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Though I may not be able to inform men more than they know, yet I may give them the occasion to consider.—Sir Wil-liam Temple.

AT HIS INVITATION

PEAKING in Boston, Senator Borah predicts another war fithin two years, at the present ate of disagreement. He blames e allies largely, and particularly rance, for the present situation. There may be another war in

vo years. Or it may be five. It ay even be ten. But it is as cerain as death that another war will me unless something is done to to run the gauntlet of the senate. Oddly enough, Senator Borah was e of the leaders who did much

turn the tide away from peace. was one of the leaders that rought forth the doctrine of isolaion, and who fought, tooth and all, the proposal of peace by passed. It is a measure detrimen- ages, the coward of the war when as agreement between nations. On tal to the interests of the public, but extremely beneficial to private the responsibility for the absence of ship operators. It means that they als country from the world's coun- are to get ships at 10 cents on the il tables and from an agreement dollar, \$30,000,000 a year in a direct ntended to prevent war.

Mr. Borah lays the blame for the enditions that foster war on the illies, and particularly France. But he allies and France agreed to ener a plan by which the world's stead of against one another. Mr. lorah and his colleagues kept hereby made it far less effective rom a peace standpoint. The ales and France agreed to disarm on and and sea and otherwise under hat agreement. But Mr. Borah nd his colleagues kept America rom it. The allies and France greed to place the power of the orld in the scales against war, but orah and his colleagues kept merica from the agreement and id much to destroy its effective-

If there is a war in Europe withtwo years or five years it is beuse conditions in Europe—finanial, economic and political-foster people to come to Opegon and esteut jobs and threatened by invasons of Turks and Russians, are
ready to fight. They would rather
light than starve. This nation
wilds a financial, economic and
obilidical power enjoyed by no other
ration on earth, a power that is
unficient to materially aid in the
apid return to normal conditions
broad. Europe has asked us to
sield our power for prosperity and
eacs. But we have refused to
turn a hand toward altering the
conditions that breed war. We
have refused to see to the council
ables. We have refused to
turn a heard toward altering the
conditions that breed war. We
have refused to see to the council
ables. We have refused as
rything. And it was Mr. Borash
for formal specification
of the policy of isolation and
refused the policy of isolation and
rought about our refusals.

Mr. Borash frankly infers that
lick propers has been made.

Cliffornia did it the other way.
Nore than 12 years ago that state
the horse. The result is that littile propess has been made.

Cliffornia did it the other way.
Nore than 12 years ago that state
the horse in that another state
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Cliffornia did it the other way.
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the horse in the traceous in large of economic in hard
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Cliffornia did it the other way.
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Cliffornia did it the other way.
Nore than 12 years ago that state
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Cliffornia did it the other way.
Nore than 12 years ago that state
the refused to the result is a manage of economic incomputation. It is apparently
to be as careful as motorties are asked to be. The same
or propose that a good percentage of
the united States senate that estate
has been proposed by mo other
the united States senate that estate
has been proposed by mo other
the united state senate that estate
has been proposed by mo other
the propess was been made.

Cliffornia did the other way.
Nore than 12 years ago that state
t ar. Peoples without money, with-

kely we shall be compelled to en-period just ended the population of bors congress promises a debate on the next. Yet, we steadfastly California increased 44 per cent, the issue of water competitive rates

alt it, a war that, by their oppo- lips to which it has hitherto been take on more the cast of a post-

anything like it, Mr. Borah and his

wing to the museum which bears gon. his name in San Francisco's Golden DeYoung of the San Francisco ported to the limit. Chronicle. The name, with synonyms and first-person pronouns, appeared only 24 times in the article. This reference is therefore really not pass unsung, or unchallenged.

WHY NOT PORTLAND?

ONE of the things that James Couzens, the newly appointed senator from Michigan, did as .65 mayor of Detroit was to maintain DAHLY SUNDAY as 5-cent fare for car-riders. When

Portland. But in this city car-riders are paying 8 cents for a ride.

Is there no way to reduce that fare in Portland? Is there no way here, as in Detroit and other cities, to provide people with transportation at a lower figure?

There were those who claimed that it could not be done in Detroit. They claimed that it-could not be done in other cities. But it was done, and is still being done. If otherwhere, why not here?

SHOULD BE BEATEN

DASSAGE of the ship subsidy by measure before the next congress a huge outlay of 23 billions.

