

Advertisement for 'The Oregon Journal' featuring subscription rates and contact information for various departments.

aided against the wage-earners when ever industrial disputes knocked at the doors of Washington.

Rarely in American political history has there been such a pronounced revolt against an administration so early in its existence.

This is an era of human eruptions. The whole world is as restless as the billows of the ocean.

The tides and waves set in motion in 1914 are still heaving and surging, with no apparent possibility of soon reaching equilibrium.

THE Portland city council has declared unanimously and emphatically against the absorption of the dock commission by the Port of Portland commission.

The Portland terminals, which cost more than \$10,000,000, were bought and paid for by Portlanders.

Instead of exercising fewer functions in a local self-government, has not a point been reached where Portland should exercise more authority over its affairs?

Has the state's regulation of the public utilities in Portland been any better than Portland could have done it herself?

Ten million dollars' worth of terminals is a considerable property. Why sign a deed of trust turning that property over to a body working under the authority of the Oregon legislature?

The action of the city council in resisting the overthrow of the dock commission should be made unanimous by the people of Portland.

To generate half a million horsepower at Umatilla rapids would be worth more to the state than to add 500,000 acres to Oregon's area.

On the top of this heap of old guard ruins is now thrown Congressman Jeffers, one of the ablest Republicans in the house.

The Nebraska result is even more pronounced than that which has gone before it. Though there were three progressive Republicans in the race against Jeffers, the old guard candidate, the respective places of the two leading candidates in the incomplete count are 33,568 for Mowall and 21,897 for Jeffers.

It is not difficult to find the cause. Wilson was a progressive president. The legislation of his time was the greatest record of progressive legislation in the political history of the country.

But it was lost sight of in the angry protest of the people against war taxes and general after-the-war reaction, in the election of 1920. The unprecedented defeat of Wilsonism in that year was interpreted by Republican leaders, including Mr. Harding himself, as a desire by the people for a return to the old order of high tariffs, conservatism and other reactionary policies in vogue in the congress and the White House for 25 years ending in the great progressive revolt of 1912.

Under that interpretation, we find Mr. Harding and his cabinet advocating a return to the convention system and abandonment of the direct primary. We find congress preparing a tariff bill beside which the Payne-Aldrich law was a Sunday school tract, so far as inordinate extortions against the consumers were concerned.

Under that interpretation, we find the president and congress denouncing the farm bloc and advocating a ship subsidy. We find the administration paying out millions to the railroads and taking

can be provided against by finding a necessity for more capital, issuing another few million shares of stock, and making the sums on which the public must pay interest and profits very much larger than at present.

Undoubtedly the roads will then be rated among the healthiest of the healthy and will be able to enjoy normalcy as healthy roads should.

There is only one unexplainable thing about the malady, George F. Baker, one of the biggest railroad security holders in the country and director in several systems, has been able, even during the illness, to give \$1,500,000 a week to charity.

A MUZZLED ARMY? SECRETARY WEEKS says that army officers cannot criticize the policy of the war department nor of the administration.

In discussing the cutlery schedules in the Fordney-McCumber tariff bill, which are covered in paragraphs 354, 355, 357, and 358, it is advisable first to expose the reasons why Senator McCumber recently tried to put over on the American public when he staged the famous drama at Washington.

In the first place, when he gave the cost of the table knife, shears, scissors, razor, carving set and jackknife, which his experts so carefully selected, he purposely gave the average cost abroad and neglected to add the present duty.

In the second place, in order to prove that the importer was profiteering he gave the import duty on pocket knives, hair clippers, nail clippers, pruning and sheep shears and razors approved by the senate.

Now if we have spent a little time on this obvious matter, we can show to what extreme measures the Republican senators have been driven to justify the outrageous taxes which they are now imposing on the American people in the sacred name of protection.

The writer presents in table form a graphic expose of just what the percentage of the rates of duty on pocket knives, shears, hair clippers, nail clippers, pruning and sheep shears and razors approved by the senate are, leaving a net profit as shown in the Underwood and Payne-Aldrich rates:

Table titled 'POCKET KNIVES' comparing Foreign, Fordney-McCumber, Payne-Aldrich, and Underwood rates.

A California man told the doctor he wanted a girl. It was finally agreed that if it turned out to be a boy the doctor would get no fee, but if a girl he was to have a double fee.

IT IS no accident that Samuel Matthews Vauclain, who is in Portland today, is one of the big men of American industry.

In 1873 he began as an apprentice of the Baldwin locomotive works without pay. Six years later he was made a foreman at \$8.40 a week.

He is now, and for many years has been, president of the great Baldwin works, which normally has 18,000 men on payroll, which during the war turned out seven 24 locomotives every 24 hours and which completed one mammoth locomotive of entirely new type in 20 days.

