dispute. They know they will never agree, except on one thing only. Both will be out on the stream where they can put their lore to the test as soon and as often as possible. This is the time of year when the fishing is getting good, and a lot of other things are losing their importance.

Ten per cent of the $250,000 they had on deposit in the defunct Bank of Jacksonville is all that those who had money in the institution will get. A 5 per cent dividend totaling $12,000, the first declared, is being distributed now and will be followed later by another of about equal amount. The processes for protecting depositors from wildcat banking are not yet perfected, or the $250,000 in this bank would never have shrunk into a beggarly $25,000. The safe and sound banks owe it to their calling and themselves to find some way to make every bank a bank.

CABINET OFFICERS IN CONGRESS

THERE is no legitimate reason why cabinet officers should not address congress on subjects bearing on their work, as it is now proposed in Washington. On the other hand, there are excellent reasons why they should be permitted to take the floor in defense of measures and policies.

It was first proposed to require their presence most of the time while congress was in session. That would have necessitated two secretaries, one to do the work of a cabinet officer and one to sit in congress. But to permit a cabinet member to take the floor whenever a piece of legislation within the scope of his department is up for discussion is indeed desirable.

In that particular the English system is preferable to our own. There is closer contact between the executive and legislative branches of the government; there is closer cooperation and a better understanding. Moreover, it means that matters under discussion will be given a full public hearing.

The system should be adopted here.

LIBELING THE BIG CHIEFS

THAT the "big chiefs" of the organizations of railroad workers seek to "aggrandize their power" by "causing labor questions to be adjusted nationally rather than by districts or individual railroads," is the statement of the Portland Oregonian in discussing the threatened railroad strike.

This is not true. Much is said about the organizations of railroad workers and their leaders that is not true.

Instead of seeking to "cause labor questions to be adjusted nationally," the so-called "big chiefs" of the workers have repeatedly appealed to the railroad executives to establish the "regional boards of adjustment" provided for in the Esch-Cummins act.

Here is truthful history: At the request of the "big chiefs" of the workers, a conference between them and railroad executives was held in New York city, where a committee of railroad executives, with Carl Gray at its head, was named to investigate and report to the American Railway association the feasibility of forming regional boards of adjustment.

The majority of the committee, led by Mr. Gray, recommended the establishment of regional boards of adjustment, but a minority report was rendered by Mr. Atterbury, a hard-boiled opponent of workers' organizations and chairman of the executive committee of railroad executives, in which the establishment of regional boards of adjustment was opposed.

The American Railway association adopted the minority report. That is to say, the "big chiefs" of the workers' organizations, instead of seeking to "cause labor questions to be adjusted nationally," knocked at the door of the American Railway association for "regional boards of adjustment" and the plan was defeated, and defeated by the railroad executives in complete defiance of the Esch-Cummins law.

However, the "big chiefs" continued to appeal to the railroad executives for "regional boards of adjustment," and with such insistence that such boards have been agreed to on their lines by a number of the more liberal-minded railroad executives. Up to the present less than one-half of the lines have joined in the establishment of the boards. What is more, those lines that have agreed to settlement by regional boards accept only the four transportation brotherhoods, leaving all other organizations, numbering more than a million and a half men, without means of regional adjustment.

The statement that it is the "big chiefs" of the workers that want labor questions adjusted nationally is absurd on its face. It is the very practical gentlemen who own and gamble in railroads that want to do things nationally. Haven't they been crying out for years against interference with railroads by state railway commissions? They know the silent, secret avenues by which to get what they want nationally.

THOSE STUMPS

IT IS notable that many of the discussions about the urgent need of clearing logged-off lands are written in academic terms from the secure authority of swivel chairs.

If you want to know why the actual clearing of potentially fertile areas proceeds no faster go to one of the tracts. Get hold of a mattock and uncover the roots of the smaller stumps. Follow the laterals until they end in rootlets at what will seem a laborious journey from the point where the tree used to stand. Employ a trenching spade to remove the soil that persists in tumbling back into the places where for generations it has lain undisturbed. Hitch mules or block and tackle to the loosened abutments of the trees. Hitch yourself to the roots of lesser vegetation. Try to turn the bulky remnants of blown-down trees. Strain until your eyes seem to start from the sockets, until the small of your back cracks and a drum beats at the base of the brain.

