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PORTLAND, FRIDAY, DEC. 3, 1909.

SOUTHERN SUBSIDY SOPHISTRY. Congressman Humphrey, of Scattle, has been down in New Orleans expounding his peculiar views on the ship subsidy. Despite the fact that Humphrey's attention has frequently been called to some of the most glaring of his misstatements, he continues to present them as facts. The New Orleans Times-Democrat, in commenting on Mr. Humphrey's speech, says that "Mr. Humphrey sees the question a little too much from the Pacific Coast point of view-and it is not surprising that he should exagger-ate the local end." As a sample of the 'exaggeration" induiged in, it is noted that Mr. Humphrey repeated that oftexposed invention about Pacific Coast rates to Liverpool. According to the reports of his speech in the New Orleans papers, he boldly asserted that a combination of foreign shipowners had 'raised the rate on wheat from Scattle Liverpool from \$1.25 to \$5.62, or

400 per cent." A gifted predecessor of Mr. Humphrey, who represented the State of Washington in a somewhat spectacular manner, was noted for his penchant for uttering glibly any kind of figures which entered his mind. Whenever taken to task for his inaccuracies, would assure the complainant that it was "a slip of the tongue." This excuse cannot be pleaded by Mr. Humphrey, for he has repeatedly used these same figures, regardless of the fact that there never was a \$1.25 rate on wheat from Seattle to Liverpool. Mr. Humphrey also knows, or should know before essaying to discuss the matter, that even the cheaply-constructed, cheaply-manned foreign ships owned by this combination of shipowners are unable to make any profit in carrying wheat to Liverpool at \$5.62, rather than accept such a rate, their ships have been lying idle in every port on the Pacific Coast, some of them for nearly two years.

The Times-Democrat is wrong in assuming that Mr. Humphrey is speaking from the "Pacific Coast point of view." The point of view out here, where we produce a large over-sea traffic, inclines to cheap freights and the right to buy ships at as low a figure as our trade competitors can buy Mr. Frank Naterhouse, a Seattle fellow-citizen of Mr. Humphrey, and the largest operator of steamships in the Pacific Northwest, after employing both American and foreign-built craft, makes the unqualified statement that the only practical method by whic'. we can secure a merchant marine is to give to our people the right buy ships wherever they can bought the cheapest. He also states that it would be impossible to grant a greater cost of American vessels as compared with the foreigners.

Mr. Humphrey at New Orleans also rang the changes on that old chestnut that "every twenty-four hours we are paying half a million dollars to foreign labor for carrying our products on the high seas," Inasmuch as Mr. Humphrey and his fellow subsidyseekers can, and frequently do, show that without a subsidy it would cost us from \$750,000 to \$1,000,000 per day to do the work with American ships, it is not plain why we should relieve the foreigner of the burden which he accepts at such reasonable remuneration.

### SPOKANE STILL FIGHTING.

Nothing could be more absurd than the continued fight which Spokane is making for "terminal rates." It was the incessant beating of the terminal rate tom-tom by a few small jobbers at Spokane that attracted the attention of the Eastern jobbers and mail-order houses to the unwarranted favorable rates which Spokane was enjoying from the railroads. The testimony introduced at the recent Interstate Commerce Commission hearing at so · overwhelmingly Spokane was against the Spokane contention only possible change that could be made in rates would necessarily be adverse to Spokane's jobbing interests. In the face of that testimony we find the Spokane head still butting against the stone wall of atural corditions. A dispatch in yesterday's Oregonian announced that Attorney Stephens, who is preparing a brief to be submitted to the Interstate Commerce Commission, "makes heated argument in his brief for incorporating the terminal rate clause in franchises issued by the city to the

railroads." It is further announced that no franchise will be given the Chicago, Milwaukee & St. Paul Railroad until it shall agree to give Spokane terminal rates. The absurdity of the contention lies largely in the fact that strictly and exclusively by water comstrictly and exclusively by water com-petition, can never be a fixed rate, but the same side if they wish, for the instead will be governed by the amount of tonnage available. For example, the American-Hawaiian Steamship Company is today landing Eastern freight at Pacific Coast ports at from to 60 per cent of the rail rate on the same commodities. A number of round-the-Horn sailing vessels are car-40 per cent of the rail rate. These are the conditions that account for the fact that the Spokane Spokesman-Review saves a considerable sum on every car of ink it uses by shipping it by by rail, instead of shipping it the en-

These conditions are temporary, howwhen the people become thoroughly

as well as the Coast jobbers. The Government has within the past thirty days chartered a large fleet of foreign steamers to carry c.al from ports on the Atlantic seaboard to San Francisco and Puget Sound at rates ranging from \$2.83 to \$3.25 per ton. When there is a subsidence of that wave of idlocy that demands a ship subsidy in lieu of the right to charter and buy ships where they can be bought or chartered at the lowest rates, the private individuals and firms engaged in business on both coasts can get their freight when it is perfected, for it makes great over that 14,000-mile water course at economies possible in construction and as low a rate as is now paid by the Government. Sooner or later the American people will demand such cheap transportation facilities and will have them.

