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PORTLAND, THURSDAY, NOV. 25, 1909.

ENGLISH LAND TAX AND OUR OWN In Great Britain the class of privllege and land-holding possesses advantages unknown in America. Conditions are so different in the two countries that the terms used in one are not at all the equivalents of terms used in the other. When they talk of taxation of the uncarned increment in Great Britain the terms they use are intelligible to their own peo-Not so to ours. For in our country the idea is that the owner of property has no just right to its increase in value, but that the state should seize it-since the proprietor hasn't created it. In England all they mean by taxation of the unearned increment is new and higher valuation of land for taxation, wherever situ-sted. In our country this new and higher valuation is made every year; and the owner is required to pay the

tax To the American mind, resistance of this method and system of just taxation in the United Kingdom is strange, and the motive inconceiv-But the motive is the key resistance of the new method of land tax, now pending in the British Parliament. Under the English system the tenant pays the taxes as well as the rents; the landlord extorts everything from the tenant and pockets the rental and improvement values, with no obligation whatever to himself. In our country it would not be tolerated for a year. But it is the old English system, from times of the Domesday Book.

In our country the proprietor of the land is charged with payment of taxes, on its increasing valuations, every year. Substantially, this is what is proposed by the new measure that has passed the English Commons, and sent up to the Lords. Our proprietors have the unearned increment advanced in their valuations year by year, and are required to pay the tax. In England, the land proprietors are practically exempt, and they rack-rent their tenants. The usual custom is to grant leases for terms of years, and when the leases fall in, the landlords raise the rents, and simply are proprietors and beneficiaries, drawing immense rentals or revenues, with no obligations to the state. The new legislation is intended to correct these in equalities, and to make those responsible for the property who are own-

ers of it. Dissimilarity of conditions makes close analogies between the systems in England and the United States im-Our land-owners are asthe growing values. The new scheme English Parliament proposes a tax, of 20 per cent, levied on any increase of the "site value" of land ac-cruing after last April. It is to be paid whenever the land is sold, or let on lease (for more than fourteen years), and whenever it changes hands death. In the case of corporations, which do not die, the duty is to be paid periodically, every fifteen years (beginning with 1914), instead of on transfer through death of the owner.

We do not need this kind of act in our country, because the tax on the "site value" is assessed year by year. Tax on unearned increment, therefore, means a very different thing in England from confiscation of the unearned increment, proposed by Socialists in the United States.

knotty point in the proposed English law will be the meaning of "site value." It is to be arrived at by taking the actual price paid for land in the case of a sale, the calculated value in the case of a lease or transfer on death, and the hypothetical value (if sold in the open market) in case of Commissioners' values, and then making a number of specified "Site value" will mean deductions. the total value of any parcel of land, minus any buildings, machinery, growing timber, fruit trees, and things growing. And "total value" will equal gross value minus depreciation due to any fixed charges, public rights of way, rights of concession or any agreement restricting the use of

It makes a problem of vast and varied complication; but clearly it is an effort to preserve the equitable and just rights of the owner, while defining anew his obligations to the state, in accord with development, under modern conditions, of the new rights of society. Provision is made for taxation of "undeveloped land," or land held out of use; which also would be unnecessary in our country, since it the duty of our assessors everywhere to set a value, for taxation, on undeveloped land.

The question before the British Par-Whether liament is this, namely: taxation should be borne by proprie tors of the land, who are those best able to bear it, or by those who can least afford to pay. We have no such question (unless in very limited degree) in our country; since our system requires advance of land valuations, year by year, and the tax goes against the land, that is, against the We have seen the valuations of landed property in Portland, for purposes of taxation, raised five-fold within a few years, and very considerable if not corresponding increases on lands, in nearly all parts of Oregon. The increment with us, carned or uncarned, is taxed as fast and as fully as it grows.

Ugly rumors are in circulation regarding the burning of the steamer St. Croix. It seems inconceivable that the lives of human beings should be imperiled in furtherance of an insur-

after the crew were safely ashore is a serious matter, but if there is any foundation for the rumors now circulated regarding the St. Croix, some one is entitled to a good, long term in the Penitentiary. The San Francisco inspectors owe it to themselves, as well as to the public, to make a searching investigation of the causes which were reponsible for the loss of the vessel and the attendant risking of more than 100 lives. The "friction" resulting. from rubbing a \$7500 policy on a \$2500 boat has been known to cause steamboat fires where escape of those on board was unaccompanied by danger, but the practice is one that would not prove profitable on the high seas.