Learn the vexations of wielding a grubbing hoe that prefers to sound the retreat whenever it strikes a net of roots, and instead of slicing cleanly through rebounds or sticks. Work until every garment drips with sweat and keep on working. Call it a day when the sun goes down, sleep like the dead and bestir yourself with the dawn. Go on day after day and learn the energy cost in the clearing of small areas.

Become accustomed to the stubborn refusal of certain stumps to yield to any plan of firemaking and prepare to blow them to flinders with dynamite and giant powder.

When you tire, laugh and find your joy in the recuperative powers of youth. When you grow discouraged think how hard others must have worked, and how persistently, to transform root jungle and stump pasture into broad and beautiful fields.

If you do all these things by your own man power you will know something about the resistance of stumps and why clearing logged-off land is both an energy problem and a financial problem.

ST. LAWRENCE WATERWAY IN DEBATE

Division Is on Line of Sectionalism, With Political Complications—Canada's Refusal to Discuss the Project at This Time Is the Text for Editorial Discussion—Northern Neighbor Perplexed by Eagerness of an American Section to Take Up the Big Scheme.

—Daily Editorial Digest—
(Consolidated Press Association)

As the Middle West sees it, Canada's refusal to discuss the St. Lawrence waterway "at this time" furnishes the Eastern opponents of the lakes-to-the-sea route with the heaven that has been described as "a place where there is always someone else to blame for everything." But in the opinion of the inland editors, Premier MacKenzie King's position is dictated solely by the present political situation in Canada, and they remind their seaboard colleagues, darkly, that political situations frequently change. Recognizing the strength of that argument, the papers which have always opposed the scheme refrain from hailing what looks like victory, and instead point out, with the New York Times, that through Canada's stand "time has been gained for sober second thought about the international waterway."

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The St. Lawrence project grew out of Chicago's fondness for Cunard steamers, according to the Philadelphia Bulletin, which tells the story thus:

"Some 20 years ago, Chicago actually had a steamship line to Europe, but only one steamer went from Chicago to Europe, and it stayed there, and the other steamers of the line did not start. But the vision of Cunard steamers sailing from Chicago to all ports of the world has stayed with the metropolis of the Northwest. The ambition of Chicago to be a seaport has spread to Milwaukee and Grand Haven and Duluth; all want to be seaports. They have been reinforced by farmers who have been told how much cheaper their wheat would go to Europe if it could go from any lake port to its destination without breaking bulk. Hence an enthusiastic, not to say fanatical, association for booming a ship canal and an enlarged ship channel through the St. Lawrence."

This enthusiasm the Bulletin traces at least "as far south as Kansas." That it has gone as far as Kansas City, at any rate, is amply proved by the Kansas City Journal, which lists in the "program for 1922" carried on its masthead: "Make Kansas City a Seaport." In furtherance of this program it sees in "the communication of the state department a distinct victory for Middle West interests," for "it indicated that President Harding has responded to the desires of this part of the country, and is willing to do all in his power toward the consummation of a project so vital to the welfare of the agricultural districts."

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But that communication received an adverse answer that in the opinion of the Buffalo News is "a merited rebuff," by which "the Canadian government has done the people of the United States a real service by refusing to enter upon negotiations at this time."

"The joke of it," the Utica Press says, "is that the project is primarily a Canadian one, but the enthusiasm which has developed in its favor in the Lake Superior region on the American side has evidently made the Canadians fear they might be spending money which would benefit the United States more than it would benefit them." Which, the Milwaukee Journal remarks incidentally, "spikes one argument of the New York interests. They have been saying that the St. Lawrence waterway would benefit Canada more than the United States," and the New York Evening Post agrees that "Premier King's statement should destroy for good the petty and unfounded argument of some opponents that the project will simply benefit Canada at the expense of the United States." But the Savannah (Ga.) News still feels that "certainly if Canada is not willing to go into the project the United States should be even more unwilling."

