The Oregonian

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16 to 28 Pages	2 cents
30 to 44 Pages	3 cents
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PORTLAND, TUESDAY, APRIL 7, 1908.

HELPS TO GOOD ROADS.

Desirable as it would be, in results, to have large appropriations yearly from the National Treasury for improvement of the common highways of the country, it is not probable that the policy itself would be approved by any considerable body of the people, since it would commit the General Government to a scheme of expenditure for roadmaking that would soon absorb great part of its energies and still greater part of its revenues. It would introduce, moreover, into Congress a stupendous system of logrolling, whose effects would be felt on all legislation. It has, however, been seriously proposed, at the present session, but does not seem to have attracted much support.

Before the railroad era Congress at various times made very considerable appropriations for construction of military postroads; now of money and again of public lands. It is notorious, however, that these appropriations were mostly wasted. We have had several examples in Oregon of both kinds—money and lands—but no usable roads.

The thoroughfare known in our history as the Cumberland Road was the most noted of these efforts by the Government to make and maintain common public highways on land. The road was laid out from Cumberland, Md., on the Potomac River, to the Ohio River, and throughout the region traversed by it is still known as "The Pike"—though much of it has disappeared. During forty years Congress passed a great number of acts relating to this road, carrying appropriations for construction and maintenance of nearly $7,000,000. But the road, though costly, served a good purpose in its day. It was an excellent link for connection of the East and West—the West when the road was undertaken did not extend beyond the State of Ohio—till superseded by the railroad.

In Eastern States, where distances are not so great as with us, and where resources are enormously greater, the good-roads movement is stimulated to activity by free rural mail delivery, to an extent that we cannot yet approach or make effort to imitate. The New York Legislature has just authorized its much-discussed bond issue of $50,000,000 for the improvement of state highways, an enterprise for which the First Assistant Postmaster-General has been co-operating with the state officials for the last two years. In Massachusetts a system for support of state highways, by special revenues, has long been in use, and the Legislature has just passed a bill providing for a special diversion of 5 per cent from the appropriation for state highways to help those districts which are least able to help themselves; with still further consideration to those that make special effort in their own behalf. We cannot yet imitate this policy in Oregon, where population is sparse, distances great and taxable values yet limited; but we may do so at a later day.

Rural mail delivery will everywhere be a constant help or incentive to improvement of the country roads; and the day may come when the automobile may accumulate a balance of good will in its favor, on the same account.

There is a possibility that Sir Wilfrid Laurier used the wrong dream book before he made that "suppressed" war speech a short time ago. It would require quite a wide stretch of the imagination to predict any conflict in which England would be found in an alliance with Japan against the United States. It would not, however, be very difficult to imagine what would take place in Sir Wilfrid's particular bailiwick in such an event. American citizens have been moving across the border in such numbers, and Canadians have fraternized with Americans for so many years, that a call to arms from old "Stormalong John" might bring unexpected results as soon as his "intentions" were declared. Canada is already more than half-way Americanized, and an attempt to force that country into war with the United States would precipitate a crisis that would not be especially advantageous to England.

THE IDLE RICH.

In some recent remarks President Roosevelt classed the idle rich and the hobo together. Both of them, he said, were useless to the world and one was about as undesirable as the other. The New York World takes exception to his judgment, and in doing so utters some peculiarly "Worldly" doctrines upon political economy. It thinks that while the millionaires are wasting their wealth they are at least out of mischief, and rather advises the President to let sleeping dogs lie.

"They are distributing their money," says the World. This sounds a little more fascinating than it really is. What the idle rich distribute, and waste in the distribution, is not their capital, but the income from it. And that income is produced by a multitude of people whose lives are thus devoted to the support of the rich idler in his luxury and prodigality. We submit that the lives of these people might be better employed. As for the indolent millionaire himself, let him go his ways with our benediction, but by what right does he keep a dozen or a hundred other men busy supplying material for him to squander? To be sure, he pays them for their work, but other people would pay them if their work were directed to useful ends.