It is very certain that it would be defeated by the men elected in November. Many of them were elected on platforms opposing the administration program. That program includes the ship subsidy. Few men were elected or reelected who belonged to that wing of the party represented by the administration. Yet, the ship subsidy, one of the policies that was repudiated, is about to be jammed through congress before the new members take their seats, and the will of the people, as expressed at the last election, defeated.

Fortunately, the measure yet has crats is likely to postpone if not defeat the measure.

subsidy, more millions in indirect subsidies, and loans aggregating \$125,000,000.

If the ships are to be maintained and operating expenses paid by the people of the United States, why owers were arrayed against war, give them to private owners? Why not let the public keep them? And if they are not worth more than the merica out of that agreement and private owners would give for them under the subsidy program, why do the private owners want them? step directly in front of a motor. And if they are eventually to be profitable, why give them away, pay the costs of operation, and then let the private owners make the profits when the profits come?

BEGINNING SOON

BECAUSE it has highly conman in the machine. But it was structive features the drive of avoidable on the part of the vic-

other European war would em- marketing associations. By that vite injury or death to themoff this country. He could make process it converted poverty-strickother inference. Just as we were en farming districts into highly spelled to enter the last, it is prosperous communities. In the usly we shall be compelled to en- period just ended the population of

use to move a hand to prevent Oregon's 16 per cent.
An effect of the agitation for foring to build up a plan to fimits. The story will be told by commission, won't the discussion was that by their control

anything to the country, and in the In an announcement in his own sequel a great deal can be done paper that he would build another to revolutionize conditions in Ore-

The chamber is leading in a high Gate park there was a curious in-completeness on the part of M. H. ing cause, and it should be sup-

When a traveling salesman at empted to sell 50-cent pieces for quarter on a New York street made to round out the score with the other day, on a bet, he falled. an even 25. Such modesty should For 15 minutes he tried to make a sale, but not one person did he find who was willing to pay 25 cents for 50. The reason, of course for his failure to sell was skepticism. There was fear of a trick. Nobody expected any such opporpieces for a quarter. How many people in this country pass up golden opportunities because of akepticism?

SMASHING HIS WAY

bulence set in motion by the World his own showing, call an extra session

fortify the straits as before the Harding foreign policy of isolation war. Is this what the allies fought form a discouraging combination blood were shed and billions of by the Knoxville Sentinel (Dem.), wealth burned up? Was it for this which believes "it is better for the supremacy of the Turk, backed by American people to bear the ills of Russia and Germany, that Great fly to certainty of greater ills they are Beis the house of representatives Britain piled up a war debt of 37 sure to experience if placed at the means that the administration is billion dollars, France a war oblimercy of the ship subsidy leeches. going to attempt enactment of the gation of 23 billions and America

a fortified Dardanelles and only at the government expense. Turkish warships admitted? What Christian life would then be safe beyond the Bosporus, and what trails and roads on the way to the that his appeal for government ald comes on the heels of a tariff en-

practically expelled from Europe. The peace was made with the provision for the Turk to be no longer a figure in Europe. But he is back, with armed allies behind him, flourishing a bloody sword and pointing at the smoke over the ruins of Smyrna.

between government aid and government of the proposal as ment ownership," and it favors the former. The Petersburg Progress (Ind.) characterizes the proposal as "fundamentally unsound," while the Norfolk Ledger Dispatch, assuming a directly opposite position, cites the letter of J. R. Howard, president of the American Farm Bureau Federa-The peace was made with the pro-

to run the gauntlet of the senate.

thing. The grand prize of the war a proper reply to the farm bloc operation in congress. The facts cited may consider this as the beginning of the subsidy proponents to hurdle.

of nations working together for the subsidy proponents to hurdle.

of nations working together for arguments in opposition, in the opinion of the Albany News (Ind. Rep.).

The proper reply to the farm bloc operation in position in congress. The facts cited may consider this as the beginning of the subsidy proponents to hurdle.

Of nations working together for arguments in opposition, in the opinion of the Albany News (Ind. Rep.). World statesmanship is a pitiful

But the leadership failed and the prize was lest. America back-The ship subsidy should not be tracked, and the criminal of the

THE FOOTMAN'S SIDE OF IT

CORONER'S juries have in re cent instances acquitted motorists of blame for collisions that resulted in death of pedestrians. The automobile driver is not al-

ways at fault. The pedestrian is equally apt to be criminally careless.