THE GREATEST PRESENT NEED. The true way to make Portland the ity beautiful, as well as the city useful, is to pave the streets. This coming year should witness a degree of energy in this direction never seen in Portland heretofore. There are many good streets now, but not half enough and after one passes out a little way beyond the business center, most of the streets are in a wretched condition. The city, in its territorial extensions, and in buildings, has grown so exceedingly faster than its pavements that the defect is far more apparent than

ver before

During the rainy season, now upon us, not much can be done, beyond the necessary estimates and preparations; but with cessation of the rains improvement of the streets should be oushed and enforced, as never before. Most owners of property doubtless will co-operate; those unwilling must be compelled. There are miles and miles of streets that are practically impassable. Most of these are new streets, but some of the older ones are in equal need of attention. Another Winter should not be permitted to witness such streets as those whose condition now almost precludes travel further than a little distance beyond the old city. Beyond doubt the Mayor and other city authorities will do everything in their power to expedite This work is these improvements. by far the greatest of all the present needs of the city.

THANKSGIVING.

Think how dull the Lord might have made the world if he had wished. Lead-colored roses, violets without fragrance, trees with ashen-hued leaves instead of green, these were all ossible when the earth was created, out the master-builder put aside the wearisome and ugly and elected to make his structure beautiful in all its parts. Whenever hideousness lurks it is the work of man and not of God. The Creator might have fixed the world in an everlasting sameness, but he did not." He has avoided the irkomeness of routine by making change the law of the universe. No two Springs are quite alike. When the world prepares in the Fall for the ong Winter's drowse, it is never twice n the same way. Nature's fashions are as changeable as women's. The colors of her gown vary from month month and she is always devising new patterns. We ought to be thankful that the world is so interesting in itself, and doubly thankful that the Lord has inspired mankind with a restlessness which makes it more ineresting every year.

In all generations there have been ossbacks who pulled as hard as they could against the forward striving of the Almighty; but they never have counted for much. The tide has flowed nward in spite of them so that mankind never had a chance to grow weary of the world. Creative energy has kept it perennially new and fresh The sour fault-finder may ask what sessed, and must pay every year, on better off we are than our fathers for being able to go a mile a minute in an we are better off. The automobile is a change from the horse and carriage if it is nothing more. It is terrible to contemplate always traveling in same old way. Give us new vehicles even if they bring new dangers. Give us new life, even if it involves new tribulations. This the Lord does for us unceasingly, or he stirs us up to do it for ourselves, and we ought to thank him. Changeless routine differs little from death. Life without tidal flow grows putrid like those mo-tionless seas in "The Ancient Mari-

> We who are now alive have peculiar cause to be thankful, for old things never died so fast before as they are dving today, nor were the new ever born so abundant and beautiful. The Nineteenth Century was the most interesting period the human race ever lived through. More was going on in the world and people were better in-formed about it. We shucked off a whole rubbish heap of superstitions Intelligence acquired new confidence because of its many and brilliant vic-It was a triumphant century The empire of for the human reason. mind was extended. Matter was subdued forces were harnessed. The intellect broke most of its fetters and learned the giorious joy of liberty The Nineteenth Century was the best and greatest mankind has ever known but there are signs that the Twentieth will be greater and better. The material world has been substantially conquered, humanity now addresses itself to the conquest of the immaterial. Precious victories over duliness folly, cruelty, have been won already More splendid ones awalt the Knights of God who shall enter the lists as new tomorrows rise from the eternity of his promise. The sentinels on the his promise. watch-towers of Zion see nothing but hope all round the world's horizon. They hear nothing from the sky but the evangel of love.

The law of love begins to rule the world. The prevalence of hate diminlshes. In no century has any man called so many people brothers as we all do now. The consciousness of a common, origin and destiny grows upon the race, making for kindness and sweeping away the stupid impediments of language and color. The nations are learning to serve one another and the rage of fighting seems almost ready to lose itself in the joy of service. War becomes more diffi cult every year. With a truly Hegelian synthesis of opposites the very destructiveness of war heralds the dawn of universal peace. We have a gentler religion than our fathers dreamed of. They dared not picture to themselves the kindly God whom their children worship. Politics and ousiness show symptoms of nascent

themselves are growing religious, The solutions of great problems which have perplexed and baffled the Massachusetts land as it would be to world for thousands of years begin to grow Maryland terrapin on Mount adumbrate themselves. Thoughtful Hood. The geological formation which ance fraud. The burning of an over- men are no longer content to admit imparts to Oregon fruit its exquisite

insured steamer in the Columbia River | that poverty, drunkenness, the tophet of lost women, must be with us always. They have attacked these terrible things with the resolve to delve to their causes and find their cure. Nor do they toll in darkness. Patient intelligence has shed scattered rays of light upon their labors. Soon it will come in a flood. A hundred years ago the world would have jeered at the thought that poverty is a disease of civilization, a curable disease which need be fatal only through neglect. Now nobody jeers at the thought. It is received seriously and deeply pondered. Those who cannot believe are more inclined to weep than make merry over their doom of despair. But the unbelievers are few. We live in an age of glorious hope and the best thing about it is that it includes all mankind.

