# The Oregonian

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PORTLAND, THURSDAY, JAN. 16, 1908.


### NOW BUSINESS, NOT BLUSTER.

Portland is Portland, not Astoria. The people of Portland are building a city at Portland, not at Astoria. But they have not the slightest feeling of opposition to Astoria; no animosity whatever. They who may want to build a city at Astoria may build a city there; and good luck to them. But the people of Portland are building a city here. They have met with some measure of success. The business of the great Valley of the Columbia River centers here. It began sixty years ago. Nature started it. The growing energy of Portland has supported and developed it. Portland takes it upon herself, as a duty, to increase the effort in this direction, from year to year. On this basis the Port of Portland has been created, and has been pushing its work from year to year. It will push the work more and more, the stronger the city grows.

The Oregonian doesn't take it upon itself to say whether the Daily Astorian represents Astoria, or not. But for the present we shall deal with the subject as if the paper were the representative of the city. An article in full from that paper, "Day of Reprisal at Hand," appears today on this page of The Oregonian. A few words may be said about it.

We may smile at the proposal to compel Portland to transfer its energies to Astoria and do business there, and at the covert threat of boycott, if Portland shall refuse. Without any purpose or effort to injure Astoria, Portland will do business in her own way. Portland will do business at Portland. She will transfer her business neither to Astoria nor to Puget Sound. It is silly to suppose that she will think of doing either. Portland will continue her work on the river channels; she will take charge or direction of pilotage and towage on the rivers and on the bar. She will pursue her policy of removing obstacles to navigation on the river and on the bar, and will not ask the help of Astoria, nor even her consent. The new proposition to be laid before the people of Portland, by initiative act, is for Portland alone. Astoria is not included. It needn't concern her. Portland simply intends to do business herself; but of course without slightest animosity towards Astoria. In this business Portland will not ask for a single dollar of Astoria's money. The amount would be too small to be worth considering anyhow. It would be a negligible sum.

Portland, as the chief city of the Columbia Basin, is working out her own destiny. Astoria may work out hers. But the threat of "reprisal" from Astoria is puerile. Portland makes no such threat. She accepts the duty of her position and will perform it. She will improve the channels and continue the work of improvement. She will push measures for improvement of pilotage and towage to and from the sea. Since Astoria will not help in this business, she may share the results without cost to her, and shall be welcome to them. Our people intend to give increased power to the Port of Portland and require it to do its work. We shall go to the Legislature for further authority and power—so as to gain better control or direction over pilotage and towage on the bar and river—and shall get it. There has been dawdling enough with this business. But there is not the slightest ill-will towards Astoria in these purposes. Were the matter important enough we should beg the Astorian to bethink itself that blatancy and minatory expressions are nothing. We are not going to boycott each other nor make reprisals on each other. We are simply going on, each and all of us, about our business. Portland will not quit the ocean. Portland will not accept the dictum that business with the ocean shall not be done above Astoria; yet Portland concedes, of course, that Astoria and every other town within reach of the ocean or from the ocean may do all the maritime business it can.

### BY THEIR FRUIT YE SHALL KNOW THEM.

The apples exhibited by the State Horticultural Society reveal the character of the men who produced them. They are the result of intelligent selection, which is something very different from natural selection. Natural selection is a blind, purposeless process which ends in the crab and thorn. Intelligent selection ends in the Ortley and Newtown, with better yet to come. It implies, first of all, intelligence in the culturist.

Intelligence acting insistently, patiently, relentlessly, has produced the Hood River apple. Given the same factors elsewhere and they will lead to similar results. "It is not in our situation, but in ourselves," that we send little, wormy, scaly apples to market instead of that fruit of paradise to which the Horticultural Society awards its prizes.

Horticulture has become an exact science. Its practice requires a study as long and thorough as law or medicine. Intellectually it is on a level with any of the learned professions. The apple-grower can foretell the sequence of cause and effect in his orchard more accurately than the physician in the hospital. He has complex, difficult problems to deal with, and their solution stimulates all the faculties of his mind. He is a man of exact thought, of bold initiative, of careful experiment. Everybody who attends the sessions of the Horticultural Society remarks upon the keen eyes, the upright forms, the alert features, of the members. They are men of reading; they have exercised their minds upon large questions. They have attained great results. Their product is not only a material triumph, inasmuch as it means comfort and economic independence to thousands of people, but it is also a work of art. The Oregon apple is a thing of incomparable beauty. There is no other fruit that begins to rival it in color, form, fragrance. The men who eat such fruit ought to derive from it noble qualities. They ought to be statesmen and heroes, and we have no doubt they are.