Blindly, engrossed in thought or conversation, the pedestrian may There is a thud. A body falls. A crowd gathers. The ambulance clangs amid the scattering onlookers. "Death due to unavoidable

a little later. True, the accident was unavoidable from the viewpoint of the

selves?

An effect of the agitation for its annual session at Washington, Mr. Borah, instead of preaching this fund will be the better edubout the war that is to come, had cation of people in Portland as to day. In view of the recent positive better be back in Washington what is going on beyond the city tion by the interstate commerce.

HARDING'S SHIP SUBSIDY CALL AS ECHOED

Hany of the Echees, and Those the Loudest and Most Prolonged, Are Loudest and Most Prolonged, Are
"Nay" to the President's "Aye"—
Subsidy Denounced as Artificial
and Bound to Prove Abortive—
Sardonic Allusion Made to the
Administration's Tariff Act in
Relation to the Proposed Sub-Administration's Tariff Act in Relation to the Proposed Sub-aidy Measure—What the Pro-subaidy Editors Have to Say About the Matter. —Daily Editorial Digest—

(Consolidated Press Association) ident Harding's message to President Harding's message to the special session of congress urging the pessage of the ship subsidy bill as a meaure of economy to replace the existing system, has been received with varying opinions by editors. The dissension in congress over the bill is reflected in the views expressed concerning the merits of the legislation

"The truth is." says the Newark News (Ind.), "that American labor and American capital find more profitable employment ashore than afloat and any effort to lure them where they municipal system, and is now leaving the city with a successful enterprise on a 5-cent basis.

Other cities in the country have 5-cent fares. They too have found a way to supply urban transportation for a nickel. Some of them are larger than Portland, and some smaller. Conditions in many of those cities are not more favorable to cheap transportation than in Dortland. But in this city car-ridwar still ebb and flow. At times it of congress after March 4 to deal with seems as if they are gathering strength.

There could scarcely be a more extraordinary development than this demand for only Turkish warships to use the Dardanelles and for the Turks to be permitted to fortify the straits as before the Harding towards after March 4 to deal with this perplexing problem in its own way." The New York Evening World (Dem.) likewise inquires whether "the president has stopped to consider that some of the "resolute hostility" against a ship subsidy may come from a public capable of seeing that, granting the genuineness of the ship problem, the Fordney-McCumber tariff and the Harding tweeter resident and the Harding tweeter resident and the Harding tweeter to the ship problem. for? Was it for this that rivers of against American ships seeking goods They know what it costs them for their government to run the ships. They will never know from one con What would Turkey do with the gress to another what it will cost them power that would be embodied in for the private interests to run them

> Syracuse Herald (Ind.) believes, is "strong in points but weak in the sense ed with the blood of slaughter? at our whole foreign trade." The war ended with the Turk opinion of the Boston Transcript (Ind. between government aid and governtion, arguing that the farmer "will congress, "one constructive, one structive and one destructive." suggested relief would not be of any use, the Buffalo Times (Dem.) says, experiment It is sheer

The position of the president, the

As the Rochester Times Union (Ind.) sees the proposal, "It lacks popular support; is a measure for which there is no demand; would be an abuse of authority and a breach of confidence and ought certainly to be defeated. Unless the opponents have a "better plan," the Chicago News (Ind.) holds that "the alternative is either destruc-tion of the great merchant marine acthis nation at prodigious cost, or continuation of government op-eration of some of its ships in uneconomic and unfair competition with private vessels to the detriment of both, so that congress can hardly hesi-tage as to the choice and its plain duty. This is the opinion as well of the Harrisburg Telegraph (Ind.), which says "the question to be decided is whether the government shall abaners. "Death due to unavoidable don the ships entirely, keep them go-accident," a coroner's jury returns, ing at a loss of \$50,000,000 a year less mail service and other charges saved. But congress won't look on the subject and business standpoint, for the simple the Bible story of creation supplies, in reason that congress isn't built that BECAUSE it has highly constructive features the drive of the Portland Chamber of Commerce for funds for the development of Oregon is of immediate interest to all Portland people.

There is no use to advertise for people to come to Oregon and settle on the land if every farm in the is necessary to recognize that even to form the viewpoint of the man in the machine. But it was avoidable on the part of the viewpoint of the desirection supplies, in degree, a long felt want. Scholars to day evince much of degree, a long felt want. Scholars to the time that congress isn't built that way." The president's plan is characterized by the Pittsburg Leader (Prog. Rep.) as "the constructive way," and it says that "the obstructionists and less the constructionists were given a bad half hour by President Harding's address."