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Papers representing the lake regions of the Northwest, however, assure us that "the great body of opinion in both countries supports the project as a great public work comparable to the Panama canal, and essential to the development of the interior regions," to quote the Minneapolis Journal, which goes on to say that the present delay is caused solely by a political situation which it outlines thus: "At the moment the Canadian premier is embarrassed by the narrowness of the parliamentary margin by which he holds office. If he were to offend certain of his province of Quebec supporters by too precipitate action his margin of one might disappear." In a word, the Duluth Herald sums up, it all means that "Canada has politics, too," and the check which the movement has met "is delay only, not by any means defeat." For, the Herald continues, "if it meant defeat, or even threatened defeat, there is a very large section of Canada outside Quebec that would have its say, and it would be a loud and positive say," since the Kalamazoo Gazette reminds us, "the same constitutional agencies for the expression of the will of the people that are political institutions in the United Staes obtain in Canada," and "by means of an election the people of Canada may give their government a mandate to proceed with the project."

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The New York Tribune admits that "the most serious obstacle to a waterway treaty is the opposition of the province of Quebec, an opposition which it justifies by pointing out that "Montreal has become a busy port with a great future, and the people of that city who have invested millions in the development of port facilities would be loath to see it relapse into the status of a way-station on the St. Lawrence-Great Lakes route." This is, of course, the position that New York itself takes, and the Milwaukee Journal suspects that "emissaries of the New York opposition have been active" in supplementing the Montreal influence.

Another possibility occurs to the Chicago News as the explanation of Canada's action. "Has the provisional tariff forced through the American congress by the agricultural bloc anything to do with the matter?" it asks. Since Canada's tentative move "to revive the reciprocity idea in accordance with its low-tariff principles" has been repulsed, "it was only natural," the News believes, "for Canadians to think that if the time was inopportune for freer intercourse and freer trade with the United States it was equally inopportune for the planning of a partnership to build and maintain a seaway."

The Chicago Post emphasizes the fact that "the obstacle to progress is merely temporary" and "that the project has not been turned down by the Dominion," and the Cleveland Plain Dealer is not even disturbed by the temporary setback, for, it says, "the case for the waterway is so clearly established economically that it cannot be stopped politically."

If that is true "it is bound to come," the New York Times concedes, but meanwhile it can do no harm to utilize the period of delay which Canada has afforded by setting "the best specialists to work upon the engineering aspects of the business and relegating the partisans and propagandists to the rear to cool off."

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.]

HARDING AND ROOSEVELT

Critic of the President Says Service in Congress Unfits for the Presidency.

Vancouver, Wash., June 26.—To the Editor of The Journal—World's Work for June, editorially, and allegorically, draws a comparison between Mr. Harding and the late and great Roosevelt—that is, a comparison so far as dough may be compared with dynamite. Measuring Harding against Roosevelt is more inconsistent and no less ridiculous than would be measuring Salt creek against the Amazon. Harding might be compared with McKinley. The latter could see reasonably, clearly—through Mark Hanna's eyes. But, thank God, Harding has nothing around him so contemptibly crooked as was Mark Hanna. Mr. Harding is honest, and he is doing his level best—but, really, it is no "great shakes."

Any man who has served in either house of congress is thereby unfitted for the presidency. Members of congress don't need to think—they very quickly become machine-like. They take their instructions from lobbyists and their orders are given by "the interests." Thus they lose self-reliance, become dependents—and absolutely unfitted for executive positions.

Progressive.

"UNCONSTITUTIONAL"

A Parade of Reforms in America as Routed Past the Supreme Court's Reviewing Stand.

