

# Mr. Scott Herald

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## RELIGION AND CITIZENSHIP

Did our Lord say: "Suffer the little children to come unto me after they are children years old?" Leonidas I. Newby, grand master of the Knights Templar of the United States, who was in town for a few hours the other day, seems to think so. Sir Leonidas is quoted as saying that the function of the religious school "lies in the training of the child after he has passed through the high school stage of education."

Leonidas is also given credit for this amazing opinion: "Religious convictions are a thing apart from education which is so vital to the production of good citizens." Mr. Newby's religious convictions may have nothing to do with his citizenship but most Christians will take another view of the matter.

The mere opinion of Mr. Newby, unsupported by any evidence, would be entirely negligible except for his position at the head of an important Protestant fraternal order. His opinion is of interest chiefly as corroborative testimony that a considerable Masonic group has entered upon a campaign of secularization of education.

Normal Protestant opinion, we should say, is represented not by the grand master but by such a declaration as that made by Professor L. A. Weigle, of the Yale Divinity School, at the annual meeting of the Religious Education association in Cleveland a few days ago: "Our children cannot help but note the omission (of religious education from the public school curriculum) and mark the discrepancy between the elaborate provision which society makes through the public schools for their education in everything else and the poor provision which it makes for their education in religion. The suggestion is unavoidable that religion is unimportant in human life or else that it is so decisive a factor as not to lend itself to our common educative purpose. Thus the public school seems to foster irreligion. A school that claims to be a broad-visioned democratic institution has made the state a fosterer of non-religion. We must think our way through what differences can be reconciled. No longer can we afford to have the state put in a position through the public school of becoming a suggester of non-religion."

## PRESS LICENSE

An American correspondent in London reports a movement of protest against the growing license of the press in the matter of reporting divorce proceedings and other scandalous happenings. It appears that there is in England a type of Sunday paper which makes a specialty of this sort of literary garbage and is offensive beyond anything known in America. If that is true conditions must be bad, indeed, for there has been a grave deterioration in American press standards in this field in recent years.

There is not much use in blaming the press; the publication of a daily newspaper is a great commercial enterprise which is constantly growing more costly as is seen in the number of long-established dailies which have discontinued publication in the past five or six years. The pressure of business competition urges the daily publisher to greater and greater laxity as long as his offerings in this line are reflected in an expanding circulation.

Reform can come only from a revolt of the readers. Some one has resurrected a quotation from Carlyle which newspaper readers might well take as a subject of meditation: "There is no more infallible proof of

a shallow mind than its curiosity as to the private life of others—their weaknesses, their foibles, their mistakes. It can be nothing else but a pitiful, frantic effort of a mind to escape complete emptiness. With this world so crowded with matters of importance, of beauty, of worth, it is self-evident that the only possible reason any mind debases itself with its neighbors' affairs is its incapacity to hold anything else."

## FOREST PRESERVATION WEEK

This is forest preservation week and if we are going to have "weeks" at all there can be no objection to this particular "week,"—certainly not in Oregon which depends so largely on its forest wealth.

Depletion of the eastern and southern forests has gone forward until sixty per cent of the country's forest wealth is in the west. Twenty-eight states now consume more lumber than they cut. Exclusive of farm woodlots, says the secretary of the interior, "we have 181 million acres of logged and burned forest land which has not been put to cultivation. Timber is the only crop that most of this land will grow." It is obvious that any intelligently thought out plan of forest preservation must include the reforestation of these lands.

Extension of adequate fire protection to the existing forests, adapting taxation to the timber "harvest" and the study of reforestation constitute the basis of a sound forest policy in the opinion of Secretary Wallace.

## Miscellany

### By Autolycus

Whether bishops are chosen partly on account of their ability to tell a good story, or whether the ability to tell a good story is something that a bishop acquires ex officio is a question that I have yet to determine. A prelate from the South introduced a good one the other day when we were talking of people who spend most of their time anticipating trouble. An old lady had taken her seat on a cable car about to make a descent, when she called the conductor and asked what would happen if the cable broke. "We have a ratchet system, madam, which would stop the car immediately," he answered reassuringly. "But if the ratchet broke, where should I go?" "The company cannot take any responsibility for that, madam," he replied. "That would depend entirely upon the kind of life you are leading."