It is impossible for any railroad entering Spokane to make terminal rates in competition with the present class of ocean carriers. The situation will be intensified when we can secure tonnage as it is now secured by the Government. The plain duty of Spokane, to herself and to the consumers of the Inland Empire, is to join with Port-land in a demand for lower distributive rates that will enable her to make the most of this water competition.

VULGARITY AND THE SALOON.

In defense of the rant and vulgarity of sensational pulpiteers like Sam Jones and Billy Sunday, Brother Brougher recently declared that "no language is vulgar enough to use against the liquor traffic." This statement would indeed be surprising were it voiced by a less sensational preacher than Dr. Brougher. Even coming from him it is inconsistent, since he began the temperance exhortation in which this intemperate language was used with a plea for the education of the masses upon the topic under discus-

Does Dr. Brougher really believe that the amenities of life, the virtue self-control and the teachings of the golden rule can be promoted by a torrent of vulgar abuse, whatever its purpose may be, launched headlong from the pulpit upon the startled ear of public decency? Does he believe that the best interests of society will be promoted by bringing the language of the North End and the ribaldry of the saloon into the pulpit? Can he sit unashamed through one of the coarse. vulgar harangues of an exhorter like the late Sam Jones, or see Billy Sunday strip himself as if for a prizefight in the pulpit? Or for one moment does he believe that temperance and morality can be born of intemperance and vulgarity?

### THE PLAN OF A CITY.

San Francisco could not reconstruct her plan or plot, as a city, even after the main portion of the city had been destroyed, and the site was merely a chaos of rubbish, which obliterated even the outline of the streets. Then was the time, if ever, for San Francisco to change her plan. But she could not. The ideal is one thing; the practical necessity another,

If a plan could be made for a city, at its beginning, and carried out, then the natural features of a site would determine or fix the appearance of the city. But at the beginning no city knows what it is to be-whether it ever will become great; and it builds by little and little, till the time arrives when it is seen that the plan is not ideal. Then it is too late to make the change.

For the sake of economy, most of our cities are laid out on the "gridiron" or "checker-board" plan. In the case of our newer cities it is especially The village idea was predominant, and who can tell when a town is started whether it ever will pass the village stage?

lamette River, taking effect at series river, broke the parallelogram's reg-This is the only noticeularity. able break in Portland. Its principal effect is witnessed about the place of junction of Stark a..d Burnside streets, and somewhat further out. might have been an area for a radiating center on a ground-plan; but there is little reason to suppose it would be practicable now. On the East Side, the way the town has been laid out, there is not even so good an oppor-tunity as this. Yet the two large tracts preserved by the Ladd estate have now been laid out so as to form small local centers. Other suburban

most money for those handling them. What seems most available ... Portland is the idea of roads on the West Side, skirting the hills and rising by grades to fine points of view. with small parks here and there in the various loops—the whole connected so as to make a continuous drive. Since the East Side, except Mount Tabor, is mostly a level plain, the treatment there would be different; yet a parked way from Sellwood to the Peninsula would probably be practicable-following such contours

might yield best effects. It is worth while to make the effort for an outline of this description, or something resembling it. The cost ought not be excessive. Beyond some such plan as this, one can hardly see what might be or could be attempted.

### THE MONORAIL CAR.

Some months ago The Oregonian gave an account of the monorail car which the British engineer, Louis Brennan, has invented. At that time he had constructed only a small model. but now he has embodied his principle in a car capable of carrying passengers. It runs on a single rail and keeps its balance by means of a gyroscope which spins 3000 times a minute. This device makes the car so stable only effect of their weight is to tip the

car the other way. Everybody is familiar with some of the queer performances of the gyroscope, but only the most adept mathematical physicists know all about them. The common saying that it baffles science is not true. The equarying similar freight at even less than tions of its motion were written out dirigible balloons. When his first one and solved long ago. It is true, however, that the application of its strange power to make vehicles stable has been

surprisingly delayed. The main industrial use of its prinvater to Portland and thence inland ciple which was made before Bren-y rail, instead of shipping it the engyroscope precisely, but it is held erect by its rotation, and all riders know ever. Conditions which are to follow | that the faster it runs the more force is required to tip it over. Scientists state the truth of the matter by saying

cannot be made to rotate in another without consuming energy or power. The more swiftly it spins the

power you must apply to deflect it. There is a rule for obtaining the resultant of two or more rotations which closely resembles the parallelogram of forces given in children's textbooks. The application of this rule explains why the passengers on Mr. Brennan's car cannot tip it down by standing all on the same side. His invention may revolutionize the railroad business operation.

