Oregon Sunday 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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Whatsoever things are true, whatsoever things are honest, whatsoever things are just, whatsoever things are pure, whatsoever things are lovely, whatsoever things are of good report, if there be any virtue, and if there be any praise, think on these things.—Philippians 4:8.

YESTERDAY AND TODAY

A FEW short weeks ago it was seriously asserted that Constantinople was likely to fall before the approaching Greek army.

Now the Greek army of 150,000 men is in full flight before the Turkish army of half that number. Smyrna is in panic, with Greek refugees fleeing for safety, and the promised triumph of the Greek arms of yesterday is the disaster of today.

When Constantinople was threatened the allies got busy and warned the Greeks to keep hands off. The time-worn purpose of the leading powers of Europe to keep the Turk in Constantinople is one of the diplomatic mysteries.

The change in the fortunes of the Greek army is charged by some statesmen in Greece to the treachery of Greek generals, and some of the rumors even lay the betrayal on the door step of the ruling government. The whole sorry spectacle recalls the dizzy day when the foolish Greek populace, at the end of a war for democracy, turned on Venizelos and drove him out of power. The overthrow of Venizelos was a crowning example of the fickleness of a people.

Venizelos, by the power of his personality and brilliant mind, had raised Greece to heights on which that nation had not stood since the Peloponnesian wars. He made Greece a prominent factor in the settlements after the armistice. He raised Greece from a cipher to a highly respectable rank in the councils of nations. The logic of the war and what it was fought for should have vouchsafed him the continued exercise of power by which to go on building a new and greater Greece.

But the army — the army that held kings on their thrones for uncounted generations — turned to Constantine, and Constantine is swiftly lowering Greece to the status she held before Venizelos came on the scene.

The glories of yesterday in Greece and the disaster of today are example of what leadership true or leadership false means to a people.

Demons still must be entering men and inspiring them to diabolical exploits. How else account for the horror at Olympia?

THE TOLL TAKERS

THERE are a lot of people in these United States today struggling to meet a high cost of living. They find their meat bills bigger, their clothing costs greater, their grocery bills mounting, and all other expenses above what they were a few years ago.

One of the big reasons for the added expense is the transportation cost, the railroad toll. Freight rates are so high that they discourage shipment and therefore decrease supplies and make the demand greater. It isn't the grower that receives the greater profit, the manufacturer or the retailer in many instances, it is the cost of shipping the goods.

In the East they find raw products from the West costing more. The transportation charges are increasing the price. Out west we find manufactured goods from the East more expensive. It costs more to get them here. No single part of the country is self-supporting. The East sends its surpluses west, and the West sends its goods east, and the South north and vice versa. But it all costs more, because it costs more to transport it.

The railroads are one of the mediums through which the financiers take their toll on farmers' products. They get their commission in transportation. It isn't merely the cost of transportation and a reasonable profit that they take, but they capitalize, and recapitalize, and in a system of high finance bookkeeping, they show that the roads are losing money, and consequently ask higher rates.

As Henry Ford recently pointed out, the roads are not running to supply transportation, but they are running to supply profits to stockholders, many of whom are the great financiers of the country. The railroads have become their pawns, their toll takers.

And it is the toll the railroads are exacting that, among other things, is making it difficult for the workers and the common people of the country to make ends meet.

THE SOCIAL SCOURGE

AN ARMY surgeon now stationed in Portland spent two years studying social diseases in Europe. He says that Germany is terrified by the spread of venereal infection. In France the condition has become a national horror. Throughout England public meetings are held to combat the evil. The social plague has become well nigh universal in Russia, disease transmitted not more by impure sex relationship than from the diseased by common use of utensils in crowded abodes.

All this is aftermath of war. It is the sordid consequence of passions unbridled, of morality defiled and marriage vows discarded. It follows inevitably the formal or informal nationalizing of women when men have been decimated in battle.

One shudders to think of the fate of prostrate Russia gripped at the vitals by this destroyer of the very fiber of human flesh and mind and spirit. One wonders what will be the overload of penalty upon the recovery of Germany corrupted by an evil little discussed because almost unmentionable among the delicately trained.

One finds in the whole situation evidence that the aftermath of war costs infinitely more in money and manhood than active conflict. Insanity, perversion, epilepsy—uncounted related ills—find their field where social diseases have prepared the ground.

The other day, for instance, it was said that 100,000 people walk the streets of Paris any one of whom might without warning brain an unoffending victim with club or plank. Several such murders have occurred, the motive arising in the fantasies of a disordered brain. Much of this insanity is due to war's shocks, grief, strain, privation or exposure. But authorities agree more than 30 per cent of it arises from the social plague.