The truth is that the idle rich man diverts a vast quantity of human energy from useful tasks and sets it at work ministering to his pleasures. His pleasures are too dear at that price. Let him be as idle as he likes, let him waste his capital if he wishes. But President Roosevelt certainly seems to be justified in wishing to deprive him of the power to make other men the conscious or unconscious ministers to his luxury and vice. The World should learn that wasted wealth is not so beneficial to society as that which is consumed productively. The truth is an old one, but it takes some newspapers a long time to master it.

VALUE OF THE HORSE SHOW.

Local horse shows, such as those recently held in Willamette Valley towns, are chiefly valuable because of the interest they arouse among farmers. No horseowner with a spark of pride, appreciation of beauty or understanding of value could witness a parade of the best horses in the Willamette Valley without feeling a strong desire to possess stock of a little better grade than the horses he already drives. No intelligent and observing man could witness such a display of horses without thereby becoming a little better judge of what constitutes a good draft or driving horse. The horse show is therefore a means of education and a source of inspiration. It will be productive of valuable results to the horsebreeding industry of Western Oregon.

Horseraising, like poultry-keeping, will always be an adjunct of general farming operations. While a few men may make a success of horsebreeding as a separate and distinct occupation, they can do so only if they produce stock for sale at high prices for breeding purposes. The man who raises the draft horses for sale to the general buyer for work purposes cannot hope to secure prices that will warrant his keeping mares that yield no return except the colts. The farmer who has work on the farm for his mares through the season of farm work, and who gets colts besides, can make a good profit raising horses for sale at $150 to $200 at two to three years old. The conclusion to be drawn is plain. The farmer who must keep a team for the seeding, cultivation and harvesting of his crops should make it a point to keep mares, and good ones. Whether he be a grain farmer, a hopgrower, an orchardist or a dairyman, he can do all his farm work with a team of mares and get a pair of colts after the work season is over. By adoption of this policy the farmers of Willamette Valley will increase their own profits and materially improve the livestock conditions of this unsurpassed livestock region.

TILLAMOOK'S HANDICAP.

The Oregonian continues to receive letters of protest against the unsatisfactory transportation service between this city and Tillamook. Since the extension of the Elmore's route to Portland there has, of course, been some improvement in the condition in which freight has been received by the Tillamook merchants, but the same old charges of high rates and discrimination are still coming to hand. "If Portland wants to hold the trade of Tillamook County until the railroad is finished," writes a prominent merchant, "the business men of Portland must encourage the putting on of an opposition boat." This letter mentions among other grievances that merchants have had to pay as much as $7.40 for 500 pounds of freight from Portland, or at the rate of $30 per ton.

It is also charged that freight received by the steamship company last October did not reach Tillamook until March. But even the exorbitant rates exacted have no stability, according to the Tillamook people, and a freight tariff on which goods may be sold one trip is not infrequently advanced 50 per cent on the next trip of the steamer. The impossibility of doing anything like a satisfactory business under such circumstances can only in a measure be understood by merchants more fortunately situated. Some excuse may be offered for the irregularity of the trips in the Winter time, when heavy weather disarranges schedules; but even in the Summer time, when rough bars are seldom encountered, there has been no material improvement in the service.

Perhaps the strongest arraignment that can be made against the present unsatisfactory service is the fact that in the dozen years in which the owners of the Elmore have enjoyed a monopoly on the route, Tillamook, in spite of its wonderful resources, has been unable to show a growth in keeping with other Oregon cities. During that long period of poor service many people have been lured into the country by these wonderful resources only to leave in disgust after a few months' experience with the woefully inadequate transportation facilities. In no other locality, except Central Oregon, has there been so slow a growth in comparison with other parts of the state.

The standing excuse put forward by the owners of the one lone boat that has served this territory so many years is that the business is unprofitable and will not warrant a better service. And yet every effort that has been made to establish an opposition line has been met with a drastic cut in rates and a fierce fight for retention of the monopoly. It will be a great day for Tillamook and also for Portland when the completion of the railroad will release that rich country from the commercial bondage in which it is held. Meanwhile it is to the interest of the Portland merchants to aid in every manner possible in the improvement of the service by the encouragement of opposition.

AN UNJUST DISCRIMINATION.