DISHONEST BANKING IS ROBBERY.

Twenty-two Portland lawyers have petitioned the Supreme Court to reopen the case of Ross, convicted and under stay of five-year prsion sentence, for malappropriation of state school funds in his Title Guarantee & Trust Company bank, which collapsed two years ago, in a dizzy flight of high finance. The purpose of the petition, obviously, is to let Ross go.

The twenty-two lawyers aver that

the Legislature of 1907, in enacting the bank law, intended to authorize the kind of deposit that was made in the Ross bank by State Treasurer Steel and accepted by the head of the bank, and also to authorize the use that Ross made of the funds. It will be remembered that large part of the school funds so deposited would have been lost had not they been secured by bond of a surety company, which promptly acknowledged its responsibility and

urged prosecution of Ross.
It will also be remembered that the expert accountants who ferreted out the affairs of the bank and the irresponsible subsidiary companies that were nourished by Ross' high finance found that the bank never was in solvent condition; as the head of the accountants expressed it. "The bank never drew a solvent breath." Its capital was watered and inflated, and it had to show for the hard cash of its depositors and the coin of the state. bonds and stocks and notes of fake companies. It was even discovered that the head of the bank drew upon the active funds of the institutionthat is, on the school money-as if

they belonged to his personal account. Now, whatever the Legislature intended, within the imagination of the interceding lawyers, it certainly did not intend to make it lawful for the head of an insolvent bank-one built of wind, paper and water-to receive public funds and convert them to his various wildcat schemes. Such a proposition is preposterous. A person who does that either converts to his own use the funds intrusted to his care or does something worse. There needs to be a byword and a proverb in this state for benefit of men and banks who operate with other persons' money without ability or expectation of paying back, and promote their

deals with politics and pious seeming. Bankers and all men need to learn that dishonest banking is manicured robbery, and not the less a crime be-cause it is polite. If cases are to be reopened in the Supreme Court on petition of lawyers—"friends of the court"—many persons who have been convicted or have lost in civil actions would like to share the benefits of the

PUGILISM. While there are many things which may be said wisely and wittily against prizefights, there are some that might be said in their favor. It is admitted that prizefights are wicked and brutal, but not unmitigably so. Abhorrence of them has become a fashion, and therefore it will not listen to reason. Nothing can be argued with while it is fashionable. Therefore, to say any-At Portland the bend of the Wil- thing exculpatory of prizefights would not, of course, be casting pearls before the foot of Ankeny street, started swine, but it would be a voice crying were practical, hence the trouble. The of diagonal streets that, in the wilderness. Still the philos at a little distance from the pher who confessed at prayer meeting that he felt sinful admiration of John L. Sullivan might have made something of a plea if his conscience had permitted.

The most abandoned apostle feminism cannot deny that a prizefighter is an artist. What he does he does in supreme perfection. In theory and technic he has gone to the limit Now anybody who does a thing as well as it can be done deserves credit for his skill and the persevering diligence which won the skill. But, frankly, what is there so terribly bad in standing up before another man as good as yourself and hitting him if you can't areas have been bought by the acre. If you do hit him you will not hurt him to be sold by the lot, so as to produce much. His nose will bleed a little. His ear will swell, but the swelling will go down. As for his body in general, it is so hard and well knit that no blow of a fist can really injure it.

Seeing how innocent their efforts are, why not let the two worthles whack away at each other? Is it not true that the evil of prizefighting lies mostly in the surroundings our effeminate puritanism has forced upon it? It is degraded because our erroneous moral judgment has sentenced it to degradation. The ten commandments do not forbid prizefights. There is no fulmination against them in the New Testament. By what authority do our moral guides condemn them?