Vancouver, Wash., June 29.—To the Editor of The Journal—He who said that life is just one bloomin' thing after another made a bullseye hit. Certainly so must life appear to all self-respecting and God-fearing Americans. Reasons: First, the Newberry scandal; next, the Stillman episode; then the Arbuckle seance, and, last and worst, a supreme court decision legalizing child slavery and condemning helpless little ones to involuntary servitude in capitalistic sweatshops. The child labor law was "unconstitutional." The whole bloomin' constitution seems to be "unconstitutional." Never have the people of these United States attempted a philanthropic or Christian reform but they found themselves hogtied by this bloomin' constitution. The thing in every instance had to be amended. Abolition was "unconstitutional"; income tax was "unconstitutional"; daylight election of United States senators was "unconstitutional"; freeing the land of the rum curse was "unconstitutional"; giving white women equal legal privileges with black men was "unconstitutional." Now a law intended to save the bodies, minds and souls of innocent children is "unconstitutional." And without doubt any laws that we now have prohibiting commercial prostitution, if put up to the supreme court, would surely be declared "unconstitutional." What is it that is biting us? Is our constitution a burlesque or is the supreme court a "circumlocution office"?

J. Harold.

IN RESPONSE TO "H. K."

Hotly Criticising One Who Proposed Deportation of Bootlegging Aliens.

Astoria, June 21.—To the Editor of The Journal—I beg space for a few words in reference to the letter of "H. K." of Waldport in The Journal of June 18. "H. K." advises the deportation of foreigners who moonshine and bootleg. Really, this is indeed noble sentiment, worthy of the praise of any 100 cents on a dollar patriot.

Think ye, 100 percenters, what a blessing this would be, if all foreigners who bootleg were deported. All the profit would go to native genius.

But let me say to "H. K." and all who have similar noble sentiments, why just stop at one set of foreigners? Why only bootleggers? Remember, that Jehovah Lord God of the children of Israel, was a foreigner, and his only son Jesus was born in Asia Minor. Neither of them knew of anything American. The world was then flat and had four corners. So why not deport everyone who preaches the gospel of Christ or believes in Jehovah? Just think how this would please Heitzilopochitli the Aztec Mars and principal deity of the North American continent, who delights in human sacrifice. Quetzalcotl, god of the air, would be on his job again, not to forget Tezcatlipoca and 213 lesser gods.

And to think the English language is an outlandish one. Let us hasten to learn the Siwash. Columbus was a darn foreigner. The Mississippi was discovered by a foreigner, and one wonders if the ancestors of "H. K." were not foreigners. Oranges, lemons, silks and the compass, if I am not mistaken, originated in China. Let us deport them. The telescope was made by a foreigner, in Holland. Darn the Dutch! Let us deport it.

I hope to see the day when the gods and culture of Chichameca will once more rule in all their glory and human blood.

I request that my name be published in full.

Your for deportation and Americanism until people who want it see their folly.

Morris A. Jaffe.

TAXING TAXATION

Vancouver, Wash., June 27.—To the Editor of The Journal—When Mr. Vanderlip informed us that our economic burdens were due to our ignorance of the laws of economics we understand him, but when he asserted that said burdens might be lightened through "taxing expenditures," he passed us a puzzle. In general business, payrolls, rents, maintenance, etc., are necessary "expenditures," and taxes are an obligatory expenditure. Is it possible that Mr. Vanderlip can see a way of lessening life's burdens through taxing these expenditures? Just imagine taxing taxation itself! One only, but forlorn, hope is that the Omniscient knows what Mr. Vanderlip was talking about. If by "expenditures" Mr. Vanderlip meant private or personal "expenditures," truly then he was talking nonsense. Those who are in position to waste extravagantly are always and ever in position to levy and collect taxes. In fact, their revenues and their extravagant "expenditures" result solely from their power to tax. In brief, Mr. Vanderlip can't tax the taxers any more than he can blow away the wind.

Taxtalker.

DATA OF LIBERTY BONDS

Portland, June 26.—To the Editor of The Journal—Kindly give statement of the amounts and length of time to run of the different issues of the Liberty bonds; also state which ones are non-taxable.

A Reader.

