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What I admire in Columbus is not his having discovered a world, but his having gone in search for it on the strength of an opinion.—Turgot.

BUILD THE BRIDGES

During the present campaign for new bridges across the Willamette The Journal has taken occasion to suggest:

That measures which could be postponed be abandoned for immediate consideration.

That steps be taken for improvement of approaches to existing bridges.

That plans for new bridges include adequate approaches.

That official agencies which will be responsible for construction of the spans should be the people who give their pledge to build the kind of bridges and approaches indicated before election, and not something radically different type costing much more money.

The imperative need of new bridges was recognized.

These things have been done subsequent to The Journal's suggestion:

Proceedings have been started in the city council looking to the correction of inadequate approaches to existing bridges.

Unusual attention has been given to plans for the approaches to the proposed Burnside and Ross Island spans. Both are to be high bridges.

The Burnside bridge will be clear of all water traffic except ocean-going ships. The Ross Island bridge will be clear of all water traffic.

The Burnside bridge on the west side will be carried over Front and First streets and alight between Second and Third streets, entrance to be flared to a width of 280 feet, and approaches to be provided from both the north and south sides of Second street.

The east approach of the Burnside bridge will be carried over conflicting water side traffic and will be supplemented by a diagonal leading to East Couch street.

Burnside street on the west side will be widened. On the east side Burnside will be widened to 80 feet to East Thirteenth street, a point of union with Sanchez boulevard extended.

East Couch street will be widened to 80 feet to a point of union with Sandy boulevard extended.

This street widening has been a long advocated feature of the plan for a greater Portland.

Assessment on district property will meet the cost of Ross Island bridge approaches. Not only will approaches be provided from Front and First streets via curved diagonals to Grever street at the west side approach, but plan is made for a light traffic street connecting with Terwilliger boulevard and also south of Market street when that thoroughfare shall be relieved of railroad tracks incident to development of the waterfront plan.

East side approach to the Ross Island bridge will be accomplished via Beacon street widened with a new diagonal tapping Foster road. Approaches from north and south will also be provided via Grand avenue.

The county commission has issued a declaration that it will adhere to the general plan of bridge construction indicated.

The city council has given a similar pledge for the construction of approaches now designed.

The city planning commission, which will have a measure of authority placed there on record for the bridge plan, has outlined Burnside street property owners and various civic clubs have com-

THEY WANT TO KNOW

IN A speech in Chicago recently, Senator Borah declared that Oregon has the largest per capita tax of any state in the Union. In the short period since Oswald West retired from the governorship of Oregon, the per capita tax in the state has mounted from \$6.40 to \$26.74, an increase to more than four times the figure of only eight years ago.

These are appalling figures, and there are more figures like them. Yet it is a curious fact that, in spite of these startling figures, the whole campaign of Mr. Olcott's managers consists in pooh-poohing Mr. Pierce's insistence that taxes can be reduced. That was the whole tenor of the remarks in his Corvallis address of Thomas Kay, who is managing Governor Olcott in his speaking tour of the state and who is doing the rough slugging for Mr. Olcott. Ridicule of Mr. Pierce's insistence that taxes can be lowered is the whole tenor of every local spellbinder now campaigning for Mr. Olcott. It is the tenor of all the articles in Olcott newspapers. That taxes cannot be reduced as proposed by Mr. Pierce, is indeed, the slogan of the Olcott campaign. Governor Olcott himself has declared in his public speeches that "taxes may go higher." A five-mile stretch of highway built by the state highway department in Tillamook county at a cost of \$102,098 had to be rebuilt within three years at an added cost of \$118,462. The cost of rebuilding was greater than the original cost. Cannot such things as this be stopped in Oregon? If so, would not that reduce state expenditures? Do such things as this have to be continued, as Mr. Olcott's managers and newspapers imply in their campaign?

Though Oregon has the highest per capita tax of any state in the country and Governor Olcott says that "taxes may go higher," the taxpayers of Oregon are paying for the maintenance and operation of 435 state-owned automobiles and trucks, which Mr. Pierce estimates cost \$150,000 to \$260,000 a year and which others think cost even more. Must this extravagance continue? Can it not be cut, and at least a little thereby be taken off the big \$26.74 per capita tax toll?

The Rex-Tigard road was completed by the highway department in the fall of 1918. In less than three years it had so broken down that the department was compelled to rebuild it. Bids for reconstructing it were called for and the lowest bid received was higher than the original cost of the road. The highway department concluded to rebuild the road on force account, at a cost not yet accounted for.

And there is the road to Hillsboro. Within a year after its completion, S. Benson, in his letter of resignation, said of it that it was breaking to pieces so badly that it would have to be resurfaced, if not even regraded. And there is the La Grande highway, built by the state, which went to pieces in a year, and so on and so on. No wonder that former State Senator I. N. Day, a prominent paving contractor, contributed \$1000 to the big-money slush fund "to beat Pierce," and that he is one of the chief managers of the Olcott campaign. It pays contractors to rebuild "permanent" highways within three years at an increase over the original cost.