In some respects Germany is the most youthful nation in the world. It has an enthusiasm which most other nations have outgrown. Things and events which look commonplace elsewhere furnish the Germans with occasions to celebrate. Americans would not think of holding public rejoicings over a college professor's birthday, but the perennially boyish Germans would feel ashamed if they did not. the Wright brothers made their flights in this country our people were by no means uninterested. The newspapers the terminal rate, being governed that it goes round curves safely at high gave full accounts of the experiments and everybody read them, but when the accident happened which wounded Wright, killed his companion and wrecked his ship, nobody thought of raising a fund to repair the damage Our interest was intelligent and criti-

cal. It was not enthusiastic. Germany is different. People there have developed something like a national frenzy over Zeppelin and his was wrecked in a storm, he was not the only person who wept for the loss, The whole nation grieved with him, and their sympathy took the substantial form of a large subscription to enable him to build another. The government has fostered his experiments in many ways. The public has eagerly purchased shares in the Zeppelin Dirigible Manufacturing Company, and finally, to cap the clmiax, Albert Bunaroused to the situation will be still state the truth of the matter by saying more advantageous to the consumers that a body rotating in a given plane symphony which he calls "Zeppelin's

First Voyage." Nobody in the United States has written so much as a poem to commemorate Wright's first voyage. Nor will historians forget to record that the ingenious brothers received their first financial encouragement in France, and not at home. Have we grown too old and world-weary to fee jubilant over such things as airships, or are we busy with more important matters? "It is not a good sign for a man or a nation to lose interest in great deeds. The youthful spirits of the Garmans may possibly indicate su-perior vitality and staying power in the race for supremacy.

Recently the Walla Walla Bulletin, which is not much of a newspaper, but does loyal service as the organ of a political faction, printed a long article in criticism of The Oregonian's account of a football game at Walla Walla between the teams of Whitman College and the Washington State Col-The Oregonian's correspondent lege. was bitterly assalled because he described the game as a brutal exhibition of passion and ill-feeling, resulting in the painful injury of five players. Whereas the Bulletin wanted it understood that it was all a very ladylike affair, in which there was no injury, not even to any one's feelings. Now Whitman College through its governing board forbids football for all time to come-after this year-unless mass plays shall be abolished. The reason for this decisive action was the casualties in the Thanksgiving game. The Bulletin would better confine itself exclusively to the Walla Walla political situation. No one expects it to tell the truth there, and no great harm is done; but the constant practice of misrepresentation, carried into other matters, often leads to embarrassing re-

The purchase by T. B. Wilcox and associates of the Hammond Mills at Seattle, gives the Portland firm a big plant in each of the three Puget Sound ports, Seattle, Tacoma and Everett, although none of these mills has a capacity as great as that of the mill recently destroyed in Portland, or of the mill now building to replace it The purchase of this mill obviates the necessity of the Portland firm building in Seattle, as originally planned, and there will accordingly be no increase in the milling capacity on Puget Sound. The advantage to a port of a big milling plant such as that of the Portland Fouring Mills Company, which was destroyed by fire in this city at the beginning of the season, is strikingly reflected in the shipping statistics. Last season, with the mill running full time, receipts of wheat at Portland to November 1, were 1700 carloads greater than for the same period this year, although the crop this year was much larger. For the same period, flour shipments from Portland decreased 300,000 barrels, as compared with the first five months of the season a year ago.

The discomfiture of the assailants of Secretary Ballinger is made complete and effectual by the elaborate and detailed legal opinion in which Attorney-General Wickersham upholds Ballinger's course in every particular. This opinion, which has been submitted to the President, is a much stronger indorsement of Secretary Ballinger than the very strong letter issued by the President, and should have the effect of silencing the traducers of Mr. Ballinger, whose most grievous offense seems to have been that he was and is a Western man. The more light that is thrown on this unseemly squabble, brought on by Mr. Pinchot and a few kindred faddists, the more apparent it seems that colossal ignorance of the facts in the case was responsible for the trouble. The views of the Pinchot contingent were all theoretical. Those of Secretary Ballinger and his friends apologies now due Secretary Ballinger from the muckraking friends of Mr. Pinchot will be awaited with in-

Of the \$18,000,000 worth of property exempt from taxation in Multnomah County, more than \$4,000,000 belongs to churches. Since tax exemption is an indirect way of contributing to the support of the churches some persons have questioned its constitutionality. It will probably continue, however, since what only a few object to might as well be constitu-

The argument of twenty-two members of the Oregon bar, in the Ross case, seems to be that it could not have been the intention of the Legislature to forbid a banker to convert the funds of the state to his own use. this does seem rather a forced construction. Can it be that the Legislature did intend and expect bankers to convert state funds to their own

The \$100,000 which has been raised to relieve the distress of the children of the Cherry mine victims will be well spent, no doubt, but neither is there any doubt that it might have been much better spent in purchasing modern safety appliances before the disaster occurred. Charity can do much but justice can do more.