America's interest in Europe's disease crisis is more than academic and more than philanthropic. The pressure of post-war immigration is from Europe's infected shores. The certain consequence of unrestricted alien arrivals is the mingling of their blood streams with ours. The metal from the American melting pot will be sadly deteriorated by this old world dross. It would be far better for them to remain in their own countries and let America share her wealth in support there of regenerative clinics.

Of all the hundreds of young men recently summoned from Oregon and Washington to the citizens' training camps at Camp Lewis, only one was returned to his home because of venereal infection. During the World war the young men sent to national defense by Oregon ranked above all others in moral wholesomeness and low percentage of venereal infection. Long and arduous effort, clinically and educationally, produced this proud result.

We ought to keep America's blood stream pure by continued cleansing at home and by admitting to it no current from the poisoned fountain.

It will be generally admitted that a church federation is likely to arrive at impartial conclusions in industrial matters. The church federation of Los Angeles has issued a public statement of its views on the shopmen's strike. It is to be found on this page.

INSIDE THE CUP

THERE is the quality of confession and the force of indictment in the statement to his people by the pastor of one of Portland's largest and wealthiest churches. A week ago Dr. Bowman said to his congregation at the First Presbyterian church:

> There are hundreds of thousands of men who have become estranged from the church because they have found the church indifferent to their needs when they were exploited, cold to their honest appeals for justice, silent when even its own members placed the dollar sign before human values.
>
> A great deal of attention has been directed during the past few days by the Episcopal General Convention, the Oregon Methodist conference and other gatherings of a religious character to the relation between the church and the problems of humanity. Not the least sore and perplexing of these problems is that created by the quest of workingmen for what they regard as economic justice. Dr Bowman had talked to laboring men and found what he described as a genuine admiration for Jesus Christ. But he had evidently sensed on the part of many of them an attitude of skepticism toward the good purposes of the church which today holds responsibility for promulgating the doctrines of Jesus Christ. He said to his people:
>
> If there is a conviction in the lives of a million laboring men that the church of Jesus Christ has been indifferent to their need, scornful of their struggles for a living wage, recreant to the Master's spirit of boundless compassion—then the church must heal that breach before her spiritual mission can be fulfilled, and before her prayers are potent. In the spirit of the good Samaritan she feels genuine neighborliness to him who suffers as a result of the social, economic and industrial disorders of society. Not only must she feel a sympathy for these, but an ardent passion for the abolition of those conditions which produce the situation.
>
> Clear thinking and daring were required for this true statement. There have been preachers who, because of similar utterances to their congregations, have been named radical and asked to resign. But suppose the churches of America today should summon their congregations. Suppose they should ask these believers to discard dogma, form and convention. Suppose they should commit all religious forces to a clear interpretation of Christ's teachings and their application to the present emergency. How long would the present strike issues remain unresolved? How long would peace remain in doubt? How long would America falter in her duty to her people and to the world?
>
> Go not to the fashionable churches but to the smaller places of worship. Note how many of the hands that grasp yours are calloused with toil. Workers are still the strength of the churches. But suppose all churches opened their doors as wide as Dr. Bowman suggests. Suppose they made room for the millions that without the brand of creed or sect are groping often blunderingly to find justice and light. Could there be any safer or more hopeful meeting ground for warring classes?

Lumber, wheat and flour exports from the port during the first eight months of this year totaled $28,059,405. Vessels which entered the first two-thirds of this year numbered 738 and 539 during the corresponding period of last year. But this, though a good beginning, is only part of the story. Watch the commerce reports of the next four months.

AT TWENTY-FIVE

"IF CAPITAL punishment is not reserved for deliberate, premeditated murders, the people in the state will rise up and wipe it off the statute books," declared B. F. Mulkey in a last-hour appeal to Governor Olcott to commute the sentence of George Howard to imprisonment for life. Among other things that Mr. Mulkey said was:

> Lack of funds and lack of influential friends were responsible for the speedy sentencing of Howard to death. Howard was defended by two young attorneys appointed by the court. The crime was not premeditated, but was committed during a fight between the two men arising out of a dispute over an automobile sale.
>
> Rev. Father Buck, a Catholic priest, in a similar appeal to the governor, declared that because of poverty Howard's father had been unable to visit his son since the latter was placed in the state prison.
>
> Young Howard was 25. He was an ex-service man. May not the psychology of war, where life is held so lightly, have been a factor in the homicide? If so, if the boy learned in the war that life isn't much, how much was he and how much was society, which perpetuates war, responsible for the offense for which the boy was hanged?
>
> If society, in its collective capacity, kills men by wholesale, and if the state, acting for society, officially and formally kills men, where does society's responsibility end and individual responsibility begin? Particularly, where does the responsibility of a boy of 25, who learned in war service that life is cheap, begin? Especially, where does that responsibility begin when it is history that the more hangings, the more murders?