About five years ago, when the International Sailing-Ship Owners' Union levied a differential of 30 cents per ton on freights against Portland and in favor of Puget Sound, this port was handling about two-thirds of the wheat business of the Pacific Northwest. In the three years following establishment of this differential, conditions were reversed and Puget Sound shipped nearly two-thirds of the wheat. Then Portland woke up, and, after nearly a year of patient effort, succeeded in removing the embargo. But we have not yet regained all of the trade lost while the differential was in force. It is coming back gradually, and with the coming of the North Bank road we should soon be again in command of the situation.

Unfortunately, at this time we are confronted by another differential which is in a fair way to damage the port fully as much as the troublesome freight differential. There is a difference of 25 per cent, against Portland and in favor of Puget Sound, in grainhandlers' wages, and, regardless of the approach of a crisis which will be precipitated by completion of the Harriman lines to Puget Sound, an effort is being made in certain quarters to perpetuate this differential. As the wheat-exporting business is handled by the same firms in both ports, it is, of course, unreasonable to expect them to pay 40 cents per hour for grainhandlers in Portland when they may have the same labor performed in Tacoma and Seattle for 30 cents per hour. Naturally, the effect of continuation of this differential will be diversion to Tacoma and Seattle of an immense amount of wheat which otherwise would be put afloat at Portland.

The O. R. & N. Co. has assumed the burden of free bar pilotage to meet the same conditions on Puget Sound. The Pacific Bridge Company has agreed for one year to handle ballast free of charge to the ship, to meet the same conditions on Puget Sound, and the Port of Portland is spending about $250,000 per year to keep a channel to the sea that will admit of giving vessels as good dispatch as they receive on Puget Sound. It now appears that there is one more differential that must be taken care of. The exporters, regarding the matter strictly from a business standpoint, of course have less interest than any one else in removing this 25 per cent handicap against the port, for it is to a considerable extent a matter of indifference whether they ship from Portland or from Tacoma.

They can force the railroad to deliver the wheat wherever they order the ship. But the shipping brings with it considerable money as well as prestige for the port, and, when we drive it away by making the port more expensive than those ports with which we come in competition, there is a loss not only to the men who actually perform the work of loading and unloading the ships, but to the community as a whole. The issue is plain, and it must be met as other issues in which the welfare of the port was involved have been met—by placing the port on an even basis with the ports with which we are in competition.

DR. JORDAN'S IDEA.

Although Dr. David Starr Jordan gives fair warning that his plans for transforming the seat of learning at Palo Alto into a genuine university are only tentative, still they are important. They indicate a trend in the educational effort of this country which we believe to be wholly desirable. As distinguished from a college, a university is a school where professional instruction of all sorts can be obtained. Neither a law school nor a medical school is in itself a university, but both are necessary parts of such an institution. It must include also departments where one may learn all there is to know about Greek, Latin, cuneiform inscriptions, comparative religion, and so forth, and, besides that, prepare himself to teach those subjects and extend the bounds of knowledge in them. The scope of the university includes the acquisition of knowledge and the mastery of practical power. It is a trade school on a mammoth scale, though the trades it deals with are those in which the brain is concerned a great deal more than the hand.

Still the university teaches hand work of incomparable delicacy when it trains a chemist for his experiments or an astronomer to trace on paper the revelations of his telescope. The college, on the other hand, is not in any sense of the word a professional school. When limited to its proper function it does not prepare students for active life and makes no pretense of doing so. The habitual language of college graduates on commencement day that they are "now ready to begin the battle of life" is absurd. If the college has done by them as it ought, they are very far from being fit for the battle, as they call it. They have acquired a great deal of generalized information, a certain amount of culture which fits them to live in civilized society, they have become more or less familiar with great thoughts and noble deeds; but they have not mastered a trade, they have not learned a profession. They are as destitute of practical aptitude as they were the day they matriculated. And so they ought to be.

People do not go to college to fit themselves for the struggle of life, but to participate in the good things that have been created by the struggles of others. The college is emphatically the school of adolescence. Its term should run from about the sixteenth to the twentieth year of life. The student should not be expected to know a great deal when he enters, and he should not be permitted to devote himself exclusively to a specialty while he is there. The function of the college is to turn raw youths into educated men and women. When it is done with them, when they are licked into shape so far as may be, then the university should take them and train them for the "battle of life." That is, it should teach them how to make themselves useful in some way, the particular way is not of much consequence. It may make some man a master of electricity and some woman a mistress of differential equations, like Sophia Kowalewsky. Both results are admirable, but neither one of them is suitable for a college to think of imitating.