Intelligence, patience, organization. These are the watchwords of the fruitgrower. Organization is as important as either of the others. Every little group of apple or walnut growers should band themselves closely together both for offense and defense. They must wage active war against the slovenly orchardist and the predatory hordes of pests which he shelters. They must defend their trees against an innumerable multitude of visible and invisible robbers. Almost as interesting as the apples themselves is the exhibit of implements of warfare against their enemies. But this war, like every other, is ineffectual without organized action. The guerrilla fruitgrower is as weak as the guerrilla soldier. It is the solid array of the united army that wins victories.

### FAULT IN THE LAWS.

It is undoubtedly true that a large part of the criticism which has been directed against court decisions recently in this and nearly every other state is due as much to faulty and antiquated statutes as to failure of the court truly to interpret the laws. In a great many instances where the judges have made rulings which turned guilty men free, the rulings were strictly within the letter, and even the spirit of the statutes governing indictments, introduction of evidence and other proceedings at trial and on appeal. Lawyers search for nice technicalities and magnify their importance. Judges are bound to follow the law, and in striving to follow it strictly they have built up a system of precedents which make the technicalities available for defendants who may have no defense upon the merits of their cases. The tendency of the law and of practice is toward greater technicality rather than toward a hearing and decision upon the merits.

That this condition has come to exist is unquestionably due to the aversion of lawyers to innovations. Lawyers constitute the most effective portion of our Legislatures. Judiciary committees and committees on revision of laws in the Legislature are made up entirely of attorneys, and before these committees all bills for the improvement of our system of jurisprudence must go. It is in these committees that bills designed to effect reforms in our practice meet their death. As an instance of this, let a case be cited that arose in the last session of the Oregon Legislature. Senator Beach introduced a bill which had for its purpose a revision of the law concerning the duties of the Supreme Court in deciding appealed cases. That bill was as follows:

> No judgment in any action at law, either civil or criminal, shall be reversed, nor shall any new trial be granted therein, by the Supreme Court of this state, unless it shall be made to appear to such court.
>
> First—That material legal error was committed by the court from which the appeal was taken and that such error was really prejudicial to a substantial right of the appellant; and
>
> Second—That upon the whole case, as presented to the Supreme Court, that court is satisfied that the judgment appealed from is wrong and that the action ought to have resulted in a different judgment.

On recommendation of the committee on revision of laws the bill was indefinitely postponed. Possibly the bill was open to some technical objections. Perhaps it did not entirely harmonize with some other provisions of the statutes. But it would seem to the layman that its purpose was right and that good would have resulted from the passage of the bill in substantially the form it was introduced. It could have been changed, if necessary, to harmonize with other provisions, but if it had been passed there is little doubt that in the future the Supreme Court would be less bound by technicalities than it is at present.

As an instance in which the law necessitates dismissal without a hearing upon the merits may be cited the case mentioned in these columns Monday, in which an indictment alleged that a plaintiff in a divorce suit had made an affidavit that the complaint was true, whereas the evidence offered was that he made affidavit that the complaint was true as he verily believed. The evidence was rejected, and presumably the ruling was in accordance with law. But in a case of that kind, where the defendant could not possibly have been misled as to the charge against him, it would seem to a layman that the law should not only permit but require an amendment of the indictment to correspond with the facts, and then let the trial proceed upon the merits. No injury to the rights of the defendant could result from such an amendment of an indictment. Where the same act or offense is covered by the amended indictment as by the one filed in the first instance, and the defendant knows that it is the same act, he cannot have suffered any wrong. His right is to a trial upon the merits, and this should be guaranteed him. Yet if an attempt should be made to pass a bill in the Legislature permitting and requiring an amendment of a defective indictment when the defect has been discovered, undoubtedly the judiciary committee in the Legislature would send it to the graveyard by indefinite postponement.

In the meantime judges are getting much of the criticism that should fall upon our system of laws governing court procedure.