> EXPERTS SHIP SUBSIDY VIEWS. There is such a lamentable absence of either technical or practical knowledge of the shipping business among the Puget Sound subsidy-boosters that it is refreshing to note a sane communication on the subject in the Seattle Times, from Mr. Frank Waterhouse, a man thoroughly in touch branches.

with marine commerce in all of its The steamship line represented by Mr. Waterhouse operates foreign steamers in the Oriental and Australian trade out of Pacific Coast ports. In response to a query as to his views on the passage of a "free bill, he suggests "that if the ship' American Nation wants a merchant marine, Congress should pass a law permitting registration of any foreign built vessel of 1000 tons or over, classed A-1 at Lloyds, or a similar and ompetent bureau of classification, not more than five years old, and owned by American citizens or corporations."

Waterhouse further recomnends adoption of the British Board of Trade regulations, instead of the antiquated regulations we now have in force, and as a very strong reason for such a recommendation says that "Insmuch as the majority of the world's tonnage is successfully operated under the British regulations, we shall not go far wrong in copying them." Mr. Waterhouse does not overlook the prospect of a ship subsidy, but he eems willing to have the Government confine its aid to the comparatively modest amount necessary to equalize the difference in wages paid on American and foreign ships. All other diferences, he points out, can be equalzed by following the policies which have proved so satisfactory for our

ompetitors. There is much food for thought for the subsidy-hunters, who wish to get our shipping in the same category as our steel, sugar and other trust-protected industries, in the statement from Mr. Waterhouse that "on account of the enormous difference between the cost of foreign-built and American-built vessels, with the corresponding increase in the items of depreciation, interest and insurance, to say nothing of the increased cost of operation under the American flag in other respects, the United States Congress yould never seriously consider a subsidy bill, the appropriations for which would be large enough to equalize the

above mentioned differences The statement of Mr. Waterhouse which is reprinted in part in another column, is of exceptional value because it presents actual figures showing the difference in original cost in operation of American and foreign vesels. These bare figures alone are sufficient to show the impossibility of meeting competition with a subsidy.

The Oregonian does not believe in the policy of taxing business which does pay in order to support a business that does not pay, especially when others are willing to handle the business at much less than it would cost us to handle it ourselves. For all that the subsidy proposed by Mr. Waterhouse is less costly and less objectionable than any yet proposed. could be paid in connection with free ships, we should unquestionably secure a merchant marine and, once established, it might become self-supporting, like that of other nations.

IN A CLASS BY ITSELF.

The Oregon apple has carried the fame of the Beaver State around the world. Together with the unequaled reputation it has made has appeared me misapprehension as to why the Oregon apple is in a class by itself. This erroneous diagnosis of the case of the Oregon apple is shown in a recent letter in the London Times from the pen of Moberly Bell, editor of the great paper. In writing of his trip through Oregon he mentions an orchard near Medford which in a single year produced \$40,000 worth of apples, "all of which were sent to the London mar-Editor Bell then writes reprovingly of the methods of English, Australlan and Canadian fruitgrowers. He assumes that if they were as up to date in their methods as the Oregon fruitgrowers, it would be unnecessary for loyal Britons to send their money among aliens for fruit.

This imperfect knowledge of the onditions which have made world's prizewinners of Oregon apples is not confined to foreigners. In the November issue of the Boston Chamber of Commerce Journal appears a report of the committee on agriculture berating the policy of the farmers and fruitgrowers who "continue to plod on in the old way, using out-of-date methods and envious of the advantages supposed to be possessed by their Western ompetitors." As an example of the willingness of the Boston people to pay full prices for fancy fruit, the commit-tee cites the fact that, "for example, they are today giving 5 or 10 cents aplece for rosy Hood River Spitzenberg apples, shipped in from Oregon." With the New England farmer in such close proximity to such a market, in which such prices are obtainable, the Bostonians profess to believe that apples of the Oregon standard should be produced in Massachusetts. It finds that the Massachusetts grower has an advantage not only in distance to market, but in cost of the land. To quote from the report:

The secretary of the Massachusetts State Board of Agriculture reports, as the result of a recent visit to Western States, that land in Oregon and Washington, ready to set to orchard, costs from \$200 to \$1000 per acre. New England land for the same prose can be bought at prices varying n \$5 to \$50 per acre. And no cou in the world is so gifted with ideal orchard sites as this same New England.

