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Statement of Ownership
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dously costly process—a process that would test the resources of the people to endure—but war is war, and if we are to have it we must prepare for it, costly as that preparation is.

On the other hand, if it becomes the policy of the powers to end war by agreement and suitable guarantees, war preparations are unnecessary. It is folly to build armies and ships and planes if they are merely to be built, maintained and scrapped. It is unnecessary to take several weeks annually out of the lives of our young men to teach them to fight. It would not be necessary to pile the tremendous burden of armaments on the shoulders of American taxpayers.

The whole question is a question of war, and war is a question of whether or not the nations will cooperate to end it. If they refuse, America must be prepared to take its part in another slaughter. If they agree, the American people will be saved billions of dollars annually. And unfortunately it is the American government that is just now blocking any agreement by holding to a false policy of isolation. If that policy continues there is just one thing to do—prepare.

An automobile on the Columbia river highway pulled out around another and ran head on into a motor bus. The driver and a companion on the front seat were cut and bruised. Three on the rear seat were badly shaken. The machine was demolished. When will drivers learn not to attempt to pass unless there is room ahead?

THE RICHEST STORY

A DECLARATION of war, the blare of the bugles, the tramp of marching men, millions of Americans stirred by the destruction of the Maine in Havana harbor, the midnight departure for sea of a battleship out of San Francisco bay, the black smoke flooding from her funnels and leaving a long black ribbon behind, steadily southward until Cape Horn was doubled, and then northward, steaming on and on, while a nation waited, breathless with excitement lest something might happen to her and her gallant captain and crew; and on and on in time to be there to hurl death shots into Cervera's fleeing squadron, stopping never until, in the most conspicuous role of that day, she strewed wrecks and hulks of the Spanish warships along the way—that was Captain Clark in the superb Oregon in 1898.

Naval annals carry no richer story. There had never been such a feat before and there is not likely to be again. The imperishable record of those days returns to memory as a background for the solemn ceremonial in which the cold clay of the great captain is returned to its dust.

Is it not due Admiral Clark and his crew for the high place in which they wrote the name Oregon, that what is left of this sturdy old ship that was brought to permanent rest in Oregon waters to carry tidings to youth and age, of valor and service, when Clark and his men sailed the seas?

The most valued money in the world, it seems, is the American bank note. In many European countries the gold piece is exchangeable only at par, because of laws against hoarding. But Uncle Sam's paper in France, for instance, is worth more than twice its face.

MELLON'S TESTIMONY

MR. MELLON, secretary of the treasury, talks facts. He doesn't talk politics. He is a good public official. He says farmers are not getting good prices for their products because they have no export trade. That is true. He says Europe will be buying from us again soon, but how long is that to be and how is the change to be wrought?

Does Mr. Mellon mean that the United States is now preparing to take measures to aid in putting international finances on a stable basis? This country could speed the day when international credit is again established. It could have aided in doing that a year and a half ago. To date it has failed to act.

Mr. Mellon says that the farmers must have foreign markets if they are to have good prices. He knows that Europe needs credit to buy those goods. He knows this government could assure that credit with full protection to this nation. Has he brought the matter to the attention of Mr. Harding and urged upon him that this government take steps to reclaim our old markets? If he has the president could very well afford to follow his treasury secretary's advice!

Representative McArthur says he bases his appeal for votes for reelection on four terms of "continuous service" at Washington. What will Senator Stanford base his appeal on?

THE WATKINS PLAN

LITON WATKINS, congressional candidate, is on firm ground in his view of the needs of the country relative to immigration legislation and administration. He favors limited immigration. This is already in effect and is one of the few commendable pieces of legislation the late congress enacted. But Mr. Watkins would change the plan of admission to a percentage of naturalized foreigners from each country already here, rather than a percentage of those

NATRON CUT-OFF WANTED, BUT

Klamath Falls Spokesman Interprets That City's Mood as Favorable to the Proposed Cut-off. All Great Developing Interests From Outside, But as Assured of Coming Greatness on Its Own Feet, the Citizens of Natron Will Be Shaped by Itself, Working for and of Itself.