Unless the right of subsidized versels to form combinations with each other and with foreign transportation its, do not appeal to the liteligent other and with foreign transportation to concerns and complete the simple degree, a long felt want. Scholars to day evince much mark the degree, a long felt want. Scholars to the first the constructive way." The president's plan is characterized by the Pittsburg Leader (Prog. Rep.) as "the constructive way." and it says that "the obstructionists and destructionists were given a bad half hour by President Harding's address."

Unless the right of subsidized versels to form combinations with each logical methods of harding out the burlet way." The president's plan is characterized by the Pittsburg Leader (Prog. Rep.) as "the constructive way." and it says that "the obstructionists and less the block of the subsidice of the street was a subsidiced versels to form combinations with each logical methods of the block of the street way.

If we are to have automobiles it is necessary to recognize that even constructive way." The president's plan is characterized by the Pittsburg Leader (Prog. Rep.) as "the constructive way." and it says that "the obstructionists and less t

It has enmeshed itself into a perfect tangle of economic incongruities." It is the opinion of the Indianapolis News (Ind.) that "the one argument in the message that has weight is that based on what is supposedly to be a necessity resulting from the existence of a merchant marine." This belief is indorsed by the Nashville Banner (Ind.), which it says "the fact that we have already the series and only totally uneless as

(Ind.) argues that "the president has not handled the question of building up a merchant marine with either sin-cerity, frankness or sound judgment. The best minds on his staff can see ng but privilege and government the Louisville Post (Ind. Dem.

Letters From the People publication in this department should be ten on only one side of the paper, should accord 200 words in length, and must slaned by the writer, whose mail sides full must accompany the contribution.

SAYS TERMS ARE CONFUSED Government" and "Administration me in Great Britain, Differing in America. Ashland, Dec. 2.--To the Editor of

he Journal—The student of the science of government is often confused in cading the writings of political apologists and teachers and the political propaganda he gets from press, plat-form and pulpit. In reading some ap-parently good writings and in listening to some highly praised speeches I am often reminded of a remark I once heard: "I would rather know less, than know so much that is not so." Apropos of the above is the mingled use of the words "government" and "administration." In England these two words are synonymous but in this This confusion is due to the fact that England has no written constitution, while America has. If the English people wish to change their govern-ment they do so by changing the adparliamentary election, and in doing O. K. a prime minister who selects a cabinet that represents the victors. If the Labor party's nominees should get a majority in parliament the English government would be a labor, or laboring man's government. In Eng-land the administration is the govern-However, it is altogether different in the United States. Because we have a written constitution, the existence when the people of the orig-inal 13 states adopted the federal con-stitution, cannot be changed except by amending the constitution, no matter what party administers government; hence, in this country the words "gov-ernment" and "administration" should differently applied, because they have a different meaning. Neither the administration nor the people are government, but Uncle Sam is. Being a legal, invisible person, Uncle Sam, very appropriately, exists in the mind of the judiciary; hence the federal government exists where the federal court holds a session. Hew absurd to speak of the government at Washington. The federal government follows the federal court, and its power is felt wherespever its jurisdiction, ex-Have I erred in making the above statements and criticisms? D. M. Brower.

Reviewer of History Asks, "Why Wor-ry?"—Says It Exists From Antiquity in Ever-Widening Course. Vancouver, Wash., Dec. 3.—To the Editor of The Journal—The wail deploring the present-day decadence of civilization is continuous and loud. Hisory says this lament is without warrant. The "annals" assure hs - that what is is best, and what is to come shall be better. Archeological research sheds some light on the civilization extant in Babylonia and Assyria some 3500 years B. C. Then a legendary being named Marduk (probably the Yah-wist Adam) was supreme. This is as philosophy appears to have been a ruling sense. This the "Code of Ham-murabl" proves. (Hammurabl is suposed to have been the Yahwist Moses and his "code" the text of the Mosaic Law.) Some 1500 years later we find Persia enlightened by the flame of Zoroaster's Mazda lamp. This light losophy and ethics. Five hundred years pass, and in India we find Gautama teaching the "noble Aryan truths." There and then arose the sun of civilization. Those "truths" were basic and fundamental to the teachings of the Great Nazarene, and in due time they certainly, shall "redeem the world." The names of Western world reformers who have been highly instrumental in pushing civilization along are too well known to need mention here. They range all the way from that of the Roman emperor Constantine, in Eu-rope, to that of Mrs. Harriet Beecher Stowe, in America. Dread of decaden