Many folks eat as if they were chickens—with gizzards and no need of teeth.

THE CALL OF THE EAST

THE spectacle of American battleships, with those of Great Britain, France and Italy, rushing to the rescue of the Christians fleeing from the Turks in Asia Minor, is a sight to fill one with mingled emotions. Pride that we are able thus to succor those in danger must mingle with a sense of shame that our refusal to take the mandate for Armenia, to enter the League of Nations, or otherwise to assume our fair share of obligations, is one contributing cause of the disaster. How great that disaster is can scarcely be visualized from this distance, but refugees numbering more than one-half the population of Portland have hurled themselves into the city of Smyrna and the Near East relief, already overburdened there, has sent out calls in all directions for help to meet the emergency.

At the end of the war, when Turkey threw up her hands in unconditional surrender and later joined with England and France in the earnest and repeated plea that America accept administrative responsibility in the Near East, we refused, and we even had the nerve to request England to use her troops in the Caucasus to protect American educational and relief agencies and avoid sending over to the Mediterranean and Black sea littoral any of our troops.

At that time America could have put an end forever to the jealous rivalries which make possible the massacres and deportations of the Armenians, Greeks and Nestorians, and could have inaugurated a work in the Near East more or less analogous to our work in Cuba, and it would have cost no more to insure a stable government and make possible a self-supporting population than the present policy of picking up the pieces after the tornado of race hatred has desolated the homes and scattered to the four winds a fine, brave race of mountaineers, sturdy farmers, able artisans and inimitable tradesmen, whose ancient fault was that they loved their church and their religion above their lives, and whose chief blunder in these modern times was that they put faith in the allies' promises, made during the war, fought successfully to keep back the Turk and the German from the Russian oil fields, and then, in the hour of the allied triumph, were left despised and forsaken.

The one item that saves our face in the presence of such overwhelming disaster—disaster for which we must accept much responsibility—is American relief work, which is doing its best to undo the suffering caused by the failure of America to take her place in the family of nations. But, at its best, relief work, whether by food to orphans or by gunboats to protect refugees, is but salve on the wound. If salve is all we can give, we should certainly give that. But how much greater would be the result if the conscience of Christian America would express itself, both in its gifts and in an insistent demand that official America invite other Christian powers to join in assuring protection of life and property to the Christian minorities of the Near East?

Luckily, in baseball the instruction to turn the other cheek doesn't hold good. So the day after Pitcher Wallace of Los Angeles knocked Portland's Player Hale out with a fast one to the dome Hale whaled Wallace's fastest over the fence for a home run. Perhaps a little jolt down the Beaver batting line would help bring Portland out of the cellar.

LETTING THE DEVIL SNEER.

SOME of Oregon's Methodist ministers are taking up side lines in order to pay household bills and keep their children in school, Dr. Youngson told the Methodist conference at Salem. He added:

> If the church does not awaken speedily to the necessity of providing for its ministry a living support, it will be left without a ministry capable of the leadership which the times require.
>
> Information secured from the office of Bishop Shepard shows that in the Oregon conference (much of Eastern Oregon is included in the Idaho conference) there are 24,957 members, 165 ministers, or charges, and that $192,577 is paid in salaries to ministers. The average salary paid a minister in the conference is $1146, or less than $100 a month. In these figures there is some discrepancy as the total paid to 165 ministers at an average of $1146 would be $189,090 but the amounts are close enough for present purposes.
>
> These figures mean that the average yearly payment by a Methodist church member in the Oregon conference toward his pastor's salary is a little more than $7. If the average salary were to be increased to $1500, which is regarded as excellent for any state in this country, the average Methodist church member in this district would need to increase his contribution for the purpose to a little less than $10 a year. This would be, then, less than $1 a month and less than 25 cents a Sunday.
>
> The average salary paid the Methodist minister does not indicate the minimum. Nor does it suggest that a few receive large amounts. Not more than six or seven ministers in the Oregon conference are paid as much as $3000 a year and not more than one or two as much as $4000 a year.
>
> When one reflects that the contribution to pay the minister includes the collection envelopes of metropolitan Portland, the amount does not compare well with payments men are accustomed to make to their favorite local clubs. Dues in half a dozen Portland clubs, not the luncheon clubs, range from $4 to $13 a month and average monthly as much as the average Methodist pays a year to keep the minister and his family comfortable.
>
> All of the sums referred to are of course insignificant compared with what people pay for pleasure, smoking and other luxuries.
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> Nor does the minister's salary account compare well with the value of church property, which in the Oregon conference is $1,590,475 exclusive of a value of $375,740 placed upon parsonages.
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> Dr. Youngson had, it may be sure, no intent to make his denomination conspicuous for an inadequately maintained pulpit, nor should it be left in that unpleasant position. Disregard of the Biblical admonition that the laborer is worthy of his hire is general among Baptists, Congregationalists, Presbyterians and other denominations.
>
> Spiritual leadership is the most valuable and the most undervalued service in America today. If lack of pay forces strong men out of the ministry it will be a catastrophe. Dr. Youngson has uttered a warning which must be heeded or the devil will laugh.