Is the claim of the Olcott managers sound? Is there no way to stop this tremendous cost in road building caused by having to rebuild within three years or less permanent roads which the department had built with public money? What else but waste can be expected when the management in the department is so lax that three engineers go on a midwinter excursion to California in a state-owned Cadillac with a chauffeur as driver, and instead of coming back in the Cadillac, return by passenger train at extra cost, leaving the chauffeur to return alone in the state-owned car? The bill for this junket was O.K.-ed by Governor Olcott.

The California junket is a mere incident. But it has great significance. It shows waste, the wildest of waste, in the department. Remembering this, and remembering the permanent hard surface roads that had to be rebuilt at more than the original cost within three years, does it not mean something to you that Oregon is now carrying more than one-ninth of the entire road debt of the United States? Think of it: Oregon, with a population of less than 800,000, is carrying more than one-ninth of the road debt borne by the entire 48 states in the Union! What else could be expected, with almost countless automobiles running wild, with junkets, and with roads being rebuilt at more than the original cost? Are the Olcott managers and newspapers right? Can this extravagance not be stopped?

The gross per capita debt of Oregon is exceeded by but one other state in the Union, South Dakota. The Oregon debt is \$54.50 per capita. Our neighbor state Washington's is but \$9.22. Will the Olcott managers and newspapers, who have been pooh-poohing Walter Pierce's proposals to reduce taxes, explain why Oregon's gross per capita debt is so high and Washington's so low?

The people of Oregon would like to know.

mitted their members to a faithful carrying out of the bridge plans.

It seems to The Journal that its suggestions offered in behalf of the public good of Portland have been met.

Don't the people of Oregon know how to vote, without imported speakers with high brows being brought in to tell them how to think? Here is all this battery of big guns and little guns, their orators and near orators, these battalions of statesmen and near statesmen, brought into the state to fight Walter Pierce, who is making his campaign single handed and alone? And after all, Mr. Pierce, the sturdy, thoughtful Union county farmer, is drawing the crowds, 4900 at Salem, 1900 at Ashland, against \$2 by actual count at the Olcott meeting the same night, and so on. It looks as if what the people want is to hear the nominee on how to cut taxes, not the politicians who live by politics.

CAN WE AFFORD IT?

MANY Portland streets are next to impassable. Many are unrepaved. Many are in urgent need of repair. And at the city hall there are on file today applications for millions of dollars of improvements. The improvement program for next year has been cut in half. Many repairs have been postponed. The reason is lack of a sufficient engineering force to complete the full improvement program and the repair work.

Adjacent property owners pay the cost of improvements, but the city maintains the engineering department and it pays the cost of repair after a certain period. And neither repairs nor improvements can be prosecuted without an engineering force.

City officials say a reduction in city revenue through failure of the voters to re-authorize the 3-mill tax would cut the improvement and repair program to almost nothing. It would mean, they maintain, that there would be practically no street

Secretary of the fact that in health resides happiness, pleasure and rest of living worth every effort to retain and ward any cost to restors.

If there is anything you want from an officeholder who is a candidate for reelection, get it now. But if he wants to put you off with the promise, "I'll do it after election," make him sign a promissory note.

CITY CHARTER AMENDMENTS

Seven proposed amendments to the city charter of Portland are to be submitted to the voters November 7. Each of these has been passed upon favorably by the charter revision committee appointed by Mayor Baker, upon authorization of the city council. Originally these measures were intended to be incorporated as part of the proposed new city charter, to be submitted to the voters at a later date, but it was decided that they are of such importance that they should be considered at this time. They will be considered by The Journal's readers in which it will appear upon the official ballot.

THE CHOKED BRIDGES

A Statement to Show the Need of Relief in the City of Portland. Portland, Oct. 30.—To the Editor of The Journal—I note the deplorable fact that teams and trucks have to spend a few hours in Portland Wednesday on important business. He expects to return for the livestock show next week, leaving home after he has visited.

The Rev. Elmer I. Goshen, pastor of a Congregational church at Salt Lake, is on the guest list of the Hotel Portland. L. M. Graham, an attorney of Forest Grove and former member of the legislature, was in Portland Wednesday on business. Paul Fitzpatrick of Tillamook is among out-of-town visitors.

Among out-of-town visitors is F. C. Eech of Tillamook. E. F. Terney of Pendleton is among recent arrivals in the metropolis.

Among out-of-town visitors is Arthur Madden of Condon. Mr. and Mrs. J. E. Repass of Garibaldi are combining business and pleasure in Portland.

J. S. Smith is registered from Coos Bay at the Imperial. Among out-of-town visitors is C. R. Belshu of Moro.

J. W. Dryborough of Elgin is among business visitors. Dr. A. Slaughter of Salem was a visitor of Wednesday.

LETTERS FROM THE PEOPLE

Communications sent to The Journal for publication in this department should be written in plain English, and must be signed and accompanied by the address in full to which the correspondence should be sent.

ALWAYS SQUARE AND UPRIGHT Testimonial for Pierce by One Who Has Long Followed His Career.

