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On The Shoulders Of Cab

The crash of a non-scheduled airplane in California, in which most of the occupants were killed or seriously injured, emphasizes most graphically official protest of six labor unions which are affiliated with federally certificated airlines. The complaints of the labor organizations were received in our office well ahead of the disastrous crash which put the matter dramatically before the public via screaming newspaper headlines.

It seems, judging the matter of "cut rate" flying services, that something is dangerously amiss that will permit people to put their lives in jeopardy through sub-standard modes of travel. An accepted safety code of regulations has been developed for scheduled airlines that outline practices to be followed in conduct of their business.

No chief pilot of a multi-engine plane is approved for federal rating until he has taken a "check flight" in a plane of comparable power to the one he will regularly fly. Regular airlines may take off only with the approval of a federally licensed aircraft dispatcher, who has received competent weather advice on the flight in question, and then the planes are required to observe weather ceilings, visibility and distances.

A regular airline pilot is limited by the CAB to 85 hours of flying per month, to avoid the dangers of flying fatigue. Cabin attendants, or stewardesses, considered "standard equipment" on interstate flights, are required to pass an examination in safety procedures before the Civil Aeronautics Board will extend them sanction for a job.

Yet, with all these rules and safety regulations, based as they are on years of airline experience, the government seems either unable or unwilling to require the cut-rate barnstormers to measure up to any stringent standard before they may legally solicit and carry passengers.

Apparently these cut-rate carriers are not required by CAB to maintain the maintenance, communication, dispatching and other ground facilities of the regular airlines. It is charged by the groups representing airline personnel, too, that the barnstormers are not required to hire qualified crew chiefs, inspectors and check pilots nor provide continuing programs for the better qualification of pilots, mechanics and stewardesses.

Safety is one of the definite assets of today's accepted airlines. This safety is reflected in the training of pilots, and other personnel, both flight and ground, and the careful scheduling of and contact with each plane in the air during its entire journey.

Certainly these protective measures cannot be maintained without an outlay for the expense. Operating capital, in any undertaking, must be continually renewed. The airlines must pass on all the expense of its safety to those who benefit by it—the patronizing public. It seems a gross discrimination to demand severe standards of safety from established lines while letting the "catch as catch can" enterprisers ignore the rules.

There is one sobering effect of a serious plane tragedy, such as this one which centers public opinion on the cut-rate flight business. There are many who, not looking deeply into the situation, will feel prone to condemn the entire airline industry as unsafe and non-regulated.

But the six labor unions in the industry, by their timely protests, have turned the light of publicity squarely upon the issue. And where else, on the basis of this information and the subsequent development, would the blame for the entire matter rest but upon the shoulders of the CAB?

Ejukashun's Frutfl Feld

Hoping to simplify current usage of the English language, an influential newspaper in Chicago announces a style to be followed of employing modern spelling thruout its reported accounts. Altho this might prove shocking upon its first application, the newspaper will follow authorized spelling as told in Webster's Dictionary.

The philosophy of the new trend aims at simplicity. Enuf instances may be cited where customary spelling is no guide to pronunciation in usage. Certainly the plan kud be ovrworkd. Such samples as "fotograf, rong, rite, hevvy, fisiografy, sikofisiografy and sudonim" wd be redily identifd. But wo is yu shd yu takl such tuf ones as "bough, vequlescence, ague" and any number of words not used to a grt degre in evryda convrsashun.

We are all such crechers of habit it mite tak us sum time to gro akustmd to a shortning of speling. By a companion token, howevr, it wd relev some yung fok of the stigma which old fashnd custm visits upon them thru exasperating failure to properly put letters in du sekwenche to bild their ritten words.

With the Chicago newspapr taking serius steps to kep abreast of the World's changing mannrns, perhaps ejukashunal methods will have in evn mor frutfl feld to ez the burdms of thos hu sek nolij.

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BEAVERTON, OREGON

Ancestor of Albert Tozier Sighted Ore. Coast In 1778

NORTHWEST DISCOVERY PUBLISHED UPON RETURN STIRRED INTEREST OF LEADING AMERICAN MEN

By Hervey S. Robinson
(Continued from last week)

Many Oregonians today proudly trace their ancestral lines back to the pioneers, missionaries, mountain men and fur traders who first came to this region, even to some of the members of Astor's expedition which had planted an American trading post at Astoria before the first British traders got here in 1811. But Albert Tozier, who for eight years, was caretaker of Champoeg Park and the pioneer museum there and later of the library museum at Hillsboro could go them all one better.

His grandfather Roland T. Tozier, was a first cousin of John Ledyard, of Groten Connecticut who was with Captain James Cook, the British navigator, on his third voyage around the world in 1778, when he first sighted the northwest coast of North America. It was John Ledyard's story of this voyage, published after his return home at the close of the Revolutionary War, that first interested Tomas Jefferson and other Americans in the Northwest coast.

Calvin Tibbets, who came with Nathaniel Wyeth in 1832, and was associated with John Ball, in 1833, in the first American farming enterprise, growing wheat on the land, where the village of Champoeg was later built, was a cousin of Roland Tozier's wife.

