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BUSINESS OFFICE AND PLANT

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A Lot They Couldn't See

As a feature for their national birthday week, which ends on March 19, a group of young Campfire girls were guests at our newspaper plant last week. The idea behind their visit was to see Democracy at work and a newspaper plant was listed as one of the recommended activities for the purpose.

To those of us whose efforts are devoted to the manifold tasks of preparing our weekly newspaper, the fact of these young girls seeking us out was an object lesson.

We have come again to considering why a newspaper is an instrument of Democracy. Why, for instance, the encouragement of a free and untrammelled press is based in the traditional faith in such things as freedom of speech and opinion.

There is no place under the beneficent sun that compares in greatness to the United States. Likewise, there is no place in the world that allows as free and as diligent a press—even though there are outstanding examples of publications charged with evading the full exercise of its American prerogatives.

Newspapers of the nation, and particularly the smaller weeklies, carry on an intensive campaign, issue by issue, for the preservation of American democracy. In fact, by the very process of publication a weekly newspaper is a living, vital force which can reckon with devastating fury against charlatans who would divert the American ideology into narrow channels.

A newspaper, let us hasten to add, does not "just naturally grow." Every issue carries with it the enthusiasm and ideals of many people, an interlinking organization of people and crafts.

Problems are many, with payrolls to meet and full advertising and news coverage to be arranged. A newspaper must reflect its community and the people whose lives and activities comprise it.

One of the interesting sidelights as to outside problems all newspapers will soon meet is the proposed increase in postal rates, which to us, alone, will mean over \$2,000 extra per year in mailing charges. This represents a charge about six times the present fee.

In the beginning, special privilege was afforded newspapers under a second class mail schedule because of the great importance with which dissemination of news was held. Rules and regulations were prescribed as to percentage of news that must appear in relation to advertising. But the reason behind special mailing treatment by the post office was for the encouragement of news.

What this new rate schedule will mean for many publication firms, we couldn't quite explain to the eager eyed young Campfire girls. It might be hard for them to believe that such a thing as payrolls, costs of materials, mailing charges and other hard, financial influences would have a bearing on the paper that seems to appear by magic routine, rain or shine, week after week.

Perhaps it is a signal slant on the idea of Democracy at work that the girls' organization looks at the newspaper industry in a purely objective way.

There was a lot, you understand, that they couldn't see.

-- 3459 --

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Immigration Train Veered From Old Road, Met Trouble

LAWRENCE HALL AND PARTY FOLLOWED GUIDE ON
PACK TRAIL TO OVERCOME THREATS OF INDIANS

By Hervey S. Robinson

(continued from last week)

Lawrence Hall brought his wife and family across the plains to Oregon with the immigration of 1845. In the same train with the Hall family were W. G. T. Vault and John Waymire. In another train were Joel Palmer and Samuel K. Barlow. Still another company was commanded by Solomon Tethrow. All of these names figured prominently in the early history of Oregon.

Leaving Independence, Missouri on May 15 the party traveled with ox teams as far as Fort Laramie without encountering any serious difficulties. Beyond that point they were frequently annoyed by Indians who tried to stampede their stock. Two or three times they were attacked but came through without any injury to man or beast.

When the train arrived at Fort Hall they came across Steven Meek who offered to lead them over a better road to the Willamette valley. The proposed route was said to have been used by Hudson's Bay fur trappers. It passed farther south than the old emigrant road and he assured them that it was shorter and easier to travel. Some of the men in Lawrence's company were a little afraid of the hostile Indians that Meek assured them they would encounter on the old road and as grass was getting short from being grazed by the stock of preceding emigrants on the usual route, it was decided to trust Meek as their guide.

From then on trouble began. The road which might have done very well for pack horses, was certainly unfit for immigrants traveling with ox teams. "The water was bad," said Lucy Jane Hall, who was a girl of thirteen with her father's party, "so full of alkali that it would hardly drink it. There was very little grass and before long our cattle had sore feet from traveling over the sharp, hard rocks."