Portland, Oct. 31.—To the Editor of The Journal—I have not had the privilege of attending the meetings so far, but I see by the papers that the woods are full of speakers and that Pierce has many attacks against him.

As to the school bill, I have carefully read the measure and find nothing to get excited over. I take it for granted that the school system in Oregon are the best of any in the United States.

A GRIEVANCE STATED Complaint of Damage by Highway Work on the Highway.

Glendale, Oct. 31.—To the Editor of The Journal—It is time we made a change in the state administration. I have been a contractor in Oregon for many years and I have seen the state highway department do things that we need not let our road payers know.

THE HEALTH SHOW Before it closes on November 5 every person who can should attend the Oregon Health Exposition at The Auditorium.

IN DEFERENCE OF WETS An Ardent Prohibitionist Proclaims Prohibition Here to Stay.

Salem, Oct. 30.—To the Editor of The Journal—I have before me a leaflet entitled "The Wets in Oregon." It is a leaflet of the League of America, with national headquarters at San Francisco.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE Did Billy's boy take the sun out of Sunday?

It appears Secretary Davis couldn't find the Hart in Washington. "Balm" man offers \$50 for the return of his son's love. "What could be more romantic?"

Harding may find a lot of interest in a treasury report, but we get our own little reaction from the monthly bank statement.

Clergymen who are about to get themselves mixed up in the scandal should throw mud at the crimes of movie stars.

Parents who permit their children to attend cheap dances and taverns should be prepared to grin and bear the consequences.

We'd like to know just what a living wage is. Just happens that we've never seen one of the world live from one pay day to the next.

You have to be a railroad or a traveler to know what the merger of the N. P. Co., N. E. P. Co. and C. B. & Q. suggested by the I. C. means.

"Beveridge cause of much worry to Republicans," says a headline on a political story. And beverage is likewise a cause of worry to the wets and the dries.

MORE OR LESS PERSONAL

Random Observations About Town

William Fellman of Baker, who recently visited the city with a party, spent a few hours in Portland Wednesday on important business.

The Rev. Elmer I. Goshen, pastor of a Congregational church at Salt Lake, is on the guest list of the Hotel Portland.

L. M. Graham, an attorney of Forest Grove and former member of the legislature, was in Portland Wednesday on business.

Mr. and Mrs. J. Hansen of Westport are visiting in Portland. F. W. Kolla of Alplia is registered at the Multnomah.

Among out-of-town visitors is F. C. Eech of Tillamook. E. F. Terney of Pendleton is among recent arrivals in the metropolis.

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IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

By Fred Lockley

Here are told the stories of William Henry Harrison Morgan and of his wife, both of whom are in the city, and approved things, having been full of good words for his life, and having read a large number of his papers, and of their upbringing.

William Henry Harrison Morgan came to Oregon in 1845. He lives at Hawthorne avenue and East 22d street. There were 16 children in all. I was the fifth child of the second group.

Three of us are still living. My brother George, who is older than I, he has been a doctor and a lawyer. My sister Catherine Dunn, lives just outside Portland.

"I was 5 years old when we started across the plains for Oregon in the spring of 1845. I do not remember to be the captain of our train, nor how many wagons there were. In fact, I have had a very good time of it.

"From the time I was 6 years old I worked on the farm. My brother George had a very good time of it. I helped him with the work. As a consequence I never got any schooling. Oh, yes; I went a few weeks at a time at different times, but I never lived in all, not over six months. Along about 1888 I got the gold fever and went up to Florence, Idaho. I put in two months there. Many of the miners up there were afraid to come back to the Willamette valley for fear they would be drafted and have to serve in the Civil War.

Big Dogs Out of Luck From the Ballouville American. Every dog has his day, and every breed of dog has its day. I have seen a bulldog, a pointer, a setter, a collie, a terrier, a spaniel, a hound, a greyhound, a dachshund, a pug, a Boston terrier, a French bulldog, a St. Bernard, a Newfoundland and St. Bernard are other breeds that used to find gen-

The Oregon Country

Northwest Happpings in Brief-Form for the Busy Reader.

OREGON The grade schools of Crook county have enrolled 544 children. Willamette county high school at Prineville has registered 100.

The O. R. & N. company has a force of 150 men at work rebuilding of running for a Prineville city office at the election to be held November 7.

Not one single candidate has filed his papers or announced his intention of running for a Prineville city office at the election to be held November 7.

Sixty thousand rainbow trout have been taken from the McKenzie hatchery during the season. The trout are being distributed in the vicinity of Siskiyou.

William Richardson, son of Captain and Mrs. Charles Richardson of Clatsop county, has received an appointment to Annapolis naval academy from Senator Stanford.

Sheep monopolized the livestock shipments from the McKenzie hatchery last week when 25 cars were shipped to various points. Five cars coming to Portland from the hatchery were held up.

The new Sherman highway grade between Moro and Grass Valley is reported to be under way. The construction of the under-railway crossing three miles south of Moro.

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