The Civil War veteran in Roseburg who risked his life rather than surrender his last dime to a footpad had plenty of obstinacy. The wisdom of his course is more questionable. Many men of good judgment think their lives are worth more than 10 cents.

It is some consolation to know that the new Winter streetcars will arrive in time for service next Summer, when they are not needed.

Yes, there are many would-be statesmen in America who also think they know all about running the British government. President Taft began his message

have begun his away back in vacation And still it is impossible to know whether Dr. Cook brought back his nervous prostration from the North

only a few days ago. Roosevelt must

Pole. No demonstration is needed for Nicaragua. A few "maneuvers" will do the work.

There will be no war with Nice. Zelaya gets into the discard. that is all.

Persons who buy them early get the newest ones and the widest choice.

This Zelaya Incident will check any aspirations for a rival canal

"USURPATION" OF OFFICES.

Perturbation of a Man Over a Woma School Superintendent. WESTPORT, Or., Dec. 2.—(To the Editor.)—I should be pleased to see an editorial on the usurpation of offices in

Clatsop County has a woman county chool superintendent. If she has no chool superintendent. right to the office what can be done to cause the District Attorney to make pro-ceedings to oust her? Can the teachers of public schools teach good citizenship wh exist and do you think it fair to the teachers?

T. W. TANDY.

Here are the facts in the case: Miss Emma C. Warren is school superintendent of Clatsop County and has been for some time. She was appointed several years ago by the County Court to fill the vacancy caused by the death of the late H. S. Lyman. At the last county election a Mr. Branstrator was a candidate, but Miss Warren had given such general satisfaction in the position, that E. L. Keezel also became a candidate, announce ing that if elected he would resign, so that Miss Warren could be appointed. Keezel was elected by a large majority. He immediately named Miss Warren as his deputy, and later resigned, whereupon Miss Warren was again appointed by the County Court. No one contends that she could legally hold the position in face of a contest, but the people apparently want her there, as is shown by the vote at the last election.

In the face of these facts, teachers are quite as able to teach good citizenship as if the man had been installed There is no unfairness to teachers.

If this correspondent is worried over the matter of "usurpation," when Clatsop County by a large majority voted indirectly for the present incumbent, what does he think of two additional Supreme Judges by appointment when the citizens of Oregon by a large majority declared against more Supreme Judges?

### MAYOR SIMON FOR GOVERNOR. Here Is an Admirer Wiso Wants Him

for the Place. PORTLAND, Dec. 2.—(To the Editor.)
-Having been a constant reader of The Oregonian for nearly 40 years (ever since I was a small boy), I claim to know something of the political history of the state. Seeing a picture and paid adver-tisement of Grant Dimick, of Clackamas County, setting forth the reasons why he should be nominated and elected Gov-ernor of the state, set me to thinking. I have known Mr. Dimick for a good many years, and, while I personally like many years, and, while I personally like him very much, I would like any one to say what qualifications on the face of the earth has he for Governor? He is just simply like all other little politicians hunting for an office because he wants

Now as for Dimick's opposition to the assembly plan, any man with one parti-cle of brains who will look around and see the result of the direct primary in the past few years, and not want a change, surely has some kind of an ax change, surely has some kind of the to grind. Does he want any more Senators such as we have? or any more such Legislatures as the last two? About one more, and we will have the state going. I have a man to propose for Governor who is not hunting the job. He is a man

whom I believe a Republican assembly would nominate and the voters elect by the largest majority ever given a candidate for that office. He would make the best Governor the State of Oregon ever had. If there is any one in the outside counties who does not know his quality. counties who does not know his qualifications (no Portlander needs to be shown), will just come down we will make it mighty plain and show actual results. I have figured it out that by the time the next Governor takes his seat, Joseph Simon will just about have the City of Portland straightened out so they can get along without him. Why not send him up a little higher and let him try his hand at state affairs? The Lord knows they need a little "fixing" bad enough. If any man in the state has a better man to propose for Governor, would like to hear from him

E. C. CHAPMAN.

### NO MORE OF I. W. W. FOR HIM.

Mr. Kellar Withdraws After Hearing Colonel Wood on Anarchy.