Parker A. Stevens lied to Judge Stapleton and will pay for it in four years' loss of liberty. Better not lie to the judge. Few people have his club. It is better still not to do the things that prompt the lie.

THE CHURCH HAS INTEREST IN THE STRIKE

While Maintaining an Impartial Attitude Towards Contending Groups It Cannot Shirk the Duty of Expressing Its Conviction of Right or Wrong Involved.

The social service committee of the Church Federation of Los Angeles, being convinced that it is the duty of the church to take deep and intelligent interest in great social questions, and wishing to be of service to all parties concerned in the railway strike, presents, after careful consideration, the following report:

"First—Churches must maintain an impartial attitude toward contending groups, but must not shirk the duty of expressing conviction as to the right or wrong involved in the actions of either group.

"Second—We deplore and condemn any use of violence to either persons or property on the part of either party to the strike as utterly wrong and unjustifiable, and would call upon the authorities to prosecute all persons guilty of violence.

"Third—As regards the matter of wages, we count it a fundamental principle that the first claim on any industry is the welfare and living wage of the worker in that industry. Many thousands of the maintenance of way men have not, in our opinion, received a living wage nor has the labor board given adequate thought to the wage question. (See report of said labor board, No. 1036, docket 1300). This whole wage question must be judged in the light of the tremendous overcapitalization in railroads lest the dividends on such over-capitalization be wrung indirectly from wage earners, their wives and dependent children.

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"Fourth—We would call attention to the fact that the railway executives have ignored the findings of the United States labor board in many cases, as in decision No. 224 (docket 426), rendered September 12, 1921; decision No. 147, decision No. 222 (docket 475); decision No. 982, which has reference to farming out of repair work and was violated by a number of the great railroad companies; and in many other cases, approximately 100 in all, have the companies ignored the rulings of the labor board. Even more serious is the fact that the United States district court for the northern district of Illinois, in equity No. 2516, rendered in the case of the Pennsylvania Railroad company vs. the United States labor board et al, practically enjoins said labor board from adequately functioning at all.

"Fifth — This disregarding of the findings of the United States labor board by the railway executives is so frequent and flagrant as to make the attitude of the railway employes toward the labor board docile by comparison. It ill becomes the offending railway executives to cast aspersion on their employes in this regard and makes their reference to the railroads' sacred honor as being involved in the seniority question offensive. This, however, does not justify the employes in refusing to abide by the decision of the labor board. In our opinion, justice can be truly done in the matter of seniority only by the restoring of the situation as it was before the strike and then submitting of the whole question, without prejudice, to arbitration.

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"Sixth—In view of the fact that many of the maintenance of way men have received meager wages, 23 cents an hour being the minimum for such work, the average being, according to best obtainable information, 32.7 cents per hour, and that the wives and babies of many of them are in danger of now suffering from lack of proper food; and in view of the further fact that the railway shopmen in Los Angeles are endeavoring to administer a commissary department for supplying flour, potatoes, milk, sugar and beans to those who may be in distress during the progress of the strike, we ask permission to send a letter to each pastor of our federation, calling on him to secure gifts from his congregation to be forwarded through the treasurer of the church federation for use in helping to keep the above named commissary department adequately supplied.