But Vauclain is more than president of the Baldwin company. His proudest boast is that for 50 years he has been a workman. He is a labor leader of such stiff-backed type that he allows no shop committees and no time clocks "that add to overhead and exasperate workmen."

His idea of setting an example is to get down to the works at 7 o'clock in the morning. Then he knows, without aid of mechanical devices, who is on the job and who isn't.

A pair of overalls is always a better credential than an embossed card for anyone who wants to see Samuel Vauclain. They say that the surest way to start a fight in the works is to knock the "boss."

It is evident that the president of the Baldwin locomotive works is also the manager and superintendent. But most of all, he is the personal salesman of his high priced product.

NOT PROTECTION BUT MONOPOLY

This is the Objective of the Tariff-Making Bloc in Congress, as Charged by a Manufacturer of Cutlery.

The writer of this article desires first of all that his readers should know that he is a manufacturer. He owns and operates a large pocket-knife factory at Camillus, N. Y., in which his firm has invested over half a million dollars.

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AN OPINION ON BOBBED HAIR: Portland, July 7.—To the Editor of The Journal.—A woman who bobs her hair says that she has no objection to every kind and sort of table and pocket cutlery—he should write a letter to his senator or congressman at once, protesting against the iniquitous rates adopted by the senate as outlined above.

DON'T KNOW PUBLIC SENTIMENT: Railroad officials are unfamiliar with the public sentiment in this regard. It is plain to those who try to keep anything like abreast of public opinion that the strike is just fairly settled.

CALLS IT ACT OF REVENGE: Lake, July 17.—To the Editor of The Journal.—An Old Testament text says: "Take a good swim in the river. In a tooth, but the sword of Oregon takes three lives for one."

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COMMENT AND NEWS IN BRIEF

Excuses are especially hard to make because they are usually so far-fetched. Cleveland has restored the 5-cent carfare. But even that can't make us envy the Clevelander.

Coal mine and oil field strikes will hasten the day when we shall be shrouded in public places because of smoke. We pity the child who must be whipped in public places because of his misdeeds.

Washington, D. C. is walling at a shortage of husbands. But the girls report they are all right, what there are a great many there are enough of them such as they are.

A 70-year old man who still completes successfully with younger men and oldtime shows them how to play the game. He is a great success in the "old man" appellation.

In view of the strenuous efforts that the farm bloc is making to get protection on agricultural products, it is an interesting sidelight to know just what the pound of flesh the manufacturers are insisting on in return for this protection.

William Hayward, well known physical director of the University of Oregon, is visiting in Portland for a short time, staying at the Imperial.

Mr. and Mrs. T. G. Montgomery of Baker are registered at the Imperial while Mr. Montgomery attends the bankers' convention.

F. W. Kern of Three Rivers, Wis., is at the Oregon Hotel while Mr. M. S. Kern of Pendleton, Dr. Kern is accompanied by Mrs. Kern.

Mr. and Mrs. Antonio Vey Jr. of Pendleton are at the Imperial. Mr. Vey's father is one of the pioneer sheep growers of Umatilla county.

W. H. Clifford of Kent, one of the well known citizens of that town, is registered at the Imperial for a few days.

O. K. Olson of Redmond is attending to business matters in the city for a few days, registered at the Imperial.

John S. Orth, one of Medford's prominent citizens, is at the Imperial while Mr. Orth is in the city during the bankers' convention.

C. W. Randall of Warm Springs is registered at the Imperial while Mr. Logan attends to business matters.

F. N. Young of Corvallis is transacting business in the city for a few days, registered at the Oregon.

J. T. Logan and son of Medford are registered at the Imperial while Mr. Logan attends to business matters.

Herbert W. Lombard of Eugene is a prominent guest at the Oregon while registered at the Imperial.

H. P. Atell and family of Moro are at the Imperial while in the city for a few days.

J. T. Logan of Medford is at the Imperial for a short Portland visit.

MORE OR LESS PERSONAL

Random Observations About Town: Mrs. J. J. Emmons and Mrs. Milton Wilcox and son, both from Eugene, are staying at the Imperial while in the city for a short visit.

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THE OREGON COUNTRY

It is usually a mistaken idea that a person may safely crowd all the recreation of the winter weeks of vacation—Crane American.

Edison sleeps only four hours a night. Perhaps this is due to remorse for having invented the night-playing music which keeps half the world awake—Jackson Post.

The radio shows a very nice distinction. It will transmit good music, but draws the line on death if musical instruments would thus discriminate, what a relief it would be to suffering humanity—Molalla Pioneer.

The brewery that made Milwaukee famous by the ton and helping the candy industry maintain its position of fifth place in the world's production of prohibition—Coquille Valley Sentinel.

Mr. and Mrs. G. P. Jester of Grants Pass are staying at the Portland during a few days' visit in the city.