### SIGN THE PETITION.

The new Port of Portland measure, for which a referendum petition will be in circulation today or tomorrow, is of vital interest to the shipping prestige of the Columbia River. The coming to Portland of the Hill system and the extension of the Harriman lines to Puget Sound have forced readjustment of transportation channels throughout the Columbia Basin. The tonnage coming down through the Columbia Gorge will be more than doubled as soon as the North Bank line is completed into Portland. Adjustment of conditions which will follow this approaching crisis in our commercial history will be permanent, or more nearly permanent than anything that has been done in the past. Prior to beginning work on the Columbia bar we were forced to pay for freight on our wheat to Europe 10 shillings more than was paid from San Francisco. As a result, most of the crop was sent to San Francisco in coasters for trans-shipment, and that which was shipped direct was sent out at very heavy cost to the producers.

The heavy differential in favor of San Francisco, and the advent of Puget Sound in the grain-shipping business, forced Portland into activity, and our present twenty-six-foot channel to the sea is the result. But at that early period the movements of trade were unsettled and erratic, and the clearly defined grooves into which trade might settle were not apparent as they are today. Now there is nothing theoretical about what may happen. We are facing a condition that cannot be evaded, nor can action with safety be postponed. We must not only deepen our river to meet the demands of an increasing commerce, but we must be in position to afford shipping the best possible tug and pilot service at exactly the same cost at which it can be secured in ports with which we are in competition.

The proposed enlargement of the powers of the Port of Portland will enable us to accomplish the end sought, and will also enable us to maintain our position regardless of the efforts of competitors. Every voter in the city should regard it as a personal duty to sign the petition at the earliest possible moment. Do not wait for solicitation of your signature, but go to the nearest place where a petition is available and sign, at once.

### NOT STRICTLY DISINTERESTED.

Commodore Spreckels, owner of a fleet of high-priced ships which he formerly operated on the Australian route, is also owner of the San Francisco Call. His steamers were deficient in speed requirements, enormously expensive to operate, and were about as near to being all-around failures as any craft that ever steamed into the Pacific. They received a fairly liberal mail subsidy from the Government, but even with that assistance could not make expenses on the route and were withdrawn. These facts may account in part for the consistent attitude of the Call in demanding a ship subsidy, although a subsidy that could make profitable ventures out of the Spreckels fleet would need be greater than any yet suggested in recent measures before Congress. In commenting on the necessity for a merchant marine in time of war the Call says:

> As things are, when the United States needs auxiliary ships we are compelled to charter foreign bottoms. We could not do that in time of war. It would be a humiliating contingency to see a fleet costing $100,000,000 tied up and impossible of mobilization for want of the necessary attendance of American colliers and supply ships. The policy of Great Britain, Japan and Germany is widely different in this regard and the recent victories of the two former nations were largely due to this foresight.

The Call is correct in stating that "the policy of Great Britain, Japan and Germany is widely different in this regard." Either one or all of the countries mentioned would display no hesitancy about going out in the open market and buying a fleet of colliers ample for all purposes, and the patriotic citizens who pay the bills, instead of setting up a howl about the alleged violation of the sacred doctrine of protection, would welcome the new purchases under the flag which they would henceforth fly.

It is unnecessary for us to borrow trouble over possible "humiliation" in time of war through possible lack of colliers. "In time of war" emergencies arise, and in twenty-four hours the American Government could buy all the ships needed, because in "emergencies" the American Government is permitted to exercise the same degree of business sense that other governments display both in war and peace.

This was done to a certain extent during the late Spanish War. Unfortunately for the fleet, the Quartermaster's Department did not get around to buying good foreign-built ships until after it had picked up every old marine gold brick that our own patriotic citizens wanted to foist on the Government. The foreign vessels bought during the Spanish War cost less and were worth more than the American vessels. Had Mr. Spreckels been permitted to build his Sierra, Sonoma and Ventura in a foreign yard, and enroll them under the American flag, they would undoubtedly be in operation today, and his desire for a ship subsidy would be less pronounced.