CIVILIZATION CONSIDERED

CONCERNING BIBLE'S ORIGIN Vancouver, Wash., Dec. 8.-To the Editor of The Journal-An article in ites, do not appeal to the intelligent understanding. That the Bible is here, is a fact. How came it? "Nobody knows." Now the fact that it is here proves conclusively that it, once upon a time, was written by some person or persons, at some place or places and in some time or times. Who? Where? When? If the Bible could give a good when? If the Bible could give a good account of its own origin, that account would at least satisfy the souls which the startling accounts of Jonah and Balaam, regarding their experiences with ravenous fish and talkative fiesh, fall to satisfy and save. Reader. BLACK TROOPS IN GERMANY

Tangent, Nov. 30 .- To the Editor of The Journal-In The Journal of No-The Journal—In The Journal of November 24 "C. B. P." criticises Senator Hitchcock for speaking on France's black troops in Germany. On page 2 of the same paper we read that France has withdrawn her Senegalese troops, but General Allen says she still has Algerian, Tunisian and Moroccan regiments there. These people are but the better than assess and some

MEMORABLE GEORGE From the New York Christian Adve Elale: "Mamma, George Wash ust have had an awful good

ald set his rooster an hour ahead, upon a helpful friend advised

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Russians, another story comments, "would control straits" Most of us will be satisfied if we can control the flushes and the full houses.

As we've remarked before, present day stills have achieved a brand of moonshine that will improve the motive power of an automobile,

"Band of white wild ducks reported at Summer lake," thanks to our search for something more novel than a white robin or a "red" workingman.

The front page?—Corvallis Gazette-Times.

Senstor Roy Ritner is now acting governor of Oregon, and there is no doubt he will make good. He used to manage the Pendicton Round-Up.—Eugene Guard.

Lenin tells followers that the soviet went too far and too fast. The explanation will do for them, but 85 per cent of the Russian people and all the rest of the world will continue to think the soviet didn't go at all.—Baker Herald.

MORE OR LESS PERSONAL

Random Observations About Town

The road between Portland and Calgary is good, and there is no show, reports George Lane, who has motored down from across the national boundary. Besides Mrs. Lane, the party was composed of Miss Sexamith and George Baley.

Mr. and Mrs. G. E. Stevenson of Enterprise are uniting pleasure with business in the metropolis. Other visitors from Enterprise

A. K. Thompson, C. A. Barnett and Asa W. Eggleson. Mr. and Mrs. C. W. Woods of Pendicton are among yisitors from East-

Mr and Mrs F. M. Kinnis of Imble are visiting for a few days in the George H. Foster of Baker was transacting business in Portland Mon-

Mr. and Mrs. E. L. Young of Hepp-

ner are on a shopping visit to Port-

land. Fred Wallace of the Tumalo irriga-tion project is on a business visit to Portland.

J. R. Roberts of Redmond is among the many residents of Deschutes county now in the city. Among recent arrivals in the city is H. W. Swartwood of Joseph. Dr. W. H. Reynolds of Pendleton is

Harry L. Gilham, a prominent business man of Tillamook, is in the city on a combination business and pleasure trip.

Late arrivals from Sherman county are L. R. French and C. H. Eslinger

Herman K. Allen of Prineville was among visitors from Central Oregon Monday. T. H. Foley of Bend is spending

Ed Cusick, a banker of Albany, spent Monday in the metropolis. S. Peterson Weldt of Camas, Wash,

Ed Gearin of White Salmon, Wash. s among recent arrivals in the city. W. J. Gilbert is in from Beaver to Among out of town guests is L. E. Walker of Klamath Falls I among recent arrivals in the city.

C. J. Stanton of Monmouth was transacting business in Portland Mon-

of Grass Valley. L. L. Peetz, a Sherman county wheat

king, is visiting in Portland a few days.

Among out of town visitors in the city is F. W. McCaffery of Powell Butte.

Mrs. Jennie D. Pickett, who has resided in Princeville for more than 20 years, is said to be a direct descendant of William Bradford, the first governor of Massachusetts, who, in 1621, proclaimed the first Thankegiving day.

few days in Portland on business.

s among out of town visitors.