Three and one-half per cent first Liberty loan—redeemable on or after June 15, 1932, payable June 15, 1947. Now outstanding, $1,989,455,550.

Four per cent first Liberty loan converted—redeemable on or after June 15, 1932, payable June 15, 1947. Now outstanding, $1,919,979,100.

Four per cent second Liberty loan—redeemable on or after November 15, 1927, payable November 15, 1942. Now outstanding, $668,365,800.

Four and one quarter per cent first Liberty loan converted—redeemable on or after June 15, 1922, payable June 15, 1947. Now outstanding, $522,652,950.

Four and one-fourth per cent second Liberty loan converted—redeemable on or after November 15, 1927, payable November 15, 1942. Outstanding, $3,244,379,700.

Four and one-fourth per cent third Liberty loan—payable September 15, 1928. Now outstanding, $3,608,599,800.

Four and one-fourth per cent fourth Liberty loan—redeemable on or after October 15, 1933. Payable October 15, 1938. Now outstanding, $6,694,581,100.

Four and three-fourths Victory loan—redeemable June 15 or December 15, 1922, payable May 20, 1923. Now outstanding, $2,151,853,000.

The three and one-half per cent first Liberty loan is the only issue non-taxable.

HIGHER COST OF LIVING, BUT WHY?

From the New York World.

Senator McCumber's solemn warning to the protected interests not to take advantage of the greatly increased rates carried in the pending tariff bill seems to be working about as expected. These interests are already anticipating the stranglehold on consumers which the bill's enactment would give them. The cost of living is on the upgrade again. The department of labor at Washington sends out the glad information. Price increases during May range from 2 to 11 per cent. Only chemicals and drugs fail to share in the great Republican uplift, but their turn will doubtless come.

Some of this rise in the cost of living is under the actual protection of the emergency tariff. Such is particularly the case with many foodstuffs and wool clothing. Four dollars more at least is the mentioned figure for suits of clothes to be perpetuated through the pending tariff bill. Other emergency tariff prices will be similarly extended. The World's special articles on the subject took up yesterday the case of sugar and what the higher rates will mean to the household as it faces the canning season. It is an important item in the family economy, as recent war experience emphasized, but it is only one of many.

But what should interest consumers just now, perhaps, is less the rise in the cost of living already effected in anticipation of the tariff bill's enactment than what will follow that event in addition. President Harding has succeeded in getting the bill ahead of the bonus, and this should have some effect in accelerating the price-boosting movement. The chances are that June and July will see even better results for the super-lobbyists than May brought forth.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

What wonderful days these are for the parents of those husky young triplets!

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One sorrowful fact discovered by the radio enthusiasts is that it won't spade up their gardens.

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Sometimes, the election returns show, the people actually do send to congress the man they want there.

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What chance would our enemies in modern warware have if we turned an army of bargain hunting women loose on them?

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Soviet is said to be planning a new currency. A mere matter of changing the picture and the color of the ink on the printing press.

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Streams of U. S. to be stocked for fishermen. That may prove a decided novelty after fishermen have stalked the streams for so long.

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From the celerity with which he enters into threatening battles we might dub the new public service commissioner "Kid" McCoy.

• • •

Headline remarks that even church picnics are not safe. Considering the salads served at some of them we heartily concur in the indictment.

• • •

Little drops of water and little grains of sense led a wily woman to the heels of the thief who stole her hose, we may judge from Thursday night's news story.

SIDELIGHTS

After a miners' strike and a railroad strike there won't be many fish in the streams next fall.—Albany Democrat.

• • •

A "hick" is a guy who lives in the country and never has the advantages of learning all the new ways of going to hell that are open to the city dweller.—Haines Record.

• • •

Day before yesterday was the longest day in the year, according to the calendar. But the weather man in Oregon was so pleasant as to make it seem the shortest.—Eugene Register.

• • •

The government sells liquor on its ships, in defiance of the law, in order to attract business. If an individual should do that and get caught that same government would lock him up in jail.—Eugene Guard.