With all due respect to historic New England and her "ideal orchard sites," belief in divine law. The churches it can truthfully be said that it would be as impossible to grow apples of the Oregon standard on the "\$5 to \$59"

flavor, color and style is not found in New England. In no other part of the country than in the Pacific Northwest can be found those admirable climatic conditions resulting from the ommingling of the tempering winds blowing inland from the warm Japan current, with the cooling breezes that come down from the snowcapped mountains that stand like sentinels ooking down on thousands of acres of the finest orchards on earth. In nelther Old England nor New England can the Oregon apple reach the same degree of perfection that it attains in the nature-favored state which it has advertised throughout the world.

REJECTING THE BABY ACT.

The Chicago Board of Trade has rejected the "anti-corner" amendment to its rules, and as a result the gamblers who sell commodities which they do not own, and buy what they do not expect to accept delivery on. must live up to their contracts. action was undoubtedly due to the impossibility of making a rule, intended to check indiscriminate gambling in Board of Trade commodities, that would not also similarly interfere with legitimate trading. The purchase and sale of articles for "future" delivery has become a fixed and necessary feature of nearly all legitimate business transactions. By making contracts for future delivery of flour and buying wheat for future delivery, wheat with which to make the flour, the miller can distribute the actual handling of the wheat and flour over a period that admits of economies impossible if it were necessary to lay in big stocks of wheat and await the coming of orders.

The same advantages are noticeable in cotton future dealing. Under the system of buying and selling futures, a manufacturer, without the purchase of a vast amount of stock, can arrange his purchases and sales for a year ahead, and thus determine to a nicety how much of the time his factory will be running and what his profits will be. This is the legitimate part of future dealing, and it extends to a large number of commodities. The fact that the system opens a way for illegitimate gambling does not warrant the imposition of restrictions that will hamper the legitimate functions of future dealings. The amendment rejected by the Board of Trade provided that, in case of a "squeezer" or 'corner" in any commodity, a committee should determine the value of that commodity on final delivery day, and the interested persons would be compelled to settle accordingly.

It is obvious that the enforcement of such a rule would deprive a legitimate operator of the profits to which he was entitled by his knowledge or sagacity in forecasting the market. It would enable every "short seller" who hammered down prices to plead the baby act, and thus escape the penalty of his own folly. So long as the gamblers in Chicago Board of Trade commodities know that they must deliver the stuff which they sell, at the price agreed on when the sale is made, and not on a price fixed by a pitying committee, there will be less inclination unnecessarily to depress prices by the pernicious practice of short selling.

The new Mayor of San Francisc seems to be handing out some pleasant surprises for those who expected him to turn the town over to the old union labor gang, which folsted a Schmitz and a Ruef on the community. Mayor McCarthy has selected a police board composed of business men who have the confidence of the respectable element of the city. If the new Mayor should give San Francisco the kind of administration which his enemies assured the public he would not give them, it would prove a sad blow to the professional reformers who have been December of Brigadier-General Winfield making large sums of money in the exploitation of San Francisco's tarnished reputation. Real reform, such as is indicated by the Police Commission appointments of Mayor McCarthy, will prevent the exhibition of the Bay City as a "horrible example" to be shunned by other cities that have not yet had experience with the profes-

Ninety million tons of coal were consumed by the locomotives on American railroads last year, according to Professor Goss, of the University of Illinois, more than one-half of this amount being lost through waste in operation. Estimating the totals from experiments actually conducted, Professor Goss states that more than 10,000,000 tons are lost "through the heat in the gases that are discharged from the stacks of the locomotives. This is a loss that has been in evidence since coal was first burned in a locomotive, but up to the present time no means have been discovered for checking it. The man who can perfect a contrivance by which the great amount of heat that is belched through smokestacks of locomotives can be saved will have one of the greatest money-making inventions of the age. +

The experts, on the trial of Alma Bell, testified that when she shot her recreant lover, she had no sense of right and wrong, and she was acquit-Very well; but the judgment of men and women in general will be that she had a keen sense of the wrong-of the wrong she had suffered.

With the English budget holding the center of the stage as it does at the present time, the House of Lords might find very little to be thankful for this week, even if the hollday were celebrated in England, as it is in this country.

This rain last Summer would have made piles of money to many persons. Some of them, therefore, may think every shower that now falls lost them money last Summer.

Football players will be thankful today, because, after all, only a few of them will be maimed or killed.