We have had one or two attempts in this country to found a university distinct from a college. Johns Hopkins in Baltimore was at first indifferent to college students. It tolerated them but did not desire them. Dr. Gilman's purpose at the outset was to establish a genuine university where professional work of the highest character should be done, and little else. But lack of funds and other causes somewhat marred the progress of his plan, and today the college or "undergraduate" idea is paramount, perhaps, at the famous Baltimore school. When Clarke University was founded, no college students were admitted. President Hall determined that all the funds and energy of the foundation should be expanded upon "graduate" or professional work; but his purpose was presently interfered with by a board of trustees who cared more for popularity and less for education than he did. Clarke University now has its undergraduate department, very much the same as our other mongrel schools. It is neither fish, flesh nor fowl, and, like all the others, has many of the faults of the three, with less of the merits of any than one could wish. There is no university in the United States, though there are plenty of schools which mingle university, high school and college work. Dr. Jordan's scheme is to separate the three distinct species of educational effort and confine each to its proper period of life, its proper aim and method. He would also provide that each grade of school should have its proper government and discipline.

He is entirely right in saying that the discipline of a university is unsuited to a college; and where the same institution includes both grades of students, neither class can be dealt with on sound principles. University students should enjoy the consideration, liberty and respect of men. College students are neither boys and girls nor are they men and women. They are partly mature and partly children. They require peculiar discipline. They must be managed with peculiar wisdom. The university teacher should be a person of specialized learning. The college teacher should possess general, not special, culture, and his character is of a great deal more importance than the amount of his knowledge. Dr. Jordan's plan is of immeasurable importance to our educational interests. What there is in it can only be hinted at here, but it may mark the beginning of an epoch.

The retirement from Congress of Representative Littlefield, of Maine, will be a hard blow on the ship subsidy forces. Littlefield, coming from a region where in the old days of the wooden vessels shipbuilding was the leading industry, was much better informed on the subject than any of his colleagues. This knowledge enabled him to steer clear of many of the pitfalls of ignorance in which Humphrey, Gallinger and other subsidy boosters have fallen and still further weakened an already weak cause. Mr. Littlefield pleaded eloquently for a ship subsidy for the same reason that the Pennsylvania representatives plead for retention of the present high tariff on steel and iron products. Similar consistency is noticeable among the Southern Senators and Representatives whenever there is talk of reducing the tariff on sugar and tobacco.

A Philadelphia boy who was arrested for burglaries has confessed, and says that three or four policemen helped him in his operations. This is not at all surprising, since the boy and the policemen had before them the example of eminent officials at the state capital who joined with contractors to rob the state out of millions of dollars by means of Statehouse contracts. It would be only fair to give the boy a sentence bearing the same ratio to the sentence of the capitol robbers that the amount of his thefts does to the peculations of the larger gang. And he ought not begin serving his term in prison until the greater criminals begin serving theirs.

What reason have the Title Guarantee & Trust Company officials to believe that they will find a more favorable jury in Marion County than in Multnomah. Didn't the people of Marion lose their savings in a bank mismanaged by a man who made great pretensions to religion, and who, though declaring that his bank was solvent, never paid his depositors more than 35 cents on the dollar? But of course men who made this contribution of 65 cents on the dollar to the banker would not be eligible for service on the Title Guarantee & Trust jury.

Before being too severe in censure of the police department for not capturing the delegation of highwaymen who held up a grocery store in a prominent part of the city Saturday night, it should be remembered that the department was covering itself with glory about that time by breaking up a pinochle game between two strangers in the city, who were unaware that the two-bit stake for which they were playing brought their recreation under the ban of the law.

Wheat suffered a 2-cent break in Chicago yesterday, and the July option closed at the lowest point of the season. Where, oh where, is the American Society of Equity? It would seem from the depths into which the price is sinking that a little "night riding" was in order in the wheat belt as well as in the tobacco districts.