## IMPRESSIONS AND OBSERVATIONS OF THE JOURNAL MAN

The close relation that has immemorially existed between the will and the way is again exemplified in the case of a Portland man whose story Mr. Lockley relates in this and a succeeding installment. It is a story of tell and struggle and stoady attainment and final achievement of a career of highest useful-

Did you ever hear of Walter Haynes. No, I don't suppose you ever did, for he is one of the most modest and unassuming men you will meet in a week's travel. He lives in Portland and is principal of the technical school and the principal of the talked to me for a long time and finally said, 'You should go to college.' If he had said, 'You should go to the moon,' it would have seemed just as impossible of accomplishment. He said I could readily secure the necessary credits. I didn't know what He teaches radio-telegraphy and elec-trical, mechanical and civil engineer ing. Having learned that he had been offered and had refused a position at a much larger salary than he is now receiving. I dropped in to learn the why of it. Here is his answer to my question, given in the most casual and matter of fact way, as if turning down the offer of better money were the only logical thing to do in the circumstances:

"You see," he said, with an engaging smile, "I am tied in here, for I love to help the fellow who wants to be and needs to be helped; and, after all, money is too dear if, for it, you trade life and its opportunities for service." That was a new one to me, and I had to stop and figure out just what he meant. It amounted to this: If you are getting \$250 a month and are doing something worth while, it is more profitable to stay on the job than to accept a place at \$10,000 a year where you will be of less real service to your fellow-man. When I had figured attitude I put the question to him. He smiled and nodded, and said, "You are quite right. That is exactly what I mean. When I started teaching poor but ambitious young chaps here, \$113 a month was all they could afford to pay me. I was offered \$3000 a year and all expenses plus transportation for myself and family to go with a big myself and family to go with a big mining company to superintend the electrical equipment in one of their mines. Naturally, I turned it down, for all they had to offer was more money. When I explained the matter they couldn't see my viewpoint, and offered still more salary." "Are there any more like you?" I asked, Again that winning smile illumined his face as he said, "Thousands and thousands, and there are setting more all the money will no longer be the measure of value of life."

Here, in a more or less connected form, leaving out my questions, is what he told me about his work and

"Yes, to all intents and purposes I am a Westerner, for I came West when I was 7 years old. I was born in Indiana, May II, 1880. My father was a carpenter, We moved to Spokane in 1887. The following year Spokane was almost wiped out by a destructive fire. We moved to Vancouver, Wash. Father followed his trade there. I went to the public school two years. Then father bought a 40-acre farm near Battle Ground, 13 miles from Vancouver. For the next two years I went to school at the nearby country schoolhouse at Maple Grove, putting in all my spare time helping father on the farm. We sold our farm at Battle Ground and bought a farm at Battle Ground and bought a farm at Brush Prairie. I went to achool there three years. I got a chance to do chores for my board at Vancouver, where I put in the next three years at high school. I wanted to graduate from the Portland high school, so I saw the lantor of the high school. In those days Portland had but one high school. The janitor

hours of hard work a day to keep the building clean, and I put in all day Baturday of each week washing windows. This \$10 a month, used with the most rigid economy, paid my way through high school.

"I was 21 when I graduated from the Portland high school. William J. Standley gave me a job as instructor in the mahual training school in the old Exposition building. That was Portland's first manual training school, and in those days manual training was

looked upon as a fad. This manua training school was later absorbed by the Y. M. C. A., and Mr. Standley and I were taken over with the rest of the equipment. One day R. C. French, president of the Weston Normal school, visited us to inspect the work we were doing. He talked to me for a long time and finally said, 'You should go time and finally said, 'You should so to college.' If he had said, 'You should go to the moon,' it would have seemed just as impossible of accomplishment. He said I could readily secure the necessary credits. I didn't know what credits were, but I thought he meant I could borrow the money, and I knew how impossible that would be. I explained that I was paying most of my alary toward the support of my parents. He said, To the man of deter-mination nothing is impossible, Diffi-cuities are a test of character. Difficulties overcome, strengthen charac-ter. Will you promise to go to college? I told him my folks were poor, that college was only for wealthy people, and that all my friends would think I was presumptuous even to want to go to college. He said, 'Will you promise to make every effort to go?' I hodded my head in sign of assent. He said, 'That is a promise, Shake hands on it.' I shook hands and instantly it seemed as if the promise had become an intolerable burden and that my shoulders were fairly bowed under the weight of what I had promunder the weight of what I had prom-ised to do. I went home that night with slow and reluctant footsteps, and at supper I said, I have decided to go to college. My folks thought I had been working too hard. They said, 'Maybe you will feel better in the morning.' They also thought college was a place where only rich men's sons went, to secure culture. None of us had the least conception of what a college was or of its tremendous a college was or of its trem