"Seventh — We are convinced that the strike in any department of industry is cause of great loss morally and materially to the whole people, and should become a thing of the past, but not at the expense alone of the workers. Their welfare is paramount and on it is built the true progress of the nation. There should be enacted a law creating a labor board or some kindred body, whose findings could be made effective. In the meanwhile we would ask all groups connected with the railway business, in the name of human good, to submit to the findings of the umpire already provided by law. It is manifestly unfair, however, to ask this of one group when the other so flagrantly refuses to do this. The railway executives owe it to the American people to be law abiding. This is equally true of the railway employes. The public welfare demands the eliminating of strikes in such manner as will not prejudice the interests of workers who have no other means of defense so long as they deal with lawless groups of employers. All groups alike would do well to consider that good will and true human kindness and brotherhood are needed above all things else, and only as these dominate life can there be any hope for permanent good."

WHAT SPINNING TOPS TEACH US

Hereward Carrington, in Leslie's

All spinning bodies possess curious properties, which they do not possess when in the state of rest. Stand a top on its peg and it will immediately fall over, but spin the top and it will stand up so long as the spinning motion is present. Spinning bodies seem to possess or acquire a rigidity when they are spinning; for example, a steel chain, placed over a wheel which is spinning at a righ rate of speed, and suddenly jerked off, will go running along the street like a hoop, and will only collapse into a limp pile of chain when its spinning motion comes to a stop. Our earth is a spinning body, and hence possesses all the curious properties which spinning bodies do. It points to the pole star, like all spinning bodies, for every spinning body—a top, a wheel, anything—if under no restraint in its movement will gradually turn on its axis and point to the pole star. If our earth were to stop spinning, it would immediately fall into the sun! Spinning bodies also have a tendency to stand up on end—that is, on their long axis. If you spin an egg-shaped body, it will always endeavor to "stand on its hind legs," so to speak, and spin on one of its ends.

NO SUCH PLANE FOR WAR

From the Vancouver (B. C.) Province

Should future wars be fought in the air, it will have the effect of placing them on a higher plane.

TRUST HER NOT

From the Jacksonville (Fla.) Times-Union

Don't trust Lady Luck. She is the most deceitful coquette that ever lured a man to his ruin.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

This is the age of machines. Some machines even elect men.—Jacksonville Journal.

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The man of the hour in Ireland is lucky if he lasts that long.—Lynchburg, Va., Advance.

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The silver lining theory is generally applied to other people's clouds.—Duluth Herald.

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The coal shortage threatens to hit the schools; worse still, it may close the movies.—Philadelphia Record.

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One professor says O. Henry's short stories are not literature. Perhaps that is the reason they are popular.—Toledo Blade.

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Wonder if the newspapers will hold out for truthful advertising or will continue to print the railroad timetables.—Kansas City Star.

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The horny-handed railroad toilers of China have just won a notable victory. They struck for an increase of 10 cents a week and the rapacious corporations were compelled to knuckle down and grant it.—Kansas City Journal.

SIDELIGHTS

There are a few old-fashioned folks who think that marriage should be just as binding as any other contract. —Crane American.

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Poland is reported struggling with a foreign debt of $285,000,000. As more than half of it is owed to America, we are doing most of the struggling.—Haines Record.

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The crime wave may not be caused so much by the desire for money as by the horror felt by many people at the idea of having to work for a living.—Powers Patriot.

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The way some fellows drive an automobile, they ought not to be permitted to drive anything but a lawn mower, and then they would need a cop to keep them within their limits. —Amity Standard.

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The average newspaper reader nowadays is in danger of being convinced that the only patriotic thing to do is to quit work and spend his life swatting flies and working for the party. —Sherman County Observer.

MORE OR LESS PERSONAL

Random Observations About Town

Ed McKee, a druggist of Wasco, and incidentally judge of Sherman county, was transacting business in the metropolis Saturday.

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Among recent arrivals in Portland are Mr. and Mrs. J. B. Kelly of Yacolt, Wash.

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Mr. and Mrs. Charles Hoggard of Stanfield are among out of town guests.

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Mr. and Mrs. H. W. Jones and daughter of Suver are among out of town visitors.

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Mr. and Mrs. J. W. Brown of Echo are among out of town visitors.

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Mr. and Mrs. A. F. Liljigran of Hood River are visiting in Portland.

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P. W. Parker of Castle Rock, Wash., is transacting business in Portland.

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Mr. and Mrs. J. V. Bell of Weston are registered at the Imperial.

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Mr and Mrs. O. A. Adams of Pendleton are among week-end visitors.

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A. N. Townsend of Eugene is among recent arrivals.

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Visitors form Lynden, Wash., are Mr. and Mrs. Charles Philo.

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Mr. and Mrs. J. H. Edwards of Medford are guests of the Multnomah.