• • •

The Republican party of Oregon has a new state chairman in the person of Walter Toose Jr. of McMinnville. The new chairman has a big job on his hands to iron out the wrinkles put in the Republican fold at the recent primary election.—Roseburg News-Review.

• • •

Some of the male intelligentia on parole from the institutions of higher learning are now applying their knowledge of the law of leverage, with a pitchfork, in an overheated hayfield. Not as much enthusiasm is displayed as when ducking a freshman in an ice cold creek at midnight, owing to the hay not being on the campus.—Medford Mail-Tribune.

MORE OR LESS PERSONAL

Random Observations About Town

Henry H. Trowbridge, lover of fast horses, who registers from John Day but whose range extends to Izee, in the Bear valley country, is making Portland a resting place after a trip across the international boundary to Vancouver.

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R. L. Camberg and C. E. Bradford of Astoria are in Portland on business errands.

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Among out of town visitors is R. I. Childs of White Salmon, Wash.

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C. L. Poley, M. D., of Moro is among out of town visitors.

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In Portland on a business trip is F. T. McMullen of Eugene.

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N. R. Cornett and John Osborn of Madras are guests of the Imperial.

• • •

L. G. Fowler of Condon is enjoying a visit to Portland.

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J. B. Patterson, wife and family are visiting in Portland.

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Mr. and Mrs. R. S. George of Hood River are visiting in Portland.

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C. G. Krolig of Grants Pass is one of many out of town visitors.

• • •

D. C. Gilliland of Fossil is transacting business in Portland.

• • •

Colonel W. G. Ayre and William Pollman, two of Baker's prominent citizens, have just returned from a business trip to British Columbia. It was the first time Pollman was ever across the line. "It is a wonderful country," he says.

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E. O. Neill, a prominent sheepgrower of Morrow county, is in Portland on business.

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Mrs. J. L. Hollingheads and Mr. and Mrs. Walter Lacey of Boise are guests of the Multnomah.

• • •

Juanita McGowan of Burns is a guest of the Portland.

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Mr. and Mrs. A. W. Bryan of Rainier are visiting in Portland.

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John Emmarson of Mayger is transacting business in Portland.

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Frank Fulton of Sherman county is one of Portland's house guests.

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Among out of town visitors is E. Hayes of Pendleton.

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H. G. Lane of Umatilla is combining business and pleasure in Portland.

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R. R. Hinton and J. E. Hinton of Shaniko are among recent arrivals.

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Marion Umphlette of Amity is among out of town visitors.

OBSERVATIONS AND IMPRESSIONS OF THE JOURNAL MAN

By Fred Lockley

A pioneer who has spent her years as a dweller in the city block in which she was born, and whose father was part owner of the tract that is early Astoria's site, tells Mr. Lockley of her life there and of her pioneer father's commendable activities in the older days; also, of perils of the sea which her husband faced.

Sarah Frances Welch Wood lives on the same block where she was born. She lives on block 17 in Astoria. She was born there February 4, 1852. I visited her at her home recently, and in speaking of her girlhood she said:

"My father, James Welch, was born at Booneville, Ky., February 16, 1816. My mother, whose maiden name was Nancy Dickerson, was born in Ohio, June 2, 1818. My parents were married in Missouri in 1840. They had 11 children. They had two, William and Arvilla, when they started for Oregon in 1843. Rufus was born at St. Joe as they were getting ready to start across the plains. They spent the winter of 1844-45 at Oregon City. In the spring of 1846 they moved to Astoria.

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"When they came here my mother was the only white woman in Astoria. All of the other settlers had taken up places on Clatsop Plains. Immediately after father arrived in Astoria he built a cabin of split boards, or clapboards, as they were called, with shakes for shingles. He got some boards for the floor from Hunt's mill, near Cathlamet. Later he secured an interest in Hunt's mill and also in the Henry Marlin mill on Tongue Point. In 1845 he met John M. Shively, who had taken up a donation land claim on which Astoria was located. Father bought an undivided half interest in this donation land claim for $1200. There was a dispute about this land. The Hudson's Bay company claimed it because it had occupied it for many years. It had taken it over some years after John Jacob Astor gave it up as his trading post. The Hudson's Bay company had also forbidden Mr. Shively to build on or make any improvements on the site of Astoria. Father felt sure that as it was a British corporation it could not hold land here, so he continued to live here.