Provisions grew scarce and many of the emigrants were sick with mountain fever. A number of them died. Lucy Hall relates "I saw many persons buried without coffins." At length the men discovered that Meek really did not know the road. Indignation ran high and Meek deserted them, fleeing for his life.

After Meek left, the party struck back in the general direction of the Columbia river. The John Day and Green rivers were ferried in a wagon box, swimming all the teams and loose stock across the streams. When the party came to the Deschutes, one of the Lawrence party swam across the stream to fasten ropes on the opposite bank by means of which the wagon beds were ferried across. At last they arrived at The Dalles on the Columbia river.

"Here," said Lucy, "we got our first dried peas and potatoes and one peck of wheat—all that was allowed to a family for bread, so all could have a little. Oh, What a feast!"

The men built a log raft on which the Hall family, together with the Tethrows and the Woolley families descended to the Cascades.

It was while the party were lost in the southeastern Oregon wilderness that Dan Herroon, a member of the Lawrence Hall company, is said to have found gold on one of the streams. He did not then know that it was gold, but afterward in speaking of it he said that he could have filled his blue bucket with gold where he found that piece. Since that time many parties have searched for the "Blue Bucket" mine, but it has never been located.

Arriving at the upper Cascades the immigrants made the portage to the lower Cascades by carrying all their possessions upon their backs. They were three days making the trip. Below the Cascades a young man named Dan Clark was hired to go down to Fort Vancouver on foot by the trail and secure from Dr. McLoughlin a bateau or flat boat to take the party down the river to Linnton.

At Vancouver, Mr. Hall and his youngest son went up to the fort to see Dr. McLoughlin, leaving the rest of the family in the flat boat. Returning, he brought a handful of small seedling apples, which the doctor had given him. This was the first fruit the children had seen for six months and they enjoyed it immensely.

At Linnton the family set up their tent and waited while the father set off afoot for David Hill's claim, now Hillsboro. David Hill and Lawrence Hall had been schoolmates. In a week the two men returned bringing Mr. Hill's ox team and the family, with their belongings were taken to Hill's claim. It was now late in the fall and beginning to rain. So Mrs. Hall and the children were quartered in Mr. Hill's log cabin while the men folks lived in a tent.

Lawrence Hall bought a claim on the Tualatin Plains, about

where the present Beaverton-Cedar Mill road crosses Walker road, agreeing to pay three hundred bushels of wheat for the place. Wheat was then worth a dollar a bushel. Three years later when final settlement was made, the California demand had sent the price of wheat up to five dollars a bushel. The man who sold the place demanded his three hundred bushels, which was then equal to \$1500. Hall offered him \$300, the price of the wheat, when the bargain was made and he finally consented to settle on those terms.

In June, 1846, Lawrence Hall was chosen with Joe Meek and D. H. Lowndale to represent Tualatin district in the Provisional Legislature.

"Hall was an active member," said the Oregonian of Feb. 12, 1867, "entering with animation into the business of protecting and advancing the interests of the United States against the claims of the Hudson's Bay Company. He was chairman of the committee on militia and a member of the committee on education."

When the Cayuse war broke out in 1847 and '48, Lawrence Hall raised a company of volunteers and went to the rescue of the captive women and children of the missionaries. He was in the principal battles of that war.

In 1854 a post office called Oceola was established on Lawrence Hall's claim near Beaverton with Hall as postmaster. Some time later William Walker succeeded him as postmaster. This was the first post office established between Hillsboro and Portland.

After the territorial government was established, Hall was elected a member of the council from Washington county, about 1852, we believe.

He died February 11, 1867, at the home of his son-in-law, W. H. Bennett and was buried by the side of his wife in the burial ground near the old West Union school house.

(continued next week)

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Young Folk Bid To Nat'l Grange Essay Contest

E. G. Perkins, Master of the Beaverton Subordinate Grange, announces a nation-wide essay contest on "Conservation of Our Soil Resources" will be conducted by the National Grange and American Plant Food Council, beginning March 15 and ending June 15, with state and national prizes totaling \$15,000 for young men and women through 20 years of age.