Under the heading, "Klamath Falls, California," The Oregon Journal prints an editorial plea to Portland business men to awake to the opportunity for rich profits in this territory, that now being held in reserve for the cause of more convenient transportation and communication between Klamath Falls and San Francisco than between Klamath Falls and Portland. The editorial is a plea for the Natron cut-off, because it would bring Portland 200 miles closer to Klamath Falls—190 miles closer than San Francisco is to Klamath Falls—a fivefold chance at the 20,000 carloads of products shipped annually from Klamath county.

As a matter of logic, the shortening of distance should reverse existing conditions and Portland should get the lion's share of Klamath trade, for the same reason that San Francisco now gets it. The Journal's argument is sound, but we doubt if it will stir the lethargic Portland spirit in a point where they will spend money to promote the Natron cut-off.

Certainly until conditions are reversed and there are commercial and industrial relations of importance with Portland, the majority of local citizens are not going to worry about the building of the Natron cut-off.

No one opposes the building of the Natron cut-off. Our idea of railways for Klamath is like the bibber's idea of a now forbidden beverage—they're good but some are better than others.

We cannot close our eyes to some advantages that would rise from a completed Natron cut-off, but the primary advantage is increased accessibility to Portland. Most traders and manufacturers hereabouts are well satisfied with the treatment and markets they are getting in California.

However, the Natron cut-off would give stockmen access to another market and some decided marketing advantages. And it would develop the great feeding-in-transit to market possibilities of the Klamath country, and solve the problem of increasing the surplus of the annually increasing alfalfa surplus.

It would link us politically with the state of which we are a geographic part. It would put Klamath Falls on the main line—and incidentally make it a distributing adjunct of Portland.

But it has not the potent powers for development which would come from the creation of a distributing center for an empire, a city in itself and dependent upon naught but destiny. It would create an eastern outlet and inlet.

Portland may be looking for some of its development to Klamath Falls, but as a matter of cold fact Klamath Falls has come to look to Portland for any of its development.

The day has passed when talk of Portland activities toward bridging the Klamath awakens glad echoes in Klamath.

For one thing, we have heard the cry of "Wolf, wolf!" too often. But chiefly, while Klamath appreciates the idea of a cut-off as a convenience, would probably give us the lower main line rates, and promote a number of advantages, the Modoc Northern, or a line approximating the Modoc Northern, is the empire building road.

We venture to say that 80 per cent of the Klamath population would subscribe to this opinion, which is the knowledge that we must be the molders of our own destiny, and the rapidity of the molding process demands that we look to our own strength in order to make it effective upon the powers that control transportation.

The next step is to transmit thought into energetic and coherent action; to cease trusting in Portland and Providence for development, and to begin to look to ourselves. Not that we belittle the favors of Providence. Every fertile foot of Klamath soil and every towering pine of Klamath's forests would contradict the heresy.

Not that we would quarrel with Portland, or combat any laudable effort of the metropolis to advance the development of our state, but as citizens, we would all be behind any development program conceived in proper spirit.

Not that we are the old fable of the lark and the farmer. Our California neighbors and our Portland cousins have their own interests, and their own plans to advance them. Klamath is interested in the things that attend to them ourselves.

Broadway bridge carries now a heavy traffic load. But couldn't it be made more useful by hurrying up the Lovejov street approach? Wouldn't it be practical to shunt eastbound vehicular traffic, or a part of it, onto Crosby by means of a curved roadway? Couldn't the traffic from Larrabee be handled on an easier approach than the existing right angle turn? Much of the delay on Broadway bridge is due to the congestion of conflicting traffic at East Broadway and Larrabee streets.

Hawthorne bridge carries some 500 street cars a day more than any other bridge in the city. Because street car tracks are curved to the outer runways of the bridge there are always delays at both approaches. Would it be cheaper to relay the tracks than to permit the continuance of the present condition? Meanwhile, no new bridge should be built until complete approaches and adequate streets are provided to make them fully accessible and 100 per cent efficient.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE
Congressman is home. Lauds late session. Well, did ya expect him to kick his own trousers?

SEK means to restore old world. Stands for the old world. Stands for the old world. Stands for the old world.

Don't recognize Russia. Says a returned officer. "No danger," says he. "We wouldn't recognize her if we did."

More or less personal
Random Observations About Town
A party motoring down from Spokane and guests at the Multnomah is made up of Mrs. G. Elmer Brown, Mrs. Ethlyn Grimmer, and Mrs. E. W. Edgerton.

W. T. Dement of Myrtle Point, a former commissioner of Coos county, is transacting business in Portland.

Mr. and Mrs. G. A. Jewett and family of Medford are guests at the Portland.