LENTS, Or., Dec. 2.—(To the Editor.)— Until last Sunday I thought that the I. W. W. was a union of workingmen trying to advance their own interests, and I joined them on that account. But now, after hearing them applied Colonel Wood's statement that he was an anarchist, I will have nothing more to do with them. There were, however, only about 50 W. W. men at that meeting last Sunday, as most of them had quit their jobs and gone to Spokane to jall. I think most of the people in the hall were members of the Socialist party, and I don't think them very intelligent, nor do I think they understood just what Mr. Wood meant.

I am not an anarchist, don't care what Mr. Wood is, and did not applaud. I don't like the anti-military stereopticon pictures they show at their hall, as they are not patriotic, and they often speak disrespectfully of our flag and public officials. Their dishonesty is proved by the fact that many of them are beating the railroad companies out of the fare to Spokane by stealing rides to get there

They are not entitled to sympathy for lying on bread and water when, by going to work, they could get regular meals They are right in fighting the employment agents, as I have been robbed by them and know them to be no good WILLIAM A. KELLAR.

### Fame

PORTLAND, Dec. 2.—(To the Editor.)
—"Rip Van Winkle" observes in The
Oregonian that "no matter how brilliant a college professor is, he cannot attract as much attention as his duller brother who stirs up a stink on heresy." To which it might be added, overlooking for the time that all men are heretics from somebody's standpoint, that no matter how brilliant a college student may be e cannot attract as much attention as his duller brother who by his mer-avoirdupois caves in seven ribs and dislocates a human neck, accompanied by the "rah, "rah" of thousands of wild admirers of his brute prowess. AMERICUS.

# A Father's Relationship

New York Times. A New York business man has a small daughter who is extremely fond of her mother. She likes her father well enough, but does not go into raptures over him. A caller at the house, knowing the situation, asked the child why she didn't love her father as she did her mother. "Oh, you see," she explained, very evi-dently to her own satisfaction, "papa is only related to us by marriage."

### Reason for His Opinion.

Toledo Blade.

Judge Brewer is in favor of woman suffrage. It will be recalled that the Judge recently explained that he couldn't refire from the Supreme Bench because his wife wouldn't let him.

### Being Translated.

New York Sun. "Does 'Veni, vidi, vici' mean 'I came, I saw, I won it?' netimes, but when you're wed it

T've been and gone and done it."

MR. WHEELWRIGHT REJOINS.

Makes Defense of Port of Portland From Daily News Banter. PORTLAND, Dec. 2.—(To the Editor.)— desire to protest against the reproduc-ion this morning in The Oregonian of the currilous article printed by the "Social-stic organ" (as you call it), referring to 2. E. S. Wood and the Port of Portland Commission in such manner as to give said article the stamp of your approval, while affording it the wide publicity that

the importance of your newspaper and its large circulation insure.

I am not concerned for Mr. Wood, who is my friend, but who is competent to fight his own battles and no doubt to defend (which I am not) his utterances before certain anarchists and Socialists on Sunday afternoon. But I am indignant at being falsely called a "political capital-ist," the promoter of a "graft," or one of the "higher-ups," the latter phrase, if it means anything, meaning a criminal of high position who allies himself with other criminals for corrupt purposes; and I ask you frankly, representing as you do large property interests of your own and of this community, whether you are alding the cause of good government in opening your columns to malicious abuse of any of your fellow-citizens who, having been appointed to positions of trust, are doing their best to serve the public interest without remuneration? Or whether such course on your part is calculated to in-duce every public-spirited citizen who is sensitive, as all men should be, in the matter of his honor, his character and reputation, to refuse to do anything more for a community in which such attacks as those of the Daily News are not only

as those of the Dally News are not only tolerated, but encouraged and indorsed?
And not only is the abuse malliclous, but the statements are false, as you have cause to know; notably that the Commission is laboring to "wrest the drydock from public control" and "hand it over to the Coast dock trust." I quote from your own columns (page 15 of Tuesday's lesue), referring to the hearing given by lesue. the committee of the Port of Portland Commission, of which committee I am

the chairman:

The statement of Chairman Wheelwright was as follows: "We believe it would be contrary to the spirit of the charter for the Commission to give up control of the drydock, therefore, it will be stipulated in the lease, if one he made, that the Commission shall always have full power to regulate rates of dockage and fix the conditions on which the dock shall be used; that the dock shall be open to all ships and craft of all descriptions, and to all repairers, whether persons, firms or corporations that shall wish to do any work therein, on equal terms; that the Commission shall retain the active supervision of the dock, so that it shall not be run in any private interest, to the exclusion of other public welfare, and that it shall retain authority over the leasees go that any one else who shall wish to use the dock shall be able to do so without hindrance or obstruction."