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Transacting business in Portland is E. A. White of Lewiston, Idaho.

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R. M. D. Childs of Boise is registered at the Multnomah.

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Robert E. Kennedy of Hermiston has come to Portland to spend the week-end.

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Mr. and Mrs. J. A. Runge of Bend are spending the week-end in Portland.

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Mr. and Mrs. W. H. Johnston of Suver were among visitors on Saturday.

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Registered at the Imperial are Maud Crouter and Isa Crouter of Union.

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Mr. and Mrs. F. A. Viles of The Dalles are among week-end visitors.

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Mr. and Mrs. Irving E. Kestersen are guests of the Imperial.

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E. Way of Ione is making a business visit to Portland.

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Among out of town visitors is H. D. Scudder of Corvallis.

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P. A. Young of Albany was transacting business in Portland Saturday.

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Mr. and Mrs. T. C. Carter of Medford are week-end visitors.

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Mr. and Mrs. L. A. Campbell of Wallace, Idaho, are registered at the Portland.

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John Harpke of Goldendale is visiting Portland relatives.

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L. C. Ward of The Dalles is among out of town visitors.

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Claude Sigafer of Heppner is among week-end visitors.

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Arthur Chapman and Thomas Chapman of North Bend are in the city.

OBSERVATIONS AND IMPRESSIONS OF THE JOURNAL MAN

By Fred Lockley

A graphic description of the wreck of the General Warren concludes the story of Mrs. George Flavel of Astoria as related to Mr. Lockley.

When I visited Mrs. George Flavel at her home in Astoria recently she told me of the part her husband had taken in the wreck of the General Warren. I wish I were able to have you see the scene as I see it. On January 28 the General Warren, in command of Captain Charles Thompson, with Captain George Flavel aboard as pilot, crossed the Columbia river bar en route to San Francisco with a cargo of wheat. A heavy southwest breeze sprang up not long after Captain Flavel left the ship. The General Warren headed south on her course, the gale increasing. At midnight the foretopmast was carried away and it was discovered that a leak had been sprung. The pumps were manned but the loose wheat in the hold shifting had clogged the pumps, so Captaian Thompson decided to return to Astoria for repairs. The vessel was off the mouth of the Columbia by daylight but was not sighted by the pilot boat till midafternoon. A very heavy sea was running. Presently the captain of the General Warren sighted the pilot boat California. The gale had subsided but the waves were running high on the bar. Captain Block, the pilot aboard the California prepared to go aboard the General Warren and with much difficulty on account of the heavy sea had the small boat which was lashed bottom side up on the deck of the California cleared and launched. Captain Flavel had taken off his sea boots and was in his slippers. When the pilot boat came within hailing distance of the General Warren Captain Thompson called out that he wanted Captain Flavel to come aboard. Captain Flavel, without waiting to don his boots, jumped into the small boat and went aboard the General Warren. Taking him to one side Captain Thompson said, "We have three feet of water in the hold. We won't live till morning unless we get into the Columbia. You will have to take us in." Captain Flavel shook his head and said, "It is absolutely out of the question. You will have to ride out the storm. Possibly by morning I can take you in. The bar is breaking clear across. You haven't enough steam to cross the bar before dark." Captain Thompson said, "I will fire up wth a lot of fat bacon and dry stuff to make steam. You must take us in." Captain Flavel shook his head and said, "I know the bar. You can never make it. It is suicide to make the attempt." Some of the passengers hearing his refusal said, "If we could get hold of a pilot who was not a coward we could cross the bar." Captain Flavel flushed and said, "A heavy ebb tide is running. It is unsafe but if you insist I will take you in, but I will not be responsible for the consequences."

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Captain Flavel told his boat's crew to return to the pilot boat and tell the pilot boat to follow them in. They crossed the bar at 5 o'clock, just as it was getting dark. The pilot boat was unable to follow on account of the breeze dying down. The General Warren was beginning to show distress on account of the water in her hold. She responded to her rudder poorly. She was unable to make headway against the strong ebb tide. Captain Thompson, finding the pumps were unable to cope with the rising water, said to Captain Flavel, "If we are going to save our passengers we will have to beach her." In crossing the bar several heavy seas had been shipped so the water in the hold was almost up to the fires. The heavy seas that had swept the deck of the General Warren in crossing the bar had carried away all her small boats but one. Captain Flavel peered through the blinding snow that had started to fall at dusk to see if he could locate Sand island, but being unable to locate it he steered for Clatsop spit. The moment she struck the heavy seas began to break her up. Captain Thompson rolled out a barrel of whiskey and told the crew and passengers to help themselves, as it might be their last chance. Captain Flavel said, "Captain Thompson, we need clear minds if we are going to save the men aboard. Help me roll that barrel of whiskey overboard." The mate and the captain, with the help of Captain Flavel, rolled the barrel of whiskey over the side. Some of the passengers were trying to light their pipes for a last smoke; others were praying.