T. J. Scroggins, one of La Grande's business men, is at the Imperial while in the city for a short visit.

A. N. Parker of Enterprise is transacting business in the city, registered at the Imperial.

E. C. Gittings of Elgin is at the Imperial while in Portland for a short time.

W. M. Pollman of Baker is at the Imperial, in the city during the bankers' convention.

Mr. and Mrs. S. A. Fesse of Jefferson are staying at the Imperial for a day or so, staying at the Imperial.

William Foss, business man of La Pine, is at the Imperial while in the city on a business trip.

Glen O. Howard of Crascent is transacting business in Portland for a few days, registered at the Imperial.

John Doumit, a prominent merchant at Cathlamet, is at the Oregon while transacting business in the city.

Mr. and Mrs. G. E. Butterswood of Umatilla are at the Oregon for a short visit.

E. B. Lockhart of Jefferson is a Portland visitor, staying at the Oregon.

OBSERVATIONS AND IMPRESSIONS OF THE JOURNAL MAN

By Fred Lockley

In this installment Robert M. Veatch of Cottage Grove finishes the story of his career in the Oregon Agricultural College, senator, legislator and man of business, in all of which capacities he was conspicuous and successful as well as an extraordinary domestic capacity.

"When I reached Feather river I was broke, save for a 10-cent shilling. I was in a deplorable state. I camped near the cabin of a settler named Cochran. He pronounced it 'Cochran.' He invited me to stop with him. He refused. I said, 'I have only 10 cents, and I never buy anything I can't pay for,' and what's more, your wife wouldn't want me in the house. I said, 'I'll take your clothes off and lay them on a large ant hill. Take a good swim in the river. In a tooth, but the sword of Oregon takes three lives for one.' I put my clothes upon a big ant hill, and when I went to get them a few hours later the ants had eaten every garment and everything that would become a part of my wardrobe."

"I ran for the lower house that same year and was defeated by a vote of 100. The election being so close caused me to look the matter up. Here is what I discovered. Ben Holladay wanted to control the Oregon Agricultural College. Professor Finley was president and Professor Emory was vice president. The board of trustees, including me, were in a meeting. I was telling me of the death of A. O. Biddle Moreland. He said he had signed her diploma, performed her marriage ceremony and preached her funeral sermon."

"After I graduated at Corvallis I started the Eugene academy. J. C. Arnold and I were the joint proprietors. The school was in the city of Cottage Grove, where I taught six years. Shortly after coming here in 1872, just 30 years ago, I married Suphrina Curtis, a native of Oregon, director and appointed road supervisor. I had my hands full."

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"In 1882 I was elected to the lower house. In 1884 I was re-elected. In 1886 I was elected to the senate and was re-elected in 1888. I was elected four years as register of the Roseburg land office. I resigned when McKinley was elected, for I didn't want anything to do with Mrs. Hanna and his gang."

"In 1887 I bought the Cottage Grove flour mill and did well with it. I served as mayor of Cottage Grove a number of terms. I was elected four years as register of the Roseburg land office. I resigned when McKinley was elected, for I didn't want anything to do with Mrs. Hanna and his gang."

"What was the most difficult thing I ever did? It was to be a member well as a father to my boy John, now assistant United States attorney at Portland. His mother died when he was a baby. I had to raise him. I did not want my children to grow up without what I had. I did not hire a housekeeper. I fed and bathed and dressed my baby and took care of his mother. I had two other children. Believe me, it was some job to take care of a baby. No one knows the work involved in being a mother and taking care of babies. I have tackled the job, 14 hours a day, month in and month out, till the baby is grown."

THE OREGON COUNTRY

James M. Brown, the last survivor of the Union lodge during the early days of the Civil War, died at Medford, for which Medford and Jackson county recently appropriated \$400.

Thirty-eight cars of Wasco county cherries were shipped to the Eastern market this year, in addition to the considerable quantity handled in the Dalles by the canneries.

D. G. Abel, for several years janitor of the Oregon Agricultural College, dropped dead from apoplexy a few days ago, while talking to his fellow workers.

Workmen engaged on road work between The Dalles and Dufur have uncovered a petrified oak tree. It will show of itself to be unusually clear from fires this year, only one small blaze being reported, which was readily extinguished.

Work of grading and surfacing the Dead Man's pass to Kamela section of the quality in the Dalles, was begun soon by Carson & Nyberg of Spokane, who were given the contract last week.

Because of the damage resulting to many of the cars in the Dalles, the state automobile inspectors have applied to the next legislature for laws to cure this evil.

W. T. Wright, banker and business man of Medford, dropped dead on a street in Los Angeles, a few days ago. Wright crossed the plains with his parents in 1852, and had spent his entire life in California.

WASHINGTON: A \$25,000 paving job was provided by the city of Seattle for the week when they passed an ordinance for the paving of Third street.

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