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"Father was one of the early sheriffs of Clatsop county. He continued actively in business until his death in 1876. It will give you a good idea of the versatility of the early pioneers when I tell you that during the first 10 or 15 years my father lived in Astoria he ran a store, operated a butcher shop, worked in a logging camp, packed and shipped salt salmon, did plastering, built chimneys and took contracts for the building of houses. Mr. Shively and my father finally divided their property, taking alternate blocks within the city limits and dividing equally the 200 acres not laid off in lots.

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"Yes, there was quite a family of us. Arvilla, the first child, was born February 27, 1841; James, who lives here in Astoria and is a retired capitalist, July 7, 1842; Rufus, January 11, 1844; John Wesley, February 19, 1846, and Noyes Smith, May 28, 1850. born February 4, 1852; Daniel H., August 10, 1854; Mary Isabel, January 9, 1857, and Joseph F., January 11, 1862.

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"In 1867 I went to a dance given at the Masonic hall here in Astoria for the officers of the coast survey ship Marcy. Lieutenant George Warren Wood, one of the officers of the ship, attended the dance. I did not know it at the time, but that was where I met my fate. We were married December 15, 1869. My husband worked with the geodetic survey at The Dalles, as well as at Yaquina and other points. Later he resigned and became bar pilot on the Columbia river bar. He was a bar pilot nearly 40 years. In May, 1889, the owners of the sidewheeler Alaskan decided to send her down to San Francisco to go on the drydock for repairs. Captain R. E. Howes, an old Cape Cod man, and my husband were both bar pilots. They were both employed as pilots to take the Alaskan down to San Francisco. They drew lots to see which should be captain. Captain Howes drew first choice and went as master, while my husband went as first officer. They left Portland May 10 and crossed the Columbia river bar the next forenoon. The next day a gale came up and the sea became rough. The ship began to leak, and presently to break up. The pumps not proving sufficient to keep the water out of the hold, they tried to stop the cracks with blankets. Unfortunately the storm increased in severity and the upper part of the ship broke up, the water pouring into the hold from above as well as through the cracks. The water drowned the fires and the ship was helpless. Four boats were launched, but one of them was stove in. Some of the men decided to stay with the ship. The Alaskan finally broke in two and went down, stern first. Thirty of the men aboard the Alaskan were lost.

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"For a short time my husband was master of the Jane A. Falkenberg, plying between Portland and Honolulu. Here is something you probably never saw before. It is my husband's diploma as a navigator, issued in 1862 by the College of Navigation.

"I have had two children—Alice, who is an artist, and George, who is a physician in San Francisco."

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON

Monmouth's third season of Chautauqua will begin Wednesday, July 5, and close Sunday, July 9.

At the recent primary election in Malheur county 4000 votes were cast which cost the county just $2.50 each.

Cherries are beginning to arrive at the Salem canneries and growers are demanding 9 cents a pound for their product.

S. E. Miller of Union last week shipped out 55,000 pounds of wool, which went to Boston and brought 33 cents a pound.

Superintendent of schools Elmer F. Goodwin has announced the election of 22 teachers for the Freewater schools the coming year.

About 175 cords of wood were destroyed by a blaze Saturday morning in the South Baker yards of the Sumpter Valley railroad.

Coos county will appeal the Oswald West commission case, in which the ex-governor secured a verdict in the Lane county circuit court.

Road bonds to the amount of $160,000 were sold by Grant county last week at par and a premium of $27. The bonds draw 5 per cent interest.

A forest fire has been burning for several days in the vicinity of the Buehner logging camp in Coos county. The entire crew are fighting the fire.

A second sawmill is being built at La Pine by Frank Funk, who has a large crew of men at work. Sufficient timber is controlled to insure a year's cutting.