An attempt is being made this year to institute "blue laws" in ten states of the Union. In Illinois (and probably in the other states) it is proposed to close the theaters and to prohibit the playing of games in the public parks. When asked for his opinion on the matter, a Congregational clergyman said he would favor the closing of moving picture houses only, because they tend to keep indoors people who would otherwise be outdoors. The lack of any sort of principle in this argument should be noted. Might I enquire what business it is of this Congregational minister whether I spend my Sunday indoors or outdoors, so long as I pay my rent? The Lord's Day Alliance, which is backing these attempted "reforms," seems to regard the population of this country as a kindergarten, dominated by its own eighteenth century presence. If the people let the "blue laws" slip through, the Alliance's estimate of their puerility will have been justified.

### Knitting Champion

The world's knitting champion is an Irish woman who cannot speak English or write a line—and she does not plan to make a lecture tour of the United States. She is just plain Mrs. McShane, of Garrick, County Donegal, Ireland, and until a few weeks ago had never been on a train.

Mrs. McShane, despite these few deficiencies, won the first prize of a 50-guinea cup and 50 pounds sterling in a knitting contest with hundreds of other women, recently held in one of London's largest department stores. She won the prize by completing a jumper in 28 hours and 25 minutes. The second prize was given to a young girl who completed the work in 31 hours.

At the time of writing the long distance dancing record stands at something like seventy-five hours, and efforts are being made to break it. This world has managed to think out some foolish ideas in the course of time, but the present craze is superior to anything in history. One gentleman, whilst engaged in a long-distance dance, suddenly commenced to hoot like an owl. The obvious question is: "Why an owl?" If he had begun to bray the situation would be comprehensible.

Teacher—In agricultural class—What's a ground hog?  
Student—Why, er, it's sausage.  
Student—Why, er, it's sausage.  
St. Edward's Echo.

## UNION PACIFIC CHIEF PROTESTS

DOES NOT FAVOR GROUPING OF WESTERN RAILROADS PROPOSED BY HALE HOLDEN

### Judge Lovett's Statement

Judge Lovett made it plain that he had no objection to the commission's authorizing a consolidation of the Hill lines, but that if that were done the commission should also authorize the reconstitution of the Harriman group, the Union and Southern Pacific, to meet the strong combination that would be effected by the consolidation of the Hill lines.

The Holden plan, however, does not contemplate a consolidation of the Union and Southern Pacific, but instead weakens both by loading them down with lines which they have no natural affiliations and makes them competitive with their natural allies, notable in the case of the Union Pacific by placing the Chicago & Northwestern in a rival group. The Holden plan also would run counter to the legislation under which the Union Pacific and Central Pacific were constructed as one continuous line by assigning to the Southern Pacific a half interest in the Denver & Rio Grande Western and Denver and Salt Lake, which with the lines of the Rock Island from Colorado Springs and Denver to the Missouri river and Chicago would make it to the interest of the proposed Southern Pacific group to tear down instead of build up the Ogden route of the Union and Central Pacific.

"In addition" he said, "both the Union Pacific and Southern Pacific are sent far afield into territories where they have never been, where they have no business or connections and where apparently there is no shadow of reason for them to go. The Union Pacific is sent down into Tennessee, Alabama, Louisiana, Texas, Arkansas and Oklahoma with lines to New Orleans, Laredo on the Mexican border and to El Paso, and again into northern Michigan. The Hill lines, however, are treated very conservatively in this respect and the only new territory in which they venture is from Fort Worth to Houston, Texas, and over the Kansas City Southern and another short line to New Orleans."

With reference to Mr. Holden's substitution of the Chicago, Milwaukee & St. Paul for the Chicago & Northwestern for consolidation with the Union Pacific, Judge Lovett pointed out that the former is a competitor of the Union Pacific for traffic to and from the Puget Sound country, while the Chicago & Northwestern is a connection. The substitution would not only disrupt existing routes and channels of trade but would run counter to another requirement of the law that competition be preserved as fully as possible. Again, the consolidation of the Union Pacific and Chicago, Milwaukee & St. Paul would be a linking of the two weakest Puget Sound lines, while the Northern Pacific and Great Northern, which are the oldest and strongest lines in that territory, would be consolidated under the Holden plan. Such an alignment would certainly not be in the interest of giving the Puget Sound country the best competitive service.

Concluding this portion of his testimony Judge Lovett said, "The consolidation of the Hill lines with their subsidiaries into a single system would so far overshadow its competitors and any other railroad system proposed in the United States in size and financial strength and possibilities that one might infer that a desire to meet this objection had something to do with the jumbling of the International-Great Northern, Texas and Pacific and St. Louis-Frisco systems with the Union Pacific, and of the Missouri Pacific, Toledo, Peoria & Western and the Missouri Kansas & Texas, and various other lines with the Southern Pacific, in order that there should be other systems equal in mileage and investment to the Hill combination, however unequal in solidarity, financial strength and prospects and in traffic and operating relationships."