It was further stated that no lease

was further stated that no lease would be concluded without every oppor-tunity for competition, and I submit to you that in view of the publicity that has been given to the above facts, there is no excuse for your admitting to your columns a statement of the charge that the Commission is trying to give up its control of the public dock in favor of a control of the public dock in favor of a private corporation which is, or is to become, a member of "a Coast dock trust."

I object also to the characterization as "just plain politician" of John Driscoll, the faithful, hardworking and conscientious secretary of the Commission, who was a veritable watchdog of its treasury, the control of the commission who devoted himself assiduously to the duties for a long period of years until such time as his falling health has removed him from the ranks of active workers and left him in a position where he is powerless to defend himself against

such an unprovoked assault as this that you have published.

I object to the false statement that "Mr. A. L. Pease is generally not present and that he doesn't count when he is." There is no member of the Commission who has been more faithful in attending the meetings than Captain Pease, nor one whose advice on matters connected with the physical part of the Commis-sion's duties, is more sound or more readily accepted by his associates. It should be fully understood by the public that, while the committee have

declared themselves as being in favor of a lease of the dock, provided such lease can be made on terms that are advantageous to the taxpayers and to the public interests, no lease will be consid-ered which is in any sense contrary to he letter or the spirit of the charter, no one that in the epinion of the Commis-sion will not serve public interests quite as well as the continued operation of the dock in the same manner as hitherto. It is proper to call public attention to the fact that, while the hearing on the subject of the proposed lease was fully advertised and very largely attended, the only protests against said lease came from men identified with the cause of organized labor. By which statement I mean no reflection on that cause, nor any question of the right of organized labor to protect itself, but it is certainly significant and worthy of notice that, if the public interests are so severely threat-ened by the proposed lease, the said pub-ile interests should not have been represented as protestants at the hearing. Beside which, it is to be observed that Joseph Supple, a shipbuilder and repairer, whose private interests would naturally ead him to oppose the lease of the dock (if the contentions of organized labor are correct), has publicly declared himself in favor of such lease as being for the public good, for which view he gives very cogent reasons in a letter dated November 27, published in The Evening Telegram of November 23.

### inal attack, I remain Yours respectfully, WILLIAM D. WHEELWRIGHT.

Asking that you accord the publicity to this rejoinder that you gave to the orig-

While The Oregonian most cheerfully gives space and publication to Mr. Wheelwright's letter, it must say that it deems him quite too sensitive on the subject the discusses. The article complained of was reproduced by The Oregonian chiefly, indeed wholly, for its banter about Mr. Wood. No one, whose opinion is worth consideration, desires to reflect on the character of Mr. Wheelwright, or of any other of the gentlemer who are rendering their services (without remuneration, and simply from public spirit and sense of duty) to the Port of Portland.

#### Value of Religious Training. Omaha Bee

Two notable lessons are taught by the Episode at Cherry, the contrast between nelodrama and real life, and the person al value of religious training. rescue on the stage would be enacted full of color and shouts. But what could be more dramatic than the survivor's quiet statement, "There was no cheering, no-body had voice enough; we just sat down and let them take care of us." Such a gray monotone of repression on the stage would be characterized as overdrawn. The men had simply and naturally relaxed, the tension was ended. In that long slege they had been well inspired by the un-wavering faith of the rugged Scotchman whose religion was a lamp unto the feet of his companions in calamity. His hearty psalm-singing in the depths of that utter darkness endowed the lagging with new spirit, and his practical and efficient application of the boyhood lessons of a pious mother had in them all the qualities of the sublime.

Baker City Herald. Colonel C. E. S. Wood announced with considerable pride recently that he was an anarchist. Is this the Colonel Wood who wants the state to build the railroads? That sounds a little like anarchy all right, all right.

# Life's Sunny Side

Judge Smart told this story to some Kansas lawyers recently. An attorney was questioning an Irish juror in a murder case.

"Know the defendant?"

the defendant?"

"No, sqr."
"Know anything about the case?" "No, sor."

Have you formed or expressed any opinion as to the guilt or innocence of

"No, sor,"
"Have you any conscientious scruples against capital punishment?"
"No, sor; leastwise not in this case." "No, sor; leastwist.-Kansas City Journal.