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Captain Flavel stood near the bell when Captaian Thompson approached him and said as he pointed to the one remaining boat, "Pilot, do you think you can make it? Can you get to Astoria and summon help for us?" Captain Flavel shook his head and said, "No, we can never live through the breakers, but I am willing to make the attempt." Captain Thompson called the crew together and said, "The following members of the crew will man the small boat, which will be in charge of Captain Flavel: Edward Beverly, first officer; William Irons, second mate; James Murray and Isaac Sparrow, seamen, and from the passengers, E. L. Finch, Henry Marsh and Matthew and James Nolan." Captain Flavel saw a muscular young man standing by the rail. His name was J. G. Wall and he was one of the passengers. "Can you handle an oar?" asked Captain Flavel. The young man nodded and said, "I'll go if you need me, though I believe it is sure death." The boat was lowered and to the surprise of all it got away from the ship through the heavy sea safely. As they were leaving Captain Thompson said, "Pilot, you will come back." Captain Flavel called back, "If I live I will return."

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The heavy seas filled the boat again and again. They only kept afloat by constant bailing. They rowed all night through the blinding snow, keeping off shore when they heard the roar of the breakers. Daylight found them off Scarborough head. They rowed to Astoria, where they found the bark George and Martha in command of Captain Beard. Securing a large whale boat and more men they started back for the General Warren. They stopped at Kindreta for a quick breakfast and hurried on to rescue the passengers and crew left aboard the General Warren. Where they had left the ship they saw a few bits of wreckage but nothing more. When the storm subsided 45 bodies drifted ashore near the mouth of the Necanicum, not far from the present site of Seaside. They were buried on Clatsop beach.

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Many years after the wreck of the General Warren, when General J. G. Wall was notified that his old friend Captain George Flavel had died he came to Astoria to attend his funeral, which occurred in July, 1893. Had it not been for Captain Flavel asking Wall to take an oar on what looked like a sure gamble with death in which death would win the stakes, General Wall would have been lost with the others who went down with the Genegal Warren. General J. G. Wall was a native son of Dublin, having been born there in 1827. From the time he was a boy of 14 till 1850 he followed the sea. He was a young man of 23 when he was chosen by Captain Flavel to live and not to die. He had been visiting friends in Oregon City and was on his way home to Crescent City when he took passage aboard the General Warren, which was loaded with wheat and 800 live hogs. General Wall served as agent for Wells Fargo at Crescent City for more than 30 years. For many years he was in command of the Sixth brigade of California. He built a railroad into the Redwood country in Northern California and he also owned and operated sawmills and logging camps. He built and operated many well-known coasting vessels, among the best known being the J. G. Wall, Ocean Pearl, Mary D. Pomeroy, as well as the steamers Crescent City, Del Norte and others equally well known. From the time of their mutual peril during the wreck of the General Warren till the death of Captain Flavel hardly a year went by that these two friends did not foregather and renew their friendship.

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON

After 11 years' active charge of the Albany public library, Mrs. Viola P. Franklin has resigned that she may go to Salem to live.

Fare-and-a-half rates for round trips to the county fair at Astoria, September 19 to 22, have been announced by the S. P. & S. railway.

The Canby city council has purchased and will take over the electric light equipment of the Molalla Electric company by October 1.

One hundred thousand cases of fruit has been the season's pack of canned goods up to September 1 by the Eugene Fruit Growers' association.

The La Grande American Legion post is already preparing for a celebration of Armistice day, in which all cities of the Grand Ronde valley will unite.

Samuel S. Banister of Lakeview has just been granted a pension for his services in the Civil war. He made application just 60 years after his enlistment.

J. H. Booth, president of the Douglas County bank of Roseburg, has deeded 68 acres of land on the South Umpqua river to the state, the land to be used for a public park.

An electric lighting system is to be installed at McCredie Springs in Lane county, J. R. Cartwright of Harrisburg having put in an application for water rights on Salt creek.

A medical detachment of 11 men for the 186th infantry is to be organized in Oregon and plans of the general staff are to assign it to Eugene under the command of Captain Orville Waller.