Mr. and Mrs. S. E. Dickey of Prineville are included among the guests at the Imperial.

Among our town visitors is M. R. Biggs of Prineville.

Among recent arrivals in the city is Fred J. Brown of Astoria registered at the Portland.

Ernest L. Graves of Baker is paying a business visit to the metropolis.

W. G. Robertson of Marshfield is among our town visitors.

Among those registered at the Imperial is Mrs. J. M. Pigg of Spray.

C. H. Stewart of Carson, Wash., is transacting business in Portland.

C. E. Stanton of Arlington is executing a business mission in Portland.

Mr. and Mrs. Frank Heyd of Tillamook are visiting in Portland.

Joseph H. Smith of Bend is among visitors from Deschutes county.

IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN
By Fred Lockley
Something of the history of New Era is here told. Mr. Lockley quotes the son of a pioneer in that locality. There is told also the story of that pioneer's adventures more than 50 years ago.

"New Era is located on my father's donation land claim," said Joseph Parrot when I visited him recently in his cabin on the hill near New Era. About 50 years ago so the Grangers bought seven acres from us, built a store, put up a warehouse and started the town which they called New Era. Let it get any other name, competition with cooperation and thus introduce a new era, so they called their proposed town New Era. But their plan was to get any other name.

The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader
OREGON
The total enrollment at the Eugene high school at the close of the second week...

Her aid to the Turks gives rise to speculation as to whether France's position in the World War did not include the conquest of Athens.

Germany's floating debt increased 19,000,000 marks in ten days. At the present value of the mark, that must be almost equivalent of a \$10 bill.

Another hunter was shot for a deer before yesterday. Statistics are lacking, so it is impossible to say whether another deer has been killed than hunters.—Eugene Register.

From the appearance of some of these elongated dresses as they loom up in the magazines, the men folks will vote almost unanimously for letting the flappers flap hiepporth and forevermore.—Corvallis Gazette-Times.

And we fancy that a good many people will be wearing their shirts about other people's children would hit the bulls-eye every time if they should give up another who answers "right on the bat." His judgment is seldom accepted. That's all—but it's a lot.—Lebanon Express.

Believing all bids submitted to be the high bid, county court has decided to build a new city hall at Calapalapa between Tangent and Seheld on the new highway by day labor.

Yaughan & Sawmill at Acme on the lower Stauwau river, will build a log-sawing mill, with a sawmill, on a creek to bring logs down to their plant.

The Lebanon Electric Light & Water company, which furnishes light and power to Lebanon, has made extensive improvements to its plant and is building in a new concrete head-gate below the dam.

A \$50 gold prize offered by the Rush Outing company of Syracuse, N. Y., for the first fish caught in the United States or Canada this year has been won by E. O. Bone, a Corvallis barber. The fish weighed more than seven pounds.

WASHINGTON
Yakima county must raise this year at least \$150,000 for state school, highway and general funds about \$15,000 more than last year.

The Grays Harbor Hog Company has a Pacific 150 pounder, which was killed last week, the prices running from \$40 to \$50 each.

A man was killed when he was driving a motor car on a road near a mile south of Tyler Friday afternoon when a borrowed automobile he was driving overturned and crushed him.

The Northern Pacific has purchased 24 lots on South Front street in Yakima for a Pacific 150 pounder, which is being used for experimental purposes. The amount involved is estimated to be nearly \$50,000.

The double track system on the Great Northern at state school, highway and Lamona has just been put into service. The contract was started last August and cost \$1,000,000.

About 200 loggers and fallers have started work in the holdings of the Greenwood Timber company north of Hood River. The loggers are cutting single tracts in the Pacific Northwest.

Bids received for construction of the Methow in Okanogan county, which will be a Pacific 150 pounder, and the county will be doing the work by day labor, will be about \$1,000,000.

H. J. Persson, a math. and temp. command of the United States Coast Guard, has been assigned to replace the late Captain O. C. Hawthorne.

The shortage of cement at Seattle has become so marked that city authorities have been compelled to cease awarding contracts for improvements, and to stop the work on the city's drawal of cars for grain and fruit shipments.

IDAHO
Sixty-six refrigerator cars for prunes, peaches and apples and 50 cars for potatoes arrived at Nampa Friday.