On the day that the provisional government of Oregon was formed (May 2, 1843), Tibbets wrote a letter to Tozier in which he said that, if the United States ever took possession of the Oregon Country, it would pay him to come to the Willamette Valley, for it was one of the finest and most productive countries that he had ever seen.

The boundary question was settled in 1846 and, following Tibbets' advice Roland Tozier started across the plains with his family for Oregon in 1847. He died on the way and was buried beside the trail. His widow with her younger children continued on to Oregon. In the Willamette valley she married Isaac Sayles. He bought the donation land claim of Isaac Ball, adjoining that of John Sweek and the present site of Tualatin.

Charles T. Tozier, a son of Roland Tozier, a boy of 15 years, at that time, remained in Indiana when his parents came west. In 1858, he was married to Miss Zerilda Mayfield, the daughter of Elder Leroy Mayfield, pastor of the Baptist Church in Bloomington Indiana. Two years later he started, with his young wife, overland to Oregon.

On March 7, 1860, their first child, Albert was born, on the Platte river in Nebraskas. After Albert's birth his mother did not want to continue the journey with the young baby and the family remained in Nebraska for about three years. Charles Tozier found work there and, while working, studied law.

When they finally resumed their overland journey another child, Rosella had been added to the family. The Civil War was on and the wagon train was accompanied by a company of soldiers, Cyrus H. Walker, who was born in Oregon when his parents were missionaries among the Spokane Indians, before the Whitman massacre, was a lieutenant in that company.

Albert Tozier told Fred Lockley, in 1936, "I was a little chap when we came across the plains. The soldiers who were escorting us, gave a party to the emigrants at Fort Bridger. There were about 100 wagons in our train and a good many attractive young girls. So the soldiers thought it would be a good idea to give a party and a dance.

"One of the soldiers took me on his lap. In crossing the plains, we had had no fresh fruit, or fruit of any kind. The soldiers had brought a can of fruit. I don't remember whether it was peaches or pineapple or what it was, but in any event, he cut the top of the can open with his jackknife, spread one of the slices of fruit on his knife and gave it to me. I don't believe I ever tasted anything that tasted as good as that fruit did.

"Presently he called another soldier over and said, 'Take care of this little chap for me I want to dance.' So the other soldier took me on his lap and together we finished the can of fruit.

The train arrived in Portland, September 30, 1863, and the Tozier family started out by ox team in the afternoon, camped the first night and arrived the next day at the home of Charles' mother and step father on the Tualatin Plains.

Charles bought an adjoining place. After he had bought the farm, in the fall of 1863, he got work as a carpenter in Portland and took his family there in 1864.

"I was about 4½ years old when I started to school in Portland in

the fall of 1864," said Albert. "Children went to school younger then than they do nowadays. Fanny Holman was my teacher, at the old Morrison Street School. The late Fred V. Holman was her brother.

"We lived at Front and Columbia streets, near No. 1 stable. Professor R. K. Warren taught in the Harrison Street School, and Miss Kelly, who later married Van B. de Lashmutt, was a substitute. Occasionally she taught for Miss Holman.

"In the spring of 1865, we returned to our farm on Tualatin Plains. There I walked two miles to school. 'In June 1872, Father was elected sheriff, so we moved to Hillsboro and I started to school there. One day the teacher, W. D. Pittinger asked that all the children who crossed the plains by ox team should raise their hands. I was one of seven who raised their hands.

"He said to me, 'Bertie, tell us

some incident you remember of your trip across the plains'.

"I said, about the only thing I remember well is that the soldier gave the emigrants a party at Fort Bridger, and one of the soldiers took me on his lap, opened a can of fruit and gave me some, and then asked another soldier to take care of me while he danced. I asked the other soldier if I could have some more of the fruit and he and I finished the can.

"Professor Pittinger said, 'Do you know who the soldier was who opened the can and gave you the fruit?' I shook my head. He said 'do you know who the soldier was that let you finish the can of fruit?' Again I shook my head.

"He said, 'I was the soldier that took you on his lap and opened the can, and the soldier whom I asked to take care of you while I danced was Green Hale, who is now a deputy sheriff in your father's office.'

"I'll tell you another curious story. We had at Hillsboro, a Methodist minister, the Rev. Joseph Holberg, born in Germany in 1828. He was one of 12 children. As a boy he drove a horse on the Erie Canal. Later he was a steamboat steward on the Mississippi. "He was converted at Galena, Illinois and became a Methodist minister. In 1865, he came to Ore-

gon. He preached at Lafayette, McMinnville, East Portland, Brownsville, Monroe, Amity, Hillsboro and elsewhere.

"In 1872, shortly after my father had been elected sheriff, the Methodists bought a bell for the church. When the bell, which was cast in Portland, was brought to Hillsboro, Mr. Holberg helped to take it from the wooden case in which it came. It was unpacked and placed on two wooden saw horses. I was 13, and, with other boys was watching the proceedings with great interest.

"Father Holberg as we called

him, said 'Bertie I'm going to let all you boys ring this bell. You can be the first.'

"On New Years eve, 1872, our family, all of whom were Methodists, were holding a watch night meeting. Just before midnight some one suggested that the church bell be rung. I went to the church and rang the bell.

"And from that day to this, never a single New Years eve has passed that I have not gone to Hillsboro to ring the bell at midnight.

(More of Albert Tozier's story next week.)

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