The person who brought all this rain weather must have been powerful strong with the prayers. Before we are done with turkey

ash some of us may be thankful turkey was no cheaper. If Portland's milk is not the best in the United States, the fault is not with

the city's water After all, this warm-weather flood is better than burst pipes and the

Persons who don't eat turkey can be thankful they don't pay the price.

FOR A MERCHANT MARINE. Practical Plan for Securing a Fleet of

American Ships.

The same pounts of this class of vessel ships, except that on this class of vessel the maximum bounty to be paid to any vessel during any one year should be \$7500. The payment of large subsides to fast the payment of large subsides th

Promotion Watched With Interest.

New York Evening Post.

whose promotion to that rank takes place

today because of the retirement of Major General Weston and the promotion o Brigadier-General W. H. Carter. Nat

urally the Army is deeply concerned to hear of the President's selections, be-cause from them they will deduce a great

deal as to the policy of the Presiden and the Secretary of War in regard to

Mr. Taft has already given evidence

that he is looking for good men who are seniors in their grades for advancement.

Thus, he has promoted Brigadier-Genera

William H. Carter, the senior of his grade, save for General Funston, and he

made Colonel Marion P. Maus, of the

Twentieth Infantry, an excellent officer, Brigadier-General, last June. He also rewarded a deserving officer of long

ervice when he made Colonel R. T. Yest-

man, Eleventh Infantry, Brigadier-Gen

eral, for purposes of retirement shortly

thereafter. Its rewarding Colonel Knight the President also chose a highly meri-torious officer, Senior Colonel in the

Corps of Engineers, whose work in this

branch of the Service has long been fa-corably known both in and out of the

So far so good, the Army says, If this

keeps up there will be nothing but praise for Mr. Taft. Now the question is not

only as to the vacancies created by the retirement of Generals Edgerly and Knight, but those made by the retire

ment on March 18 next of Brigadier-Gen-

eral Morton and on November 14 next of Brigadier-General A. L. Myer. If Mr. Taft follows his precedent of last year

ie may designate now the men who will

Briga

succeed to these various positions. There

to choose from, particularly in the cav-

The Empire of Texas.

Houston Post.

Says the Birmingham Age-Herald:
"Mr. Taft is our President as much as
he is the President of Iowa or Vermont."

Mr. Taft is Texas' President much more than he is of Iowa or Vermont, because

Chicago News. Teacher—What is the shortest line

Mamma-Edgar, you bad boy, you

have made a grease spot on the new sofa with your bread and butter. Little Edgar—Well, don't worry, mamma. We can sit on it when there's

asked the Sunday school teacher of a

"Eating camels," was the prompt re-

She had read that the Pharisees

there is so much more of Texas,

wn maps.

bright little girl.

is also an important department,

uture appointments.

In

rimes. In part Mr. views were as follows:

BROTHER CLINE AGAIN. And Remarks by Him on the Subject of

Prohibition.

PORTLAND, Nov. 24.—(To the Editor.)—"Notes on Prohibition." in last Tuesday's issue of The Oregonian, occasions surprise that a paper of the character of The Oregonian should be trying to make it appear that the recent tragedy at Lebanon, and the loss of trade at Pendieton, are directly chargeable to prohibition of the saloon. This will hardly jostle the conviction of even The Oregonian's many friends, that the saloon has made itself so obnoxious and has proved its lawlessness to such an extent that nothing worse can take its place. Jugling with the question of municipal revenue by licensing the saloon is not likely to mislead the substantial voters of whatever political party. When so large a proportion Prohibition. Frank Waterhouse, of Seattle, one of the most prominent shipping men on the Pacific Coast, in response to queries as to the best means of securious as manufacture and the property of the complete the curing a merchant marine, has written a letter which appeared in the Seattle Mr. Waterhouse's In answer to these inquiries, I have stated that if Congress should pass a bill enabling the registration under the American flag of foreign-built vessels, adopting the British Board of Trade regulations, and in some manner equalizing the difference in the wage scale, we expect to apply for american registry for a number of foreign vessels, for use in the trades in which we are interested.

I have suggested that if the American political party. When so large a propert of crime in the state is traceable to tailon is it any wonder that the friends aw and good order should want it all

By the way, is The Oregonian sure that faw of those who favor prohibition figure to much extent on the tax rolls? C. E. CLINE.

american registry for a number of foreign vessels, for use in the trades in which we are interested.

I have suggested that if the American Nation wants a merchant marine, Congress should pass a law, permitting the registration of any foreign-built vessel of 1000 gross tone or over, classed A-1 at Lloyds, or by a similar and competent bureau of classification, not more than five years old, and owned by American citizens or corporations. I believe that the British Board of Trade regulations should be adopted by this country in place of the burdensome and antiquated regulations we now have in force. Insamuch as the majority of the world's tonnage is successfully operated under the British regulations, we shall not go far wrong in copying them and we shall not go far wrong in cost of operation under the American fag.