It is remarked by visitors at the horse shows that the colts show up better than most of their sires. That is not at all surprising, for the sires are imported animals while the colts were raised in a state possessing an ideal climate for livestock production.

As a possible balm to sore spirits, be it remembered that in the championship year Portland lost the first five games straight.

SEINERS ELECT OFFICERS

Will Vote for No Candidate Unfavorable to Seiners.

ASTORIA, Or., April 6.—(Special.)—The Columbia River Pound Net and Seiners' Union at its meeting this evening elected officers for the ensuing year as follows: President, Joseph Burke; vice-president, Frank Cook; secretary, William Dixon, treasurer, George Kaboth. Special committees were appointed to interview the legislative candidates in the Columbia River districts of both Oregon and Washington and ascertain their views regarding the various fishing appliances, the sense of the meeting being that no member of the union shall support a candidate for the Legislature who is antagonistic to traps or seines. The Oregon committee consists of George Kaboth, Frank Cook, Alex Grant and George Randalls, and the members of the Washington committee are Louis Rauffe, Julius Jensen and P. Markham.

The Columbia River Fishermen's Protective Union, at its meeting this evening, fixed the price for raw fish for the coming season at 5 cents per pound for cannery fish and 7 cents per pound for cold-storage fish, those weighing 25 pounds or over. These are the same as last season's prices. A. Brunstrom was appointed lightkeeper at Sand Island.

FULTON TALKS TO CORVALLIS

Explains and Refutes Attack Made Upon Him by Heney.

CORVALLIS, Or., April 6.—(Special.)—Senator Charles W. Fulton spoke tonight to a large audience at the Operahouse, which was packed to the doors, and the entire address was listened to throughout with continued and unabated interest. The address was masterly, forceful and convincing. He devoted the first part to a review of his official record, and the events leading up to the attacks made upon him by Francis J. Heney. He showed that Heney had made a secret report to the President and the different departments at Washington, the purpose of which was to place him in a false light and thereby lessen his influence in Congress. He proved to the satisfaction of some of his hearers that Heney knew this report to be false at the time it was filed, and also the falseness of every charge made against him. The meeting was one of the most enthusiastic demonstrations of a political character ever held in Benton County.

TROUBLE OVER THE EXPENSE

Doubt as to Who Shall Pay for the Chester Thompson Trial.

TACOMA, Wash., April 6.—(Special.)—Trouble seems to be brewing between the Prosecuting Attorneys of King and Pierce Counties over the Chester Thompson case.

"The question of expense," said Judge Snell today, "was the one that bothered me, and I wanted the court to decide who was to pay for the hearing. The court also held that Mr. Rowland would represent the state."

Prosecuting Attorney MacIntosh, of King County, is reported to have announced that he expected to have Mr. Rowland appoint him as special deputy in the case and that he expected to try it, without the advice or assistance of Mr. Rowland.

Mr. Rowland said today he had heard nothing of Mr. MacIntosh's appointment but refused to say whether or not he would be appointed.

MAY LOSE THEIR EYE-OPENERS

Mayor Miller Intends to Make Sunday Entirely Desolate.

SEATTLE, Wash., April 6.—(Special.)—Keepers of saloons conducted in connection with restaurants, who violate the law by selling whisky on Sunday in black coffee cups, will wish they hadn't when their licenses come up for renewal, according to Mayor John F. Miller. Mayor Miller threatens to veto such licenses as fast as they come before him.

It is a practice in several of the city's cafes to sell "eye-openers" on Sunday in after-dinner coffee cups. It is difficult in the extreme for the police to detect such sales, although the cafes which sell liquor thus are well known. Patrons will not give evidence on the witness-stand, when an arrest is made, and of course, the proprietors refuse to sell to policemen.

Washington Butter Drops.

TACOMA, Wash., April 6.—(Special.)—Weakened by a slump in the California market, Washington creamery butter dropped today in price from 32 to 30 cents a pound. Frequent shipments of Southern products are being made to Puget Sound, and the Washington creameries, to hold their trade against the competition of California, were obliged to make this reduction. The output of the creameries of this state is larger than it was on account of improvement in the pasturage. The dairymen are getting more milk and are consequently selling more butter fat to the creameries.

Clackamas Busy Registering.

