

# The Oregonian

Entered as Second-Class Matter, Postoffice at Portland, Oregon, Postoffice No. 1037, Second-Class Matter, March 10, 1878.

Subscription Rates—Invariably in Advance.

BY MAIL: Daily, Sunday included, one year, \$5.00; Daily, Sunday included, six months, \$3.00; Daily, Sunday included, three months, \$1.75; Daily, Sunday included, one month, .75; Daily, without Sunday, one year, \$4.00; Daily, without Sunday, six months, \$2.50; Daily, without Sunday, three months, \$1.50; Daily, without Sunday, one month, .50; Weekly, one year, \$2.00; Weekly, six months, \$1.25; Weekly, three months, .75; Weekly, one month, .25; Sunday and weekly, one year, \$3.00; Sunday and weekly, six months, \$1.75; Sunday and weekly, three months, \$1.00; Sunday and weekly, one month, .35.

(City Carrier.) Daily, Sunday included, one year, \$5.00; Daily, Sunday included, six months, \$3.00; Daily, Sunday included, three months, \$1.75; Daily, Sunday included, one month, .75; Daily, without Sunday, one year, \$4.00; Daily, without Sunday, six months, \$2.50; Daily, without Sunday, three months, \$1.50; Daily, without Sunday, one month, .50; Weekly, one year, \$2.00; Weekly, six months, \$1.25; Weekly, three months, .75; Weekly, one month, .25; Sunday and weekly, one year, \$3.00; Sunday and weekly, six months, \$1.75; Sunday and weekly, three months, \$1.00; Sunday and weekly, one month, .35.

How to Remit—Send Postoffice money order, express order, postal note or check on your bank, or cash. Give name of office at the sender's risk. Give address in full. Postage—In 14 page, 1 cent; in 16 page, 2 cents; in 18 page, 3 cents; in 20 page, 4 cents. Foreign postage 50 per cent. Business Office—Varco & Conkling, New York, Brunswick building, Chicago, street building, Chicago.

PORTLAND, TUESDAY, SEPT. 6, 1910.

## MR. HILL ON FOOD PRODUCTION.

In the address by James J. Hill, written for the Portland Livestock Exposition, Mr. Hill reiterated with new emphasis those fundamental truths concerning the sources of food supply and the cost of living which he has been teaching for a long time. The logical frame of this address is simple and its significance portentous. Notwithstanding our rapidly increasing population the number of domestic animals in the United States is actually decreasing. The receipts of livestock at the Chicago stock yards fell off more than a million and a half head from 1908 to 1909. Taking hogs alone, perhaps the most important of all the food animals, the receipts at the thirteen principal markets in the country diminished by more than five and a half million between 1908 and 1909. If this keeps up what are we coming to? Who will be able to eat meat five years from now with a demand constantly growing and a supply constantly diminishing? Mr. Hill then proceeds with his impressive command of industrial information to show that this process is likely to continue. It is not a mere transient phenomenon due to causes which will presently disappear, but is a condition which will be accentuated by more intelligent effort is brought to bear.

The tendency has been plain for many years to those who would take the pains to see it. "It has been written in our statistics for many years if anyone cared to look for it," to quote Mr. Hill's phrase, "that the number of our exports of livestock are falling off since the number of head reaching the primary markets has decreased. But it will surprise many to learn that this country exported 40 per cent less live stock in 1909 than in 1908. The simple fact is that food production is falling behind food consumption in the United States. We are confronted with the specter of falling nutrition, which Malthus predicted would appear everywhere in the world sooner or later, and it brings high prices, hardship to the industrious poor and impoverishment to the soil. But Malthus taught that the failure of food was a fate that could not be avoided.

Mr. Hill shows pretty clearly that in our case we have ourselves to blame. If our returns are falling it is because of the decline in livestock production is singularly interesting. In primitive times, before the railroads were built, the only way to get crops to market profitably was to feed them to cattle and hogs which carried the surplus to market. Now the railroads have made transportation cheap and facile and it seems to pay better to market the grain in its natural state. It follows that the farmers do not raise so many animals as formerly. No doubt this is one reason why the number of domestic animals has declined, but of course there are many others. The attractive simplicity of grain farming must not be overlooked. To raise a crop of wheat or corn, prepare it for market and sell it out of hand requires no special skill of the brain and never the farmer long tedious hours during the winter months. Raising livestock is a very different matter. It requires knowledge of breeds, problems of diet in the winter, and it is necessary to wait for returns, a month or more, before the intellectual inertia of the farmer inclines him to wasteful grain production. In his industry the farmer follows the line of least resistance, often to his serious loss.

The increasing value of land has been another factor in curtailing the number of food animals. This has kept the farmer of small means with his nose to the grindstone. He found it necessary, in order to pay rent and taxes, to produce whatever would bring in immediate returns and had neither time nor capital to take advantage of scientific methods. The destruction of the poor is their poverty. As Mr. Hill points out, the neglect of animal industry on the farms has necessarily led to impoverishment of the soil. The farmer has neglected the elements from the land and restoring little or nothing has caused the yield of wheat and corn to decline steadily until now it is less than half what it should be per acre.

Of course the remedy for this discouraging state of things is