Supply and demand in the railroad world have suffered a reverse, and, instead of a car shortage facing the shippers, it is a traffic shortage that is bothering the railroads. According to the car service committee of the American Railway Association, 206,800 freight cars are in idleness at the present time, and the total shortage on all the roads in the country is but 774 cars. The amount of idle capital represented by this equipment is more than $120,000,000. A protracted season of this car surplus ought to demonstrate whether or not there is a profit in hauling lumber at 40 cents per hundred. If the business has been killed by an exorbitant freight rate, the presence of a few thousand idle cars on the track would soon have the effect of bringing it back to life. Railroad men may make mistakes, but as a rule they hasten to correct them as soon as they notice a loss of business on which there is a profit.

That the American people as a whole wore better clothes and had more changes of raiment last year than in any other year in the Nation's history is fully attested by the reports of textile industries and of the importation of goods manufactured abroad during the year. For example, figures compiled by the Silk Association of America show that the silk imports for the last three months of this banner year in prosperity amounted in value to a total of $1,970,033 more than during the corresponding period of 1906. This, in view of the largely increased output of American silk mills and of the fact that cotton fabrics in unprecedented bulk, manufactured in close imitation of silks, were sold, while dainty and high-priced woolens and deftly woven mixtures of silks, woolens and cottons moved quickly and in large quantities from manufacturer to consumer through ordinary processes of trade throughout the year, complete the presentment of an unusually well-clad people and a year of unexampled prosperity to laborers, manufacturers and tradespeople.

In his very interesting annual message Mayor Wise, of Astoria, points with pardonable pride to the fact that in closing the town to the gamblers, who formerly robbed the fishermen under protection from the law, there was no sacrifice in city revenues. Gambling and the dancehall business had come to be regarded as legitimate industries in the city by the sea when, at the beginning of Mayor Wise's second term, a halt was called and a determined and successful effort made to improve the moral tone of the city. Both of these evils, which had flourished in Astoria since the earliest days of the fishing industries, were banished, and, as the Mayor says in his message, "the earth has continued to revolve, the sun has not ceased to shine, and the City of Astoria still lives, an independent, prosperous municipality." There was less crime and less poverty than when the town was open, and accordingly less expense to be met, the saving more than making up for any lost revenues from vice.

Professor Paul Milyoukov traveled 5000 miles for the purpose of making one speech in New York. He announces that all he sought on this side of the ocean was human sympathy. He can get that in almost any quantity desired, even in hardened New York, providing no attempt is made to convert it into cash. Unfortunately for the oppressed Russians, human sympathy will not ward off the bullets of the soldiers nor provide much of a fighting fund for the oppressed people who would like to throw off the yoke.

A Marshfield man who has been indorsed for a Federal position in Idaho has quit his private employment in anticipation of accepting the public service. Better not be too hasty about giving up a good job. An indorsement by a Congressional delegation isn't what it used to be.

Recent successful burglaries and hold-ups on the Pacific Coast indicate an influx of apprentice criminals who have invaded this field under the belief that the police of every city from San Diego to Seattle are not to be feared. This estimate includes Portland.

The President has signed a proclamation releasing over 130,000 acres of land from the Blue Mountain forest reserve. Here is a splendid chance for some of the people who asserted that the forest reserve retarded homebuilding. File early and avoid the rush.

San Francisco announces to the world that she has succeeded in eradicating the bubonic plague. She is still wrestling with Ruef, Schmitz et al., and the first attempt at fumigation does not appear to have affected the germs.

Catching a big thief with the money in his possession and proving how he got it is an immaterial and irrelevant proceeding these days. It is the law, and not the facts, that determines a man's innocence.

Top price of creamery butter in Chicago, 29 cents; Portland, 37½ cents. Cows in Illinois kept in stables to keep them warm. Grass green in Oregon. What's the matter with Oregon as a dairy state?

The fruitgrowers who are being entertained in Portland are a wise and useful lot of grafters. They turn worthless seedlings into tempting Spitzenbergs, Newtowns and Baldwins.

A German Count says that Roosevelt caused the panic. Quite likely he thinks that the President was responsible for the Heinze and Harriman operations.

There seem to be points of similarity in the respective careers of Mr. Cortelyou and the frog which played a star part in one of the late Mr. Aesop's fables.

In an interview W. J. Bryan admits that he is independently rich. Wonder if he admits it when the Assessor comes around.

Mae Wood ought to realize by this time that her efforts are in vain. She can't even get top heads in the newspapers.

Japan now faces a crisis in the Cabinet. How rapidly that Oriental nation has become Occidentalized.