OREGON CITY, Or., April 6.—(Special.)—Registration in Clackamas County has passed the 4300 mark and dozens of voters whose homes are in Oregon City took advantage of the last day but one. It is expected that when the books are closed tomorrow night, there will be fully 4500 registered. The total voting strength of Clackamas County is in excess of 5000, but the absence of primary contests except for the offices of Representatives, Assessor, Commissioner and Coroner has resulted in an apathetic condition.

Fight Rats Two Months More.

SEATTLE, Wash., April 6.—(Special.)—Seattle's fight to stamp out the lingering traces of plague and the rats which carry the disease will be kept up for two months more. The special force of men engaged in the work will be retained until after the first warm weather. J. E. Crichton, the new health commissioner, made the announcement today.

Steals Policeman's Horse.

PENDLETON, Or., April 6.—(Special.)—Eugene Gay, aged 17 years, and wanted in Walla Walla for the theft of a policeman's horse, was arrested near this city today by Sheriff Taylor. He rode into Pendleton last evening, spent the night with a friend, traded horses with him this morning and started on to Echo. His earthly possessions consisted of a map of Walla Walla.

Astoria Treasurer Reports.

ASTORIA, Or., April 6.—(Special.)—The report of City Treasurer Dealey for the quarter ending on March 31, shows the receipts and disbursements during the quarter to have been as follows: Cash on hand at beginning of quarter, $18,928.26; receipts, $12,382.36; disbursements, $17,048.26; balance in treasury at end of quarter, $14,262.36.

Lighter Cargo Lumber Trade.

ASTORIA, Or., April 6.—(Special.)—The cargo lumber trade during the month of March was exceptionally light. There were but nine vessels dispatched from the mills in the lower Columbia River district and their aggregate cargoes amounted to 6,107,000 feet of lumber.

COUNCIL HASTILY ADJOURNS

Thus Escapes Action on Mayor's Veto of Saloon Ordinance.

SALEM, Or., April 6.—(Special.)—By hurried adoption of a motion to adjourn, the City Council this evening avoided action on Mayor Rodgers' veto of the ordinance reducing the liquor license from $1000 to $700. This probably means that the veto will be sustained. This afternoon a number of Councilmen met with Mayor Rodgers and argued upon a new ordinance for the regulation of saloons. This will require open fronts, removal of all boxes, elimination of women and forfeiture of license for violation. The ordinance will also impose a license upon the Illihee Club, which maintains a bar for members.

VOLCANOES BREAK THE CABLES

Alaska Wires Found Buried Deep in Ocean Floor.

SEATTLE, Wash., April 6.—(Special.)—Earthquakes and volcanic disturbances in the north are causing more trouble with the Alaskan cable. The cableship Burnside has discovered two breaks north of Sitka. A new volcano in the vicinity of Valdez caused the trouble. In the case of the breaks near Valdez during the Winter, the ends of the cable were found to be buried deep and fast in the volcanic overflow or the masses of ocean floor shifted by the earthquake.

Two Close to Death.

INDEPENDENCE, Or., April 6.—(Special.)—Much excitement was created in the sawmill in this city this morning when a tightener pulley went to pieces. Parts were flying in all directions, creating a panic among the workmen. Charley McCauley, head sawyer, barely escaped death when a piece took the rim of his hat, just missing his head, and W. A. Geyer, who operates the trimmer, had a similar experience when pieces went on both sides of him.

Sues His Father-in-Law.

PENDLETON, Or., April 6.—(Special.)—A suit for $10,000 damages for false imprisonment was commenced in the Circuit Court here today. J. T. Wilson is the plaintiff and W. P. Card, his father-in-law, the defendant. Card had Wilson arrested for assault several weeks ago, following a quarrel in which Card's daughter was the subject. Wilson spent several days in the jail and was released for lack of evidence. The day following his release he married the girl.

Pendleton Saloons Closed.

PENDLETON, Or., April 6.—(Special.)—Acting on complaints which had been made to him, District Attorney Phelps today summoned a number of witnesses before him to ascertain if the Pendleton saloons were observing the Sunday-closing order. He was unable to find evidence of a single recent violation, and he thinks the law is being observed to the letter.

Organizations to Unite.