"The contest is open to any young man or woman, regardless of Grange membership, who will not be more than 20 on June 15," Mr. Perkins explained, "but all entries in this area should be sent to the Beaverton Subordinate Grange at Beaverton for processing by June 15."

Secretary of Agriculture Charles F. Brannan is chairman of the National Board of Judges which includes: Dr. Hugh H. Bennett, chief, Soil Conservation Service, USDA; Mrs. Malcolm Byrnes, president, National Home Demonstration Council, Ethel, La.; Dr. W. T. Spanton, chief, agricultural Education Service, U. S. Office of Education and Dr. M. L. Wilson, Director of Extension Work, U. S. D. A.

The following National and State prizes are offered by the American Plant Food Council.

National—First prize, a nationally-known 1949 (Buick Super 4-door sedan) automobile; second prize, also a nationally-known (Chevrolet DeLuxe, 4 door sedan) automobile; third, \$750 and fourth, \$250.

State—First, \$150; second, \$75; and third, \$50.

Beaverton Grange is offering a first prize of \$5, second prize of \$3 to local contestants who score 75 or more points.

Contest judges explained that each entrant's treatment of conservation principles "may be based on information from textbooks, bulletins, motion pictures, interviews or personal experience, but practical application of the subject to the land in the community, state or nation will be given special consideration in the judging of each paper."

Entries must not exceed 800 words and will be judged on the basis of 55 points for effectiveness, 20 points for originality, 15 for practical application of subject matter and 10 for grammatical correctness.

Severe Winter Leaves Mark on Lumber Output

PORTLAND, ORE., March 17—Douglas fir lumber output still reflects effects of the most severe winter in over half a century, according to Harris E. Smith, secretary West Coast Lumbermen's association, who said February production totals lag behind the five year averages.

Closure of many hundreds of small sawmills because of a shortage of logs accounted in part for the reduced cut, he said. February weekly production of 143,098,000 board feet was 92.6 per cent of the 1943-1948 averages.

"Reports from most sections of the fir region of Oregon and Washington," Smith stated, "indicate that logging will be resumed in substantial volume by April 1. It will be nip and tuck whether depleted cold decks and log inventories will last until spring logging gets under way. Deep snows have delayed logging camp openings several weeks beyond normal."

February lumber shipments averaged 138,474,000 board feet weekly, up 13 million weekly over January, but shipments fell behind both orders and production for the period, Smith said.

The weekly average of West Coast lumber production in February was 143,098,000 board feet or 92.6 per cent of the 1943-1948 average. Orders averaged 160,695,000 board feet; shipments 138,474,000 board feet. Weekly averages for January were: Production 121,366,000 board feet (78.6% of the 1943-1948 average); orders 158,649,000 board feet; shipments 125,296,000 board feet.

Eight weeks of 1949 cumulative production 1,039,194,000 board feet; eight weeks of 1948, 1,501,573,000 board feet; eight weeks 1947, 1,291,595,000 board feet.

Orders for eight weeks of 1949 break-down as follows: Rail 832,667,000 board feet. Truck 37,438,000 board feet. Domestic cargo 188,873,000 board feet. Export 69,648,000 board feet. Local 68,794,000 board feet.

The industry's unfilled order file stood at 610,337,000 board feet at the end of February. Gross stocks at 939,954,000 board feet.

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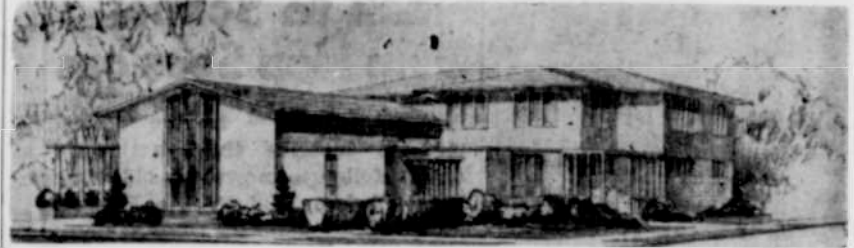
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