If bribery and extortion and graft are not crimes, what's the use of working for a living?

### "DAY OF REPRISAL AT HAND."

**This Is the Peculiar Headline of an Astoria Newspaper.**

The Daily Astorian.

The Oregonian is opening a campaign for the resuscitation, or rehabilitation, or reincarnation (any old term will do) of the defunct and forgotten "Port of Columbia" bill, the pet grafting scheme of the small coterie of shippers in that city, that was whipsawed through the Legislature last Winter by tactics that were as raw as they were nefarious, and which was later thrown out of the Supreme Court on the ground of its rank unconstitutionality; and every line of that paper's comment on the bill and its pretended value to the metropolis is marked by a desperate soreness that shows the venomous rancor of the defeat that overtook it last year. It is an undignified and unnecessary show of ill-temper and spleen, especially on a subject of such frazzled interest as the "Port of Columbia" bill.

All Astorians know the nature, and the animus, of the measure, and were a solid unit in bringing about its nullification, and will coalesce again to defeat it, whatever the limit of savage fervor wherewith The Oregonian shall seek to revamp it.

We know it to be the last desperate piece of chicane to despoil this port and the commercial prestige thereof; and if the city of Portland and its press ever do any thinking about the value of the millions of money this city contributes annually to the metropolitan markets, it is time they were reckoning with the chance of reprisals along this line, and put a quietus on the man in The Oregonian building who has the ear of its managers; it is time the influence of that great paper was diverted from this wretched subterfuge and used to expedite the real truth of the commercial situation in the Lower Columbia, namely, that the shipping is to be done from here, in the near future, by both the Hill and the Harriman systems, and not from the Sound, as The Oregonian persists will be the case. It is very plain that Portland would rather see the commerce of all Oregon go to Puget Sound rather than to this, the natural, the cheapest, the most direct and feasible port, the seaend of the water-level, down-grade haul from the wheat fields of the Inland Empire; for what The Oregonian says of Portland must be true, and it says this thing every day lately.

If the loyalty of Portland to the State of Oregon is so shallow a thing that the metropolitan shippers can bring about the sheer commercial sacrifice of Astoria (which should, and would be, Portland's and Oregon's commercial right-bower), then Astoria will quickly learn her own duty to herself in the matter of her annual outlay in the markets that are part and parcel of her undoing. It is a queer attitude for the chief city of a great state to assume, that of being willing to send millions of commerce out to rival ports and centers in another state rather than give the benefits to a sister city, nearby, at home, and directly in line, and at the natural terminus of that line, on the easiest conceivable grades, and known to be the next and rightful place of commercial importance in the certain course of development now pending; it is so queer, indeed, that Astoria intends to watch closely, and figure accurately, and govern herself as comports with her own advantage and merit in the case. We have had about all of this sort of treatment we can stand.

### YOUR CREDIT IS A SHY ASSET

**Business Malefactors, Product of Careless Business Conditions.**

New York Journal of Commerce and Commercial Bulletin.

A lesson may perhaps be drawn from the financial experience of 1907, not only in business prudence and conservatism, but in business morals. It may be made to illustrate the homely proverb, "Honesty is the best policy," which is not the highest form of expression, but nevertheless contains a profound truth. It is a commonplace nowadays that business is done mainly on credit, which means that it is based upon confidence, and the only assured ground of confidence is business integrity, which is only another term for common honesty in the dealings of men with men.

The fundamental causes of the crisis through which we have passed in the last months of the year just gone were economic and due to the impulse of men to be over-hopeful, to over-calculate and overdo in a time of prosperous activity. This sanguine spirit, this tendency to plunge ahead without closely counting cost or reasoning out results, led to much squandering of capital in risky ventures, much extravagant spending, and the making of plans and launching into enterprises with inadequate means and with too much dependence upon credit, but the fault in all this was rather temperamental than moral.