SALEM, Or., April 6.—(Special.)—The Boosters' Club, an organization of active and enthusiastic young business men, gave an elaborate banquet in the armory this evening to celebrate its dissolution. Its members will identify themselves with the Salem Board of Trade and hereafter this city will have but one commercial organization.

Drake Breaks Piston.

ASTORIA, Or., April 6.—No definite news has been received here of barge three, except the report Saturday night that off the bar the piston of her towing schooner, the Drake, was broken, and she was making slow time. She is expected to be in Seattle on Tuesday.

Commissioner of Utilities.

SEATTLE, Wash., April 6.—(Special.)—A. V. Bouillon was tonight named by Mayor John F. Miller to fill the newly created position of Commissioner of Utilities. The appointment was confirmed by the Council. The position carries a salary of $3000 a year.

Buys Bankrupt Stock.

PENDLETON, Or., April 6.—(Special.)—The Teutsch department store's bankrupt stock of goods was purchased this morning by the First National Bank for 56 cents on the dollar. The stock invoiced at nearly $40,000.

Second Grocery Failure.

ABERDEEN, Wash., April 6.—(Special.)—J. C. Bush, grocer, made an assignment today. The assets and liabilities are not stated. Bush is the second groceryman to fail within two weeks.

CUT WAGES OF 35,000 MORE

New England Cotton-Mills Reduce Pay of 125,000 Hands.

BOSTON, April 6.—A wage reduction averaging 10 per cent became effective today in the cotton mills in New England, employing 30,000 operatives. Last week the wages of 60,000 were reduced, and on next Monday the pay of about 35,000 mill hands, including those in New Bedford, will be cut, bringing the total affected by the present movement to 125,000.

The mills which lowered wages beginning today are largely located in the Blackstone Valley, the Berkshire region and in Maine.

Car Strike Threatens Winnipeg.

WINNIPEG, Man., April 6.—Street railway employes here demand an eight-hour day instead of nine, with the same pay. If this is not granted they have decided to strike Wednesday.

Emma Goldman and other agitators are here encouraging the men to strike. Three years ago before the present schedule was granted by the company, the men struck and were out three weeks.

Big Rubber Works Reopened.

BRISTOL, R. I., April 6.—After a shutdown of three weeks' duration, the local plant of the National India Rubber Works, employing about 1400 hands, resumed operations today. The time schedule includes the regular working time of five days a week.

Denies Ill-Treating Indians.

WASHINGTON, April 6.—Major Reynolds, Government Agent on the Crow Indian reservation in Montana, today testified before the Senate committee on Indian affairs, denying the charges made by Mrs. Helen Pierce Gray, of Ill-treatment of the Indians. He produced a large amount of documentary evidence taken from the files of the Indian Office, in defense of his conduct in various matters of which Mrs. Grey complained.

Mondell Resolution Doomed.

WASHINGTON, April 6.—As the Mondell land-grant resolution is more generally studied chances for its passage become more and more remote. It is now recognized that the resolution would prevent the selling of lands in accordance with the act of 1889, and there is no disposition to tie the hands of the Government in any such manner.

Advertising Talks

No. 7.

THE DOLLAR THAT CAN'T BE SPENT

By Herbet Kaufman.

Every dollar spent in advertising is not only a seed dollar which grows a profit for the merchant, but is actually retained by him even after he has paid it to the publisher.

Advertising creates a good will worth the cost of publicity.

It actually costs nothing. While it uses funds it does not use them up. It helps the founder of a business to grow rich and at the same time keeps his business from not dying when he does.

It eliminates the personal equation. It perpetuates confidence in the store and makes it possible for a merchant to withdraw from business without having the profits of the business withdrawn from him. It changes a name to an institution—an institution which will survive after the death of its builder.

It is really an insurance policy which costs nothing—pays a premium each year instead of calling for one, and renders it possible to change the entire personnel of a business without disturbing its prosperity.

Advertising renders the business stronger than the man—independent of his presence. It permanentizes systems of merchandizing, the track of which is left for others to follow.