To provide for the extra cost of employing American deck officers and engineers. Congress should agree to pay, for ten years, to steam vessels so samitted, as well as to all American-built steam vessels (except such as are receiving assistance from the United States Government, through the payment of pestal subventions), engaged in the foreign trade, a bounty of \$1 per mile covered each year between any port in the United States and any foreign territory), on a minimum of 5000 and maximum of 25,000 miles, on which the bounty of \$1 per mile should apply.

The ame bounty should apply to salling The Oregonian did not assert, nor intimate, that the recent tragedy at Lebanon was chargeable to prohibition. It said that prohibition did not stop a sale of liquors and prevent such tragedies. to municipal revenue, cut off by prohibition, undoubtedly the loss of revenue can he borne, but it will fall on property by direct tax; while surreptitious sale of liquors will still yield more abuses than open and regulated sale. Many people seem to think that when they have ished the saloon" the problem as to liquor will be solved. It is a mistake, confirmed amply by experience wherever prohibition has been attempted. As to the last question, about connection of this subject with revenue and taxpaying. We think ! demonstrable that only a small proportion of the taxes of the cities and towns, should apply.

The same bounty should apply to sailing where prohibition raises the main question or debate, is paid by prohibitionists. the maximum bounty to be paid to any vessel during any one year should be \$7500. The payment of large subsidies to fast mail steamers only will never secure to this country a satisfactory merchant marine which can take its proper place in the foreign-centrying trade of the world, nor will it provide the Army and Navy with the suxiliary vessels they require, for the transportation of animals, cargo, coais and other supplies. Fast mail steamers cannot be worked profitably, charging competitive rates with slow cargo beats, and it is the first and most vital requirement in the development of foreign trade, that American importers and exporters secure as low ocean freight rates as their foreign competitors.

On account of the enormous difference between the cost of foreign-built and American-built vessels, with the corresponding increase in the items of depreciation, interest and insurance, to say nothing of the increased cost of operation under the American flag, in other respects, the United States Congress would never seriously consider a subsidy bill, the appropriations for which would be large enough to equalize the abovementioned differences.

For instance, the American steamers Shawmut and Tremont, which up to recentive, were operated in our Oriental service, cost, ready for work, about \$1,200,000 each. These two vessels carried 14,000 measurement tons of cargo each, and made an average speed of about 10% knots per hour, on a coal consumption of about \$0 tons per day. When they were sold to the United States Government, we substituted for them the new British steamers Suveric and Kumeric, which cost approximately \$400,000 each. These steamers carry 15,000 measurement tons of cargo each, and make an average speed of along the foreign cannot be foreign the cost of operating expenses would be considerably over \$300,000 per year in their days on the security of the British steamers and the total difference in the cost of operating expenses would be considerably over \$300,000 per year in their days. In the agricultural districts the liquor question is mainly a sentimental one; but we believe a majority of the farmers will vote for prohibition. Question is whether they should force it (if they can) on towns and cities that do not want it. The Oregonian thinks they will not, on mature consideration, wish to do Probably they would not be able to, on state basis, if they should try. Undoubtedly, also, many who would cast their votes for local prohibition (through local option) will not wish to vote for a state prohibition law.

BOOMING OREGON. No Likelihood That the Work Will Be Overdone.

Polk County Observer. Often you, hear it said of some rapidly growing city or town that it is being "over-boomed." Such expressions of opinion usually come from individuals who are not noted for their booming and boosting qualities, and who are not much in-For the last 20 years, we have heard it said that Los Angeles was being overboomed, and yet Los Angeles has grown from a town of 10,000 to a great city of 60,000 inhabitants, and is still growing. We have heard it said that Medford being overboomed, and yet Medford has ncreased its population from 3000 to 7000 pretty voice.

In the last two years, and its bank reorts show a gain of \$500,000 in the last 12

It has been said that Eugene is an overboomed town. Possibly it is true, but when one stops to consider that Eugene has doubled its population in three years and has more modern business buildings and more miles of paved streets than any other town in Oregon outside of Portland one is obliged to admit that the booming process has had its effect.

The truth is, no town or community in

of the British steamers, and the total difference in the cost of operating expenses would be considerably over \$100,000 per year in their favor. The general idea that a merchant vessel can be built in this country at an expense of about 50 per cent more than it costs to build in foreign countries, is buncombe, as the average difference is nearer 500 per cent.