It is not the large scale upon which enterprises have been organized and conducted, whether in industrial production or in transportation and distribution, nor failures of judgment in carrying them out with honest intent, that fostered distrust and undermined confidence; but it was the unscrupulous greed so often displayed, the sacrifice of the rights and interests of others for their own profit by those in control, the deceptive schemes, the fraudulent operations, the disregard of law and the wrongs done to the public, that sapped the foundations of credit. May not an understanding of the crisis of 1907, a realization of its causes and its consequences, have the effect of raising the standard of integrity in business, of lessening the abuses from which we have suffered, of making remedies more effectual and lasting, and inducing more prudent as well as more upright methods in the future, and so avoiding the periodical calamities that folly and iniquity bring? It will depend mainly upon the prevailing sentiment of the community as a whole and that public opinion upon which the existence and the effectiveness of sound law depend. While we assail malefactors of whatever grade we must remember that they are products of conditions in which all share and which all must help to correct.

**Was This Bear Hunt Really Exciting?**

Chehalis Bee-Nugget.

Last week Ed Jennings and M. J. Gaynor, two cruisers, had an exciting bear hunt. The scene of the battle was in the southwestern part of the county. The big black bear was first discovered in a tree, and he slid down part way and entered a hole. A little later he tried to get out, but his head got stuck in the hole, and the bear could neither go backward nor forward. In this position he was killed with a club and a cruiser's ax. When skinned, the hide measured 6x7 feet, unstretched. The bear must have weighed close to 400 pounds.

**Count to Marry Denver Heiress.**

Denver Dispatch in New York Tribune.

The engagement of Miss Maud Eaves, a young Denver heiress, to Count Francis Emmerich Gyory, of Hungary, is formally announced. The Count is 27 years old. He has lived in Denver during the last two years, representing a Havana tobacco concern.

**Barber Captures Girl and $100,000.**

St. Louis Globe-Democrat.

H. John Wainwright, of St. Louis, a barber, described as "the Adonis of his profession," has captured the heart of Miss Ree W. Duby, of Dixon, Ill., who is worth about $100,000.

**A Bet on Bryan.**

Louisville Courier-Journal.

The Courier-Journal bets a half a dollar Bryan will be the next President of the United States, in case the crops are bad and the banks continue to hoard their cash.

### NEW WORK FOR PUBLIC SCHOOLS

**With a Few Remarks on the Present Day Duties of Parents.**

Sacramento Union.

With a confession of belonging to a past age, and being unable to keep up with our progressive times, that distinctly human, able and always valuable paper, The Portland Oregonian, half derisively suggests that the schoolgirls be divided into groups and required to cook the noonday meal for all the school children; that the basements of school buildings be equipped for dining-rooms and kitchens, the boys be required to saw, split and fetch in the wood and to do the janitor work and keep the plumbing in repair; this because mothers of our day are held to be incompetent to teach the culinary art, and the fathers equally incompetent to teach a handicraft to their sons.

There is more virtue in the suggestion of The Oregonian than its recommendations would seem to warrant. Life in this country is not as it was when our grandfathers and grandmothers were fitting their first progeny for entrance into life. In those days mothers felt it incumbent upon them to teach their daughters the care of a home, and artisan fathers had the power to apprentice their sons to themselves or to some other artisan, in order that they might learn to be self-respectingly self-sustaining. Now we have tens of thousands, almost millions, of mothers in our country whose childhood was spent where there was little of housekeeping, and the table was supplied with the plainest fare that would sustain life. The power of apprenticeship has passed over from fathers to labor unions that have sought, by limiting the privilege to the lowest numbers, to create such an artificial scarcity of skilled labor as would keep the labor market always hungry, and the rate of wages high. Their predatory employers have taught them that it is as right to limit the number of skilled workers arbitrarily as to limit the product to a starved market in order that the producer may obtain all that may be extorted for his product, as the cotton factories of New England are now doing.

When the father and the mother of each family can no longer do, or have become indisposed toward doing, the school must do, or the degradation of degeneration will be upon the land, and the standards of living of our great, free continent will become those of Eastern and Southern Europe, where, beneath an upper crust of wealth and aristocracy, there seethes and surges a mighty mass of proletarian poverty, crime and slime.

Nor is a substantial midday meal for the school children an unreasonable provision! There are few public or private schools in America that do not contain from few to many students who come to their work half nourished. They may have had some filling that took away the pangs of hunger, but it was badly cooked, refused to be assimilated, and went through the motions of digestion only to leave the victim inert and weakened in both body and brain.