The first large shipment of beef from the Lakeview yards was made Tuesday when the Robinson brothers loaded 120 fine steers from their Big Valley ranch. The steers brough an average of $70 a head.

For the first time in the history of the Oregon fruit industry, pears are being dried this season in commercial quantities at the drying plant of the Oregon Growers' association located at Dallas.

The forest service has completed the road to Foley Springs on the McKenzie river. The new road replaces an old and narrow trail and is said to be one of the best pieces of mountain highway in the state.

WASHINGTON

The new Evangelical Friends church at Walla Walla has just been completed and dedicated at a cost of $12,000.

Eleven persons in Camas are ill with typhoid fever, and a milk source is suspected to be carrying the infection.

Charles G. Smith, 70 years old, despondent over illness, committed suicide Tuesday in the county hospital at Seattle.

Nearly 500,000 feet of Alaska spruce arrived in Elliott bay Tuesday for transshipment to New York in one of the intercoastal steamships.

The Oroville cannery is putting up between 500 and 600 cases of tomatoes daily. The yield this year is enormous, 30 tons to the acre not being unusual.

The Artesian hotel at Pullman was totally destroyed by fire last Sunday night. About 30 guests were in the hotel at the time, but all escaped without injury.

J. Robertson lost his life Wednesday in a coal mine near Cle Elum when he accidentally seized a live wire. A son was seriously burned in his endeavors to rescue the father.

Fred Bloom, marshal of the University of Washington campus, was seriously injured at Seattle Tuesday when his motorcycle collided with an automobile driven by W. S. Fuson.

Investigation of bids made for furnishing milk to Yakima school children has been ordered by the school board, as the result of an increase of more than 40 per cent in prices asked.

Farmers and gardeners who are dissatisfied with the Seattle public market have organized a $60,000 corporation to build or buy a new market, of which they will have direct management and control.

The big $75,000 cold storage plant of the Yakima Fruit Growers' association was opened at Kennewick this week, with a celebration attended by more than 1500 people. The warehouse has a storage capacity of 100 carloads.

While held in the detention room at the city jail in Olympia, Effie Robinson, arrested on a vagrancy charge, attempted suicide by swallowing a three-grain bichloride of mercury tablet and a small portion of oxalic acid.

IDAHO

At the close of the fiscal year in Idaho incomes from mines were reported as $4,000,000 less than last year.

Howard Conn of Hope, Idaho, was seriously injured a few days ago when a can of carbide he was opening exploded in his hands.

The Idaho state board of equalization has fixed the state tax levy for the comipng year at .005391, the lowest rate in four years.

Jack McLaughlin, president of the Miltenberger Produce company of Pocatello, was drowned Wednesday while fishing above the Mackay dam. He was seized with cramps while wading.

More than 1000 people enjoyed a basket dinner Monday at Maples, 12 miles south of Bonners Ferry, the occasion being a celebration of the completion of the highway between Bonners Ferry and Sandpoint.

Twenty Years Ago

From The Journal of Sept. 10, 1902

The marine engineers' strike is on in earnest. Nearly all the boats are out on their regular runs, but it is stated at headquarters that the union men will walk out as soon as the vessels reach their home port. The T. J. Potter tied up this morning and her entire crew came ashore.

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Tacoma—The supreme court upholds the constitutionality of the state law fixing 10 hours as a maximum day's work for females employed in factories, laundries, stores, etc.

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After fighting a large forest fire in the vicinity of their home near Rockwood for several days, the farmers of the neighborhood have checked the flames and no further damage is expected.

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Both of the canneries on the east side are working full time canning pears. The supply has been so great that both of the concerns have had to refuse a large amount of the fruit.

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Suit was filed in the United States district court yesterday by Birdie M. McCarty against James D. Heryford, a wealthy Southern Oregon stockman, to recover $70,000 damages for breach of promise.

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Considerable excitement is being caused in Baker county over a movement to divide the county and making Huntington the county seat of the portion cut off.

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The Portland Golf club will give a dance tomorrow night at their clubhouse on the links. The proceeds will be devoted to purchasing necessary furniture for the new addition to the house.

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The Standard Oil company is considering the advisability of moving its tanks to Seattle and making that the distributing center instead of Portland. Representatives of the firm claim that Seattle has made a very flattering proposition to them.

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Preparations are now being made for laying the new seven inch grooved rails on the Third street line of the City & Suburban railway.

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The Oriental liner Indravelli sailed this morning for Yokohama with a cargo valued at $161,159. It is mostly flour and lumber.