Surely our Congress would not attempt to equalize any such difference, as such a policy could only be temporary on account of its enormous cost, and it would certainly prove ineffectual for that reason, if for no other. Let us avoid, as far as possible, all artificial means in the rehabilitation of the American merchant marine. We should build it from a foundation of solid rock and not from one of shifting sand. Oregon has been over-boomed. A trip outde the borders of the state will so vince any one of that fact. Oregon has only just begun to grow. Its industries are in the infancy of their development; NEW GENERALS TO BE NAMED SOON | its towns and cities are just beginning to throw aside the awaddling clothes, real growth and development are y Attitude of the President Toward Army ome, and the cities and communities that first awake to a realization of this fact and govern their affairs accordingly are President Taft now faces the duty of the ones that will reap the quickest and best rewards for their foresight and en-terprise. Let's not talk of over-booming, but all get in and boom a little harder. selecting several new generals for the Army, owing to the retirement late in S. Edgerly, and early in January of We haven't yet become such experts in Northwest, Rev. Mr. Brigadier-General John G. D. Knight, the booming business that we are likely the singing of the fi to overdo it-not for a while, at least.

Howe's Philosophy.

It is fortunate that not all people guilty of contempt of court show it. Every man is a reformer until reorm tramps on his toes. Then how he

work and prudence is that his friends may he is "a lucky dog." Usually a man does not have time work on his own scheme, he is Chrke bothered so much by other schemers. Next move of the English suffrag-ette; a demand that when a man marles, he take the woman's name. Teil a woman a truth so palpable she cannot deny it, and she will say:

"Now you are trying to be sarcastic."
We wish the Bible readers would investigate and report: Did Job blame be troubles that befell him on his

When a man talks five minutes over the telephone, he says "All right" ten times. A woman will say "Well" that often. It takes a boy seven or eight years

to learn the multiplication table, but he can learn to ride a bicycle in an hour and a half.

Procession of 41 Lawyers

New York World.
The \$2,000,000 estate, left by Daniel C.
Kingsland, a real estate operator, is to
be distributed among his nephews and
nieces. Some of it will go to the half sundred lawyers who represented the va-

dier-Generalcy, to bestow, in that General Marshall, the chief of engineers, will go on the retired list for age on June 11. It is underhable that in the list of Justice Truax ordered the distribution It is undertable that in the list of of the fortune after learning that the Colonels there is plenty of good material putes had been amicably settled. W utes had been amicably settled. the case was called, a small regiment of lawyers stepped forward. "How many attorneys are interested in this motion?" asked the court. "There are, I think, about 41 present

s morning," replied Attorney William Wilder, a spokesman, "There are more of us when we gather in force.

Converts by Previous Conversion.

BAKER CITY, Or., Nov. 21.—(To the Editor.)—Referring to the 1000 Dan Shannon "converts" in Baker City mentioned in your editorial, the most of them were aiready church-goers or even church members who went up on his stage only to make public profession of their faith between two given points? Bright Pupil—A railway line on its and Shannon called them "convert "GLORY."

Drugs Used on Plants.

Philadelphia Bulletin.
One of the strangest gardens in the world is on the roof of the Philadelphia "Now, Lottie," said the teacher to a pupil in the juvenile class, "can you tell me what 'vice versa' means?"

"Yes, ma'am," answered the little miss. "It means sleeping with your feet toward the head of the Sed."

"What was the vice."

Louisville Courier-Journal.
"Then we start with a capital stock of \$2,000,000?" inquired the first pro-

"We do," said the second promoter "One more question." "Ask as many as you like."
"Have we enough of that cap!
stock paid in to take us to lunch? "strained at gnats and swallowed

ECHO FROM THE LONG-AGO OREGON Death of Mrs. Clarke, at Montreal, Aged

MONTREAL, Nov. 20 .- (To the Editor.)-I think you will be interested in the enclosed clipping. Mr. Clarke, the susband of the woman who has just died, caused our Oregon country a great deal of trouble, as he was the bearer of the silver cup that old John Jacob Astor sent out to Alexander McKay, but McKay having been killed on the Tonquin, Clarke brought it back across the continent, and while in the Palouse country it was stolen and Clarke hanged the Nez Perce who stole it.

This silver cup is now in Montreal and owned by Alexander McKayis descendants, but not direct line, brother's grandchildren. I have seen this cup and held it in my hand. The present owner brought it from the Trust Company to show it to me. inscription is: "From John Jacob Astor to his friend Alexander McKay, 1811." I have lived in Montreal for more than 10 years. The Oregon country grows dim and I am in constant communication with my people.

VELINA P. MOLSON. (Mrs. Moison is a daughter of the late Senator Neamith.)

The clipping follows: Mrs. John Clarke died yesterday at

the age of 105 years, and retained her full senses to the very last.