Judge Lovett complimented highly the manner in which Professor Ripley and the commission had worked out for the direction of congress a plan for the consolidation of the railway properties of the United States. He said that while there were defects and mistakes here and there, which must be corrected if great injury to public as well as private interests is to be avoided, that yet the tentative plan of the commission affords the basis and ground work which should be followed and from which departures should be made only with great caution. He said he doubted whether railroad men themselves could have formulated a plan so fair and workable, because they could not have divested themselves of their environment and their affection for lines with which they had spent many years.

Judge Lovett opposed the suggestion at all lines in western territory to be consolidated into four systems, saying, "Four systems, comprising thirty thousand to upward of

thirty-five thousand miles each and each extending from Puget Sound or the Pacific ocean to the Great lakes, to the mouth of the Mississippi river and the Gulf of Mexico, and traversing most of the intermediate states, make the combinations entirely too large for efficient management and service for the welfare of the corporations themselves, their creditors and stockholders and for the public good, and present a situation which probably would be a source of much undesirable friction and in many ways a constant menace, especially in case of failure."

He answered Mr. Holden's argument, based on the fact that the traffic handled by the New York Central and Pennsylvania respectively is substantially as great as that which would be handled by any of the four systems, by pointing out that the problems of management in a territory extending only from New York to Chicago and St. Louis are very different from the problems of management in new and rapidly developing territory, extending all the way from the Canadian border, Puget Sound and the Pacific ocean to the Great lakes, the mouth of the Mississippi river, the gulf and the Mexican border.

Judge Lovett also disagreed with Mr. Holden's view that each of the Pacific coast lines should have a line extending to the gulf, stating that the east and west traffic was the important and controlling traffic with the transcontinental lines. After pointing out various reasons for this he said:

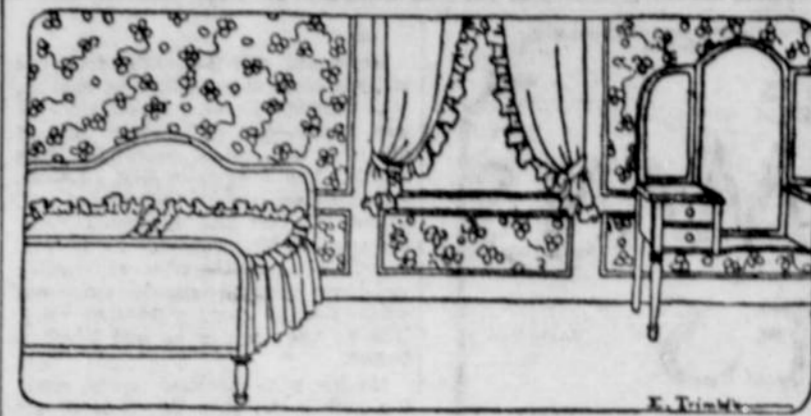
"But more important still and almost startling is the inevitable tendency and effect of the Holden plan to divert grain from the trunk lines and Atlantic seaboard to the gulf. Hitherto the Great Northern, the Northern Pacific, the Burlington, the Chicago, Milwaukee & St. Paul, the Chicago & Northwestern, the Union Pacific and the Chicago Great Western have been impartial as between Atlantic and gulf ports, as their carriage did not extend beyond Chicago, Kansas City or St. Louis, and they interchanged without preference with the trunk lines and the gulf lines alike at the usual gateways. But the Holden plan ties each one of the great 'Granger' roads up with a gulf line of its own, but without any line east of Chicago or St. Louis, thus forcing all of them in their own interest thereafter, through control of car supply and otherwise, to exert their influence in favor of movement of all export grain over their own rails to the gulf instead of being impartial as heretofore. If such consolidations are accomplished where will the trunk lines and Atlantic ports get their grain for export? I am not their advocate, but only wish to point out this as another revolutionary and disastrous effect to some interests of the action the commission is asked to take."

Even if the four-system plan were adopted, it is Judge Lovett's view that the systems should be constituted in a much different way than proposed in the Holden plan. He said that if the Hill lines were to be consolidated, the Union Pacific and Southern Pacific should also be consolidated, as their combined strength would be needed to place them on a fair, competitive basis with the northern lines. Again he said that under a four-system plan the Chicago, Milwaukee & St. Paul instead of the Chicago & Northwestern should be combined with the Santa Fe. Such a consolidation would put the Santa Fe system into the North Pacific coast territory in competition with the Hill lines and the Union Pacific-Southern Pacific group instead of stopping the Santa Fe group east of the Cascade mountains as proposed by Mr. Holden. He also stated that the Chicago, Milwaukee & St. Paul and Santa Fe connect at both Chicago and Kansas City, while the Chicago & Northwestern has no line to the latter point.