A business which is not advertised must rely upon the personality of its proprietor, and personality in business is a decreasing factor. The public does not want to know the man who owns the store—it isn't interested in him but in his goods. When an unadvertised business is sold it is only worth as much, as its stock of goods and fixtures. There is no good will to be paid for—it does not exist—it has not been created. The name over the door means nothing except to the limited stream of people from the immediate neighborhood, any of whom could tell you more about some store ten miles away which has regularly delivered its shop news to their breakfast tables.

It is as shortsighted for a man to build a business which dies with his death or ceases with his inaction as it is unfair for him not to provide for the continuance of its income to his family.

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PORTLAND AND TILLAMOOK TRADE.

Loud Complaint About Methods of Pacific Navigation Company.

TILLAMOOK, Or., April 5.—(To the Editor.)—If Portland wants to hold the trade of Tillamook County until the railroad is finished, the business men of Portland must encourage the putting on of an opposition boat. The people of this county almost to a man, are determined to break the "clinch" that Samuel Elmore and his confederates have had on this county for about nine years.

The causes of complaint are almost too numerous to mention. I was shown freight bills today where a merchant paid $7.40 from Portland to Tillamook on 500 pounds of freight or nearly $30 per ton. This was not perishable stuff. Another's freight bill was for freight received by the Pacific Navigation Company on October 5, 1907, and delivered in Tillamook in March, 1908. When I asked these men if they put in a complaint, they both told me they did not dare to do so, for if they did they would be discriminated against in every way that a mean company could conceive of. Their freight would be left behind; it would be wrapped up and would come in a damaged condition; then they had no recourse. So all they could do was to smile and look pleasant.

There is a very general complaint against the agent of the Pacific Navigation at Tillamook City. He is said to be very coarse, vulgar and ungentlemanly in his dealings with the public. One instance came under my personal observation. A merchant of Tillamook had a shipment of freight on the Elmore, plainly marked for him. He was very anxious for the freight and was ready to pay his freight bill, but the agent had it in for him on account of some past offense he had committed in registering a "kick" against an overcharge, and simply because he could not produce a shipping receipt showing the goods had been shipped to him, he could not get his goods. Other merchants got their goods without producing a receipt, but this merchant needed to be disciplined.

The motto of the Pacific Navigation Company seems to be "the public be d—d," and "put on all the traffic will bear," and "if a man kicks, raise his rate"; "leave his goods on the dock"; "treat the kickers in an ungentlemanly manner," or anything else. No regular tariff is maintained. One trip a certain class of merchandise is charged one rate, the next trip the same class of merchandise is charged 50 per cent more for the same service.

In fact, the conditions are such that they are an abomination. No sense of justice, fairness or right enters into the consideration of the Pacific Navigation Company, only avarice, greed and vulgarity, and the good people of this county are determined to get out from under the yoke.

TILLAMOOK MERCHANT.

A FEW SQUIBS.

Her Husband—Oh, I wish I had never learned to play poker. His Wife—You mean you wish you had learned, don't you?—Chicago Daily News.

"That new preacher you have is a pretty wideawake young man, isn't he?" "Yep. Keeps right on preachin' when everybody else is asleep."—Cleveland Leader.

"Do you thing the morals of the country are getting better?" "Of course they are. When a Congressman wants to make money now he resigns."—Philadelphia Public Ledger.

Teacher—What is the meaning of the phrase, "A well-read man?" The usual silence, when, after a short while, Stub McGuff raises his hand. Teacher—Well, Mr. McGuff, what is the meaning? Stub—A healthy Indian.—Judge.

"The play was full of complications, I understand?" "Yes; first we got the wrong seats. I mislaid my overcoat, and the girl I took finally located next to a gentleman friend who monopolized her entire conversation."—Louisville Courier-Journal.

"I haven't heard of you going out to Subbub's to dinner lately." "No; he says I can't do that any more." "Why, I thought you were his closest friend. What's the matter?" "He tells me their cook doesn't like me."—Philadelphia Press.

Publican—And how do you like being married, John? John—Don't like it at all, Publican—Why, what's the matter wi' she, John? John—Well, first thing in the morning it's money; when I goes home to my dinner it's money again; and at supper it's the same. Nothing but money, money, money! Publican—Well, I never! What do she do wi' all that money? John—I dunno, I ain't given her any yet.—Punch.