Germany is struggling with the problem in its slow, scientific way. England has long debated it academically, feeding many, pending the cloture of a never-ending discussion of the wisdom of it. Our own greater cities of the East find the problem pressing hard upon them, and if some keen-eyed inquirer were to make the rounds of the lower grades in Sacramento or Portland he would discover enough of wan faces and lack-luster eyes to assure him that there is more in the suggestion of at least one well-cooked, substantial meal, to be served with the lessons at our public schools, than the half-ironical recommendations of The Oregonian seem to imply. How to afford to do it without impoverishing the self-dependent spirit of the parents is the crux of the problem, but when a child is found to be anemic or half-starved it is hard to turn the back upon it, through fear that if it be fed there will be others to feed. A trained nurse system, as an adjunct to the school system, can do much to alleviate the sufferings of impoverished childhood, but it is by no means impossible that, in all the larger cities, the one square meal a day, cooked and served by the school for the school, may become a firmly fixed fact.

### WOOD PULP AND NEWSPAPERS

**Advises Tariff Reform and Preservation of American Timber Supply.**

Forestry and Irrigation Magazine.

Another straw is found in the following bit of information furnished directly to this office:

A New England paper, owned by three men, has been paying an annual dividend of from $15,000 to $30,000. Print paper has been costing this firm $1.85 per hundred pounds. Within recent months the price of paper began to rise. When the increase began to look serious, the leading owner sought out a friend in the paper company and expostulated. He was told that, for friendship's sake he would be given some inside information in advance, namely, that the price would soon go still higher and that he would do well to make a one-year contract at the existing price, namely, $2.50. This he did, and the price afterward ascended to $3 and $3.25, settling later at $3.

The increase, however, from $1.85 to $2.50, which alone, "for friendship's sake," this firm was required to endure, cut the annual dividend of its paper $15,000. Where the paper would have been but for its "inside information," may be inferred.

That newspaper men should be interested in the removal of the duty on wood pulp is easily understood. The suggestion, however, that Canadians may put an export duty on spruce is by no means reassuring.

But, duty or no duty, it must never be forgotten that Canadian wood supplies, like American wood supplies, are far from inexhaustible. The complete leveling of the tariff wall between Canada and the United States, while it would undoubtedly relieve, in a measure, the wood situation on this side of the line, could relieve it but temporarily. Under present policies of timber slaughter, the Canadian supply would but disappear the more rapidly, and the evil day, for a brief space deferred, would again dawn. Whatever may or may not be done with the tariff, one thing is certain: The United States must adopt, and that speedily, a rational policy for the conservation and use of her timber supplies.

**Acoustics in Canada.**

Victoria Daily Colonist.

Dear Mr. Editor.—Whilst grateful for the very excellent report of our Congregational soiree, I beg to call your attention to two errors, natural enough under the circumstances. The shape of the hall made it extremely difficult to speak, much more to be heard distinctly. I said "Tennyson's River," not Thompson's River, and suggested as the motto for the Pan-Anglican Synod, "Cave Canem," not Dave Cameron.

(Rev.) THOMAS SOMERVILLE.

**Judge Whips Drunken Foreigner.**

Philadelphia Press.

Justice Joseph Criswell, of Lyndora, Pa., used a hickory switch on a drunken foreigner, in order, he said, "to restore the circulation and bring the man to his senses."

**Janitor's Rise to School President.**

Indianapolis News.

J. F. Sharp, of Geary, Okla., has risen from janitor of a ward school building to be president of the Southwest State Normal School, at Weatherford.

## BOOKS

PEOPLE who are still his admiring readers insist on applying the nickname "Dodo" to that versatile novelist, E. F. Benson, because about 15 years ago he had the good fortune to write a delightful story of that name which has now become almost a classic in fiction.

"I am trying to live down 'Dodo.' It was a youthful indiscretion," protests Mr. Benson, who is an archbishop's son. His new novel, "Sheaves," is just issued, a tale of ill-matched love, and it has already caused a good deal of talk. His hero is a young English aristocrat with the world's greatest tenor voice, and the heroine has written the most successful play on the London stage.

In the opening, there is this thrilling sentence:

> The long and ferocious battle between those desperate wild Indians, Choptmallve and his squaw, Sitonim, and the intrepid trader, Hugh Grainger, had come to an end, and the intrepid trader lay dead on the hayfield.