During one of his Presidential trips, Mr. Cleveland, accompanied by Secretary Olney, arrived at a town in a heavy storm, and they were driven from the station with hallstones ratiling on the roof of their carriage. A brass band undismayed by the weather, bravely stuck to its post and played the welcom ing airs.
"That is the most realistic music I have

ever heard," remarked Mr. Cleveland.
"What are they playing?" asked the
Secretary of State.
""Hall to the Chief," with real hall."— Success Magazine.

A pretty young schoolmarm who teaches a first-grade class in a school of the northeastern section of the city is telling a funny story on herself that hap-pened just before the close of the term. She had some visitors on the afternoon in question, and thought she would show them what a good class she had. Calling on a bright little fellow at the rear of the room, she said to him: "Johnnie, if I gave you 2 cents and your father gave you 3 cents, how much would you have?"

"Seven," replied Johnnie.

The teacher blushed painfully, but thought that she would try again. "You can't have understood me, Johnnie. Now listen, and I will repeat the question. If I gave you 2 cents and your father gave you 3, how much would you have?"
"Seven," said Johnnie again and with
the same promptness.

"I am surprised at you, Johnnie," said the teacher. "How on earth would you have 7?" 'I got 2 in me pocket," said Johnnie .-

Philadelphia Times.
Blankson's medical man had told him that it would be necessary to consult a specialist, but Blankson's soul was filled with gloom at the prospect of parting with the fee. "What do you think he'll charge me?" he asked. "Five guineas for the first visit and one guinea for every subsequent one," was the reply-Subsequently a happy idea by which he might avoid the payment of the initial five guineas struck Blankson. Dashing into the specialist's consulting room, he exclaimed breezily, as he held out his hand, "Well, doctor, here we are agin!"-London Daily News.

The caddie followed him around the course silently, solemnly, but not unob-servant. Their wake behind was marked by scars and gashes in the turf. length he ventured on a tentative remark "Yo'll be a stranger to these parts may

"Well, not exactly a stranger." Whirr-whirr-swish. And one more gash appeared as a lump of turf soured aloft and came down 50 yards away. "You see," the golfer concluded, "I was born here, but I have been away many years now. All my folks are burled bere-All my folks are buried hereabouts.

"I doot ye'll no go deep eno with your driver," remarked the caddle; "ye'd better tak' your iron."-Liverpool Post.

## Mrs. Mackay's Gorgeous Gown.

New York Press.

Mrs. Clarence Mackay appeared in one of those novel creations at a private reception earlier in the week. The overdress was of copper beech satin, hordered with copper embroidery, which was pow-dered with jewels. The underdress was made of bloom of apricot satin and over all was a heavy stolelike effect of duil copper embroidery, fringed with small balls of bronze. Another gown that was much remarked on the same occasion especially as it was worn by a debutantewas made of satin of the color of ripe corn, with a tunic of the opalesque-green-ish shade of iced absinthe. The front which gold, silver, colored beads and pearls were worked into fanlike designs these, in turn, being embroidered with dainty roses in white floss silk. Even the ancient tabard, which dates back to Chaucer's day, is being made to serve as a model. The tabard originally was a loose short-sleeved garment, worn by knights over their armor, and the fact that it usually was emblazoned with the coat of arms of the wearer brings it right up to date in the present demand for em

### England's Wind-Swift Navy.

New York Tribu Much the swiftest vessels in the world uilt for heavy fighting are England's battleship cruisers." The Indemitable, "battleship cruisers." The Indomitable, the Invincible and the Inflexible have de-veloped a speed of from 25 to 27 knots and are faster by several knots than the Dreadnought. The Indefatigable, launched the other day, will undoubtedly equal the best of them, and it is now announced that the Orion, the keel of which is about to be laid, is designed to show a speed of 28 knots. If this thing keeps on, King Edward's "super-dreadhoughts" will be traveling at the present rate of his finest

## IN THE MAGAZINE SECTION OF THE SUNDAY OREGONIAN

torpedo-boat destroyers.

ACHIEVEMENTS DURING

THE YEAR 1909 Accomplishments by expert skill, coupled with brains, to forward man's onward march.

#### OREGON OFFICERS IN UNITED STATES ARMY

Twenty-six commissioned men on the active list and nine who have retired from service.

#### RICH MEN WHO ARE ACTIVE CHURCH WORKERS

Multi-millionaires who devote Sundays and some weekdays to institutional and evangelistic work.

# OREGON STEAMBOATS

THAT RAN AWAY Humorous incidents connected with navigation near Portland in pre-railroad days.

### CONFIDENTIAL CHATTER WITH CZAR OF RUSSIA

The Japanese Schoolboy takes awful liberties with the Hon. Nick.

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