To have been born many years before Queen Victoria, to have lived in the reigns of five British sovereigns, to remember the battle of Waterloo, and to still be in possession of faculties-such was her wonderful life

Mrs. Clarke was the wife of that John Clarke associated in the early days of fur trading with John Jacob Astor, who was one of the earliest explorers of the country beyond the Rocky Mountains. who for many years was the leading figure in the affairs of the Hudson Hay Company, and who is referred to in

Company, and who is referred to in Washington Irving's "Astoria."

For nearly a century Mrs. Clarke has been identified with the growth and development of Canada and in remote corners of what is now the great Domnion has played her part in empire building. Her husband died in 1852, at the age of 71 years.

A few weeks age a Star representa-

A few weeks ago a Star representa-tive called on her at her residence, and while Mrs. Clarke rested, her daughters, Miss Adele Clarke and Miss Louise Clarke, told something of the life of the wonderful little old lady who lay

quietly among her pillows.

Mrs. Clarke was born in 1805 of a German father and Swias mother, her are not noted for their booming and boost-ing qualities, and who are not much in-clined to encourage such efforts in others. I of Germany. He was a young man then, only 24, and passed through the place in a charlot drawn by eight white horses. The solo in the song sung by the Sunday School children in his honor was given to Mrs. Clarke find afterwards the King took her by the hand and complimented her on har

The next great event in the life of the girl who was to have a hand in the rearing of a great empire, was the battle of Waterloo, and still in memory Mrs. Clarke says she can hear the rattle of the iron shutters of the house as the Prusian troops poured through the town; and for a week things were disturbed until the last had passed

When she was still early in her teens, John Clarke, the Canadian explorer and Hudson Bay factor, and son of Simon Clarke, of what is now Westmount, went to Paris at the suggestion of John Jacob Astor, and wandered as far as Switzerland. There he met his future wife, and a short time after he had returned home, she and her parents

followed him to Canada. To a girl fresh from Europe even Mon-treal seemed the end of the earth. Shortly after their marriage, Mr. Clarke took his wife to the North-

west, her parents accompanying them. While in the Northwest Mrs. Clarks took part in the first missionary service held at the Selkirk Settlement, by the first Anglican missionary to the West, and loc the singing of the first hym presented by a missionary in the North-west, and which was given to Mrs. Clarke as a memento of the occasion. While Mr. and Mrs. Clarke were at Mingan, in Labrador, their home, "Bea-ver Lodge," at Outremont, accommo-

dated a great many people who wished dated a great many people with washed to escape the cholera raging in Montymen are like boys; you can't get up a surprise party on them without their linding it out.

All the praise a man gets for hard work and prudence is that his friends was given at Rasco's Hotel by the littary stationed in Montreal, the ball being opened by the Governor and Mrs.

Mr. and Mrs. Clarke had eight chil-dren, of whom only two survive, the Misses Adele and Louise Clarke, the latter being the mother's devoted nurse. Miss Adela Clarke some time ago wrote a book, "Old Montreal," dedicated to Lord Strathcons, in which she gives her father's history and her other's reminiscences.

Invents Cable Quadruplex. Stockbridge (Mass.) Dispatch to New

York Herald.
Stephen D. Field, a nephew of Cyrus
West Field, who laid the first Atlantic cable, has perfected an instrument in his laboratory here by the use of which four messages can be sent over a sin-

gle cable simultaneously.

The device is now being used successfully on the cable between Key West, Fla., and Havana, Cuba, and proved serviceable during the recent proved serviceshie during the recent severe storm. Heretofore it has been possible to send only one message at a time over a cable. Mr. Field has ob-tained patents on his invention. It was Mr. Field who invented and operin the 80s the first trolley car.

NO TIME FOR PESSIMESM In Life worth while?
An hour of pain,
An hour of joy;
So much of stain,
So much of stain, And dearth of smile. Yes, Life's worth while— The day begun: The flowers that bleam; The rising sun— These all make room

For smile on smile The love of maid—
The love of youth,
When hearits are strong
With hope and truth—
And live in song—
Is joy iniaid.

The joys of life— The prattling child, The mother's breast; Is life beguiled In Love's beheat— Nor Sorrow's strife.

Of course, Life's worth
The price one pays
For joy and pain;
It's sun'it days
And hours of rain—
The price of birth!

So, why complain— For Life is what It brings to you— With pain forgot The joys ring true In Life's green lane

L'ENVOL
Then, there's the "turk."
With gravy brown
And big dramatick;
Dispel that frown—
Eat 'till you're sick.
Nor think to chirk!
—The Deacon, Hillsboro, Or.