Mr. Benson introduces two children, Jim and Daisy, who remind one of the precious infants in Sarah Grand's "The Heavenly Twins," and there are two others—Ambrose and Perpetua, the children of Canon 'Alington, so named because they were born on the saints' days named.

As for the matrimonial side of the question—she was 42 and he was 24, and there you are. Sugar and milk to taste. Here are three more paragraphs:

> It is a great mistake ever to regard the existence of "if." The future is really as certain as the past; each of us has built his future, and yet a man or woman is surprised when he sees it rising up exactly what he has planned.
>
> When I, which is rare with me, even begin to think about my latter end, I always get up and do something. It doesn't matter what you do. Go and do it before you die. And I supplement that by a small dose of some kind, because, though death is real, the thought of it is almost invariably liver.
>
> That was what love meant; just that one simple fact that to the woman who loves, her husband is more truly herself than she.

* * *

Dean Hole was not only an eminent churchman, but a wit and an authority on roses, and "The Letters of Samuel Reynolds Hole," edited by George A. B. Dewer, are filled with most amusing reminiscences. Dean Hole will be remembered in this country by his lecture tour of 6000 miles during the year 1894, when he earned the money with which he rebuilt Rochester Cathedral, England. He was fairly deluged with roses in the East. Portland had not as yet been named the Rose City.

"Three new flowers have been named Dean Hole," he wrote home, "and even in smoky Chicago and Pittsburg the gardeners have met me with bouquets." In his Chicago lecture he told the story of the young curate who preached a very short sermon because the pup at his lodgings had eaten up half of the manuscript. Several Chicagoans are said to have waited on the dean afterward to learn whether some descendants of that dog could not be got for this city, but he told them that England needed them all. To a correspondent who wrote to ask what became of the dog after eating the sermon, Dean Hole replied:

> You will be pleased to hear that when the dog had inwardly digested the sermon, which he had torn, he turned over a new leaf. He had been sullen and morose, he became a "very jolly dog." He had been selfish and exclusive in his manger, he generously gave it up to an aged poodle. He had been noisy and vulgar, he became a quiet, gentlemanly dog; he never growled again, and when he was bitten he always requested the cur who had torn his flesh to be so good, as a particular favor, to bite him again!

* * *

In a few days there will be issued Ellen Glasgow's new novel, "The Ancient Law," and its scenes are laid in Virginia, Miss Glasgow's native field, where the hero struggles against the aristocratic environment in which he finds himself.

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Next week, the Harpers promise a volume of Russian memoirs by Prince Serge Dmitriyevich Urussov, formerly Governor of Bessarabia. It is announced that Prince Urussov tells many things that are new concerning the present government and the organized methods of bloodshed against the Jews. Another new Harper book is Josephine Daskam Bacon's "Ten to Seventeen: A Boarding-School Diary."

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Juliet Wilbor Tompkins, the magazine writer, announces her first novel. "Dr. Ellen," which will be brought out at once, has its scenes in the California Sierras, whither Dr. Ellen has gone with her only sister Ruth, a tender, fascinating young woman, who is an invalid. Large advance orders for the novel are reported not only in this country, but also from Canada and Australia.

* * *

A large number of novels will make their appearance next month. Among them is a new story by William de Morgan, author of "Joseph Vance" and "Alice-for-Short." It has been named "Somehow Good," and it is a tale of the present day, opening with a strange happening in London's two-penny tube.


In the MAGAZINE SECTION of the

**Sunday Oregonian**

**CARDINAL GIBBONS AT SEVENTY-THREE**

Personal side of the beloved prelate, his kindly spirit and his love of children, with very latest photographs.

**GIBSON GIRL TO BE PRESENTED AT COURT**

Miss Nora Langhorne, the only unmarried one of the famed quintet, is courted by a Prince.

**THE OLD PIONEER AT HIS EVENING MEAL**

Full-page illustration in colors that will appeal to every Oregon pioneer and every pioneer's descendant.

**FROM THE SCHOOL OF EXPERIENCE**

First of a new series of humorous articles by "Jim Nasium," free and bracing, with just enough of slang to give them spice.

**CURIOUS RACE OF JAPANESE INDIANS**

Annie Laura Miller writes of aborigines, driven, like our own, into uncivilized regions.

**LINCOLN APPROVED "IN GOD WE TRUST"**

Story of how in the Civil War the motto was placed on Uncle Sam's coins.

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