Judge Lovett dealt at some length with the history of the Central Pacific and its relationship to the Union Pacific and the mutual dependence of these lines on each other. He referred to the decision of the supreme court, ordering the dissolution of the control of the Central by the Southern Pacific because violative of the Sherman act, and to the recent hearing before the commission of the application of the Southern Pacific for authority to acquire control, and the decision of the conditions imposed by the commission to the granting of the Southern Pacific application, protected with reasonable adequacy the rights of the Union Pacific, and that with these conditions imposed the Union Pacific would not object to a permanent consolidation of the Southern Pacific-Central Pacific.

He said that the Holden plan providing for a half interest by the Southern Pacific in the Denver & Rio Grande Western and the Denver and Salt Lake lines would be inconsistent with these conditions and would be highly prejudicial to the Union Pacific. He also referred to the testimony already offered in behalf of the Union and Southern Pacific asking that the Colorado lines of the Rock Island be eliminated from the proposed Southern Pacific group, as the ownership of these lines would be likewise inconsistent with the conditions imposed by the

## DO NOT USE TOO MUCH CRETONNE IN A ROOM



Cretonnes are good, but do not overdo them is the advice of the interior decorators. In a room with a figured wall covering or a patterned rug, even a very attractive cretonne strikes a wrong note. The room shown in the sketch affords a very pleasing effect gained by using a chintz patterned paper hung in panels, white ruffled curtains and ivory woodwork and furniture. A taupe carpet covering the entire floor is a new touch.

commission in granting the Southern Pacific's application to control the Central Pacific.

"Finally, to guard against possible misunderstanding of my views in stating our purpose to carry out as far as we can the tentative plan of the commission with the modifications above suggested, I should like to add that I believe entirely too much is expected by some of our statement, and in some quarters of public opinion, from this commission's work and the effect of the transportation act of 1920 with respect to these consolidations. Good undoubtedly will come from consolidation and legal solidification into one company of lines naturally allied and grown together as one system, but legally held by numerous different corporations loosely combined in common control through stock ownership. There will also be consolidations of some lines not at this time under common control or otherwise related where the stockholders are able to agree upon relative values. Yet, the consolidation of independent systems will not be as rapid or as numerous, I fear, as are anticipated by many, at least without further legislation by congress solving many of the problems that will present themselves even where the terms of consolidation have been agreed upon; and there will be great difficulty in the stockholders agreeing upon relative value even not counting those individuals who are in the habit of acquiring a small amount of stock and posing as an oppressed minority.

"A great difficulty in this connection is that there are many unsuccessful railroads in the United States which ought to be liquidated. Doubtless there are owners of these who are looking to this consolidation law as an opportunity for them to escape from their investments by unloading on the strong roads. Their properties are unprofitable and failures financially for one reason or another, and sooner or later must be dealt with according to their actual value based upon their earning capacity, present or prospective, regardless of the capitalization. I apprehend that financially strong roads asked by the commission, by the adoption of its plan of consolidation to absorb these roads, will be willing to take them, if at all, only at their actual value, and that if there are any losses to be liquidated they must be borne by those who have sustained them rather than be shifted onto the stockholders of the successful roads.

"But if the object of the statute is accomplished and a plan for the consolidation of the railroad properties of the continental United States into a limited number of systems is adopted by the commission and carried out in full, it will not in my opinion aid very much in solving the railroad problem. It will not reduce the cost of transportation, which is the great problem, or increase the traffic. Of course it will not affect wages or the price of rails or rolling stock or coal or other materials and supplies, or reduce the taxes, and it will not help the credit of the railroads as a whole; and we shall still have 'strong' add 'weak' railroads.

"Even if all the systems to be created by the commission plan were given an even start (which is impossible) they will not remain even, for some will succeed while others fail, and there is the very great danger of permanently welding together incompatible and inherently different properties, and isolating trade centers and traffic routes and relationships which with the greatest care cannot all now be foreseen in a situation so vast and complicated. But it is the policy of the government, as declared by congress which the commission is carrying out, and it is our purpose to cooperate to the greatest possible extent we can consistently with what we regard as our duty to our stockholders and employees and the communities and traffic we serve."

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