"It would be too long a story to tell you how I arranged matters so my folks could get along without the money I had been giving them, but we werked it out. I went to Palo Alto and started to go through college, with a total capital of \$80. I landed a jab waiting on the table at the Welakahow club, for my board. I went to the Y. M. C. A., and they found jobs for me at 20 cents an hour, washing windows and scrubbing floors, so that I was able to earn several dollars a week, for I could always get in five or six hours' work on Saturdays. At the close of the first semester I went to Palo Alto, rented a house and bought more than \$1000 worth of equipment on credit. I hired a house and bought more than \$1000 worth of equipment on credit. I hired a house and started a club, which I called the Lotus club. I started with all the students I could properly care for, as boarders. I knew the secret of success was to give plenty of wholesome, well prepared food, served promptly and at low cost. I called a meeting of the college man and told them we were partners and that the dost of board would be the exact cost of food and service plus whatever sum they decided my services were worth as manager of the club. I ran the Lotus club 4½ years. The freshmen who started with me stayed with me until they graduated. We lived well, at much less cost than board could have been got-for elsewhere. Out of what they decided was a fair salary to me been got for elsewhere. Out of what they decided was a fair salary to me as manager of the club I paid for the equipment and furniture I had bought

The Oregon Country

River county.

Adolph Waither, \$5, brother of Waither, general manager of the ther-Williams company, is in our condition at The Dalles as the result of injuries receive thrown from a truck.

W. E. Bond, superintendent Oregon, California & Eastern to f Riamath Falls, has let a c to Seattle people for the gradic extension of the road from it ent terminus at Hildebrand to triver.

Seven persons were seriously injured at Tacoma Friday when two street cars collided in a heavy fog. The Scattle Salvation Army Thursday served a Thanksgiving ner to more than 400 persons. Seattle's bank clearings for the first 11 months of 1922 exceeded those for the same period in 1921 by more than \$150,000,000.

Contracts on sewer and paving con-struction of a total value of \$150,000 have been completed at Wenatches by the Inland Paving company. Gasoline busses have replaced of the electric street cars in Evand a 5-cent fare is now in effect both busses and electric lines.

Henry Zarbuck, 45, having missing from his usual haunts for eral days, friends broke into his at Seattle and found him dead natural causes.

The Emergency Fleet corporate

The Emergency Pleet corpora threatening a suit against the Tacoma to collect the money ad to double-track the municipal

Allen B. Marr, 21, killed in Los Angeles, Monday, by the police, is said to have been one of the outlaws who on the night of October 1, robbed the Colonial theatre at Tacoma of \$160

IDAHO

One hundred and eleven foreigner are students, of English and citizenshi The public utilities commission has suspended for 120 days the schedule of rates of the Capital Water company of Bolse, filed November 9 with the commission.

Geswin Sievert, who recently died at Genesee, left an estate valued at \$50,000. With the exception of about \$6000 left to charity, the estate goes to eight nephews and fileces at Westfalen, Germany.

Twenty Years Ago

From The Journal of Dec. 5, 1902

surveyors are working on a proposed extension of the road from Kalama down the north bank of the Columbia down the north bank of the Columbia river to the ocean, opposite Astoria.

The new addition to the Sunnyaido school has been completed. It was occupied by pupils for the first time yesterday. The new section contains six additional rooms and a large assembly hall.

The City and Suburban company has begun the work of tearing up the pavement on Williams avenue between Cherry and Stanton streets, prepara-

Cherry and Stanton streets, preparatory to laying a double track.

Salem—The celebration of the golden anniversary of Odd Fellowship in the Pacific Northwest will take place in this city Saturday evening.

The O. R. & N. Steamer T. J. Potter, which has been in the beneyard for some time past undergoing repairs, will be ready soon to resume operations between here and Astoria.

The new steam schooner Aurelia has just been launched at Prosper, Or., and will enter the lumber trade