An important road meeting will be held in Weston July 3 to further the construction of the proposed highway over the Blue mountains from Weston to Elgin in Union county.

Three forest fires were reported in the Coast mountains Tuesday night by Carl V. Oglesby, supervising warden of Western Lane county. So far little damage has been done.

Twenty million young trout are expected to be liberated in different streams in Oregon this year, according to Matt L. Eyckman, superintendent of state trout hatcheries.

Work was started Tuesday on the Sam Moore chicken hatchery at Corvallis, the largest electrically equipped hatchery in the Pacific Northwest, having a capacity of 65,000 eggs.

WASHINGTON

Lincoln Elliott, 22, died of concussion and fracture at the base of the skull three hours after he was thrown from a horse at Wilbur.

Reports of numerous forest fires throughout the state, occasioned by the northeasterly winds, are being received by State Forester Pape.

Ranches in the eastern part of Grays Harbor country are greatly in need of a soaking rain. Strawberries, vegetables and hay are suffering.

Cougars are said to be numerous in the woods in the vicinity of Raymond. Harry Rue killed one last Saturday that measured six feet in length.

Nearly 300 Washington newspaper men will attend the 36th annual convention of the Washington State Press association at Pullman July 14 and 15.

Great Northern officials announce that the freight yards at Burlington are to be enlarged, work beginning July 1, at an estimated cost of $100,000.

An electric pump with a capacity of 600 gallons a minute has been ordered for the city of Wapato, thus increasing the town's water supply to 900 gallons a minute.

Fire, caused from a poultry incubator, wiped out a block of stores and living quarters at Spanaway, a small town on the outskirts of Tacoma, causing a loss of $25,000.

Clifford Brown of Everett has identified the body found on the beach at Orcas island several days ago as that of his brother Andrew, who disappeared last December.

At a special election last Saturday in the recently organized Tenino union high school district, bonds to the amount of $55,000 were voted for the construction of a new building.

Oscar Stiles, 40, of Duwamish was killed and two others so badly burned that they may die, in an explosion 800 feet in the tunnel of the Beacon Hill coal mine at Black River Junction, south of Seattle.

Installation of a special fruit train of refrigerator express cars from Yakima direct to St. Paul, Minn., is announced by Northern Pacific officials. The train will stop at Pasco to take on shipments from Milton and Freewater.

IDAHO

Charles F. Borell, mayor of Rathdrum, was seriously injured Saturday when an auto he was driving collided with a car driven by a Spokane man.

Contract for the construction of a brick high school building at Clarks Fork has been awarded to Roe & Shavenius of Sandpoint on a bid of $19,422.

Trustees of Gooding college have awarded a $50 scholarship to the honor graduate of the Gooding high school for the year beginning September 11, 1922.

Stockholders of the Moscow Union Warehouse company have voted unanimously to build a brick store building on the site of the frame building destroyed three weeks ago by fire.

Irvine & Holmes of Orofino have started their drive on the north fork of the Clearwater river. The drive will total 5,000,000 feet and will be cut this summer at the McGill mill.

The Progressive party came into official existence in Idaho Tuesday and was formally recognized by the secretary of state following the filing of petitions containing the names of 10,461 electors.

Permission has been granted the owner to repair and make fireproof the historic Raymond house at Lewiston, which was partially destroyed by fire May 12. The building was constructed nearly 50 years ago.

Twenty Years Ago

From The Journal of July 1, 1902.

Mayor George H. Williams and the recently elected city officials were sworn in today.

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Many of the ship carpenters are on strike today. They are asking to be paid $3.50 a day for eight hours' work.

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The Building Trades Council has decided to remove the boycott placed some time ago against the product of the planing mills.

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The cereal year just closed shows that the wheat shipments from Portland ran very close to 17,000,000 bushels.

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Work on the Eyle-Goldendale road is progressing rapidly. It is expected 200 graders will be put to work this week.

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Salem—A strong company of New York capitalists has commenced prospecting for coal on the