

ject that some definite principle of decision should be established reducing to minimum the chance of sentiment and caprice. Every institution has some historic blunder of this kind. Periodically we lament over some misjudgment that awarded honor to ranting, and put a premium on pathos.

Let Oregon change theory into a good working principle. We have splendid traditions and an excellent standard. Lest there be deterioration let us establish a definite, recognized principle, which will be the criterion of the individuals who act as judges.

**Credit Due  
the Alumni**

Let it be remembered by the students that it is the Alumni Association who is bearing the chief burden of campaign against the prejudices that threaten our existence as a University. The Alumni are the backbone of the encounter. They may be called our organizers for victory. When success comes we must acknowledge the power that brought it. Let us remember too that the Alumni, have no directly egotistical interest in their Alma Mater; they have ceased to receive her nurture, and are now striving to maintain her in honor, through pure loyalty and devotion. The undergraduate has a more personal interest. It is sincere and should lead to great endeavour. But let us bear in mind the credit due the Alumni and unite with them in heartiest support.

**Columbia River  
Improvements**

We have recently received from Philadelphia a splendid article in a publication of the American Academy of Political and Social Science. It deals with Columbia River improvements in the Pacific Northwest, and is the result of the careful analysis and thorough knowledge of Professor Frederic Young. The article is part of a great movement to utilize American Waterways. Foremost economists are now agreed that the cure for most of our transportation evils is to be found in the improvement of our waterways. Germany has discovered the significance of her rivers and canals and has thereby lessened her commercial troubles. That the United States will follow her example is only a matter of time. Considerable political machinery must be set in motion first.

Collecting and assimilating facts concerning these inland waterways is the first step toward their improvement. Professor Young's article sets forth with admirable clearness the extreme need of the Pacific Northwest for adequate transportation facilities. He shows that an embargo has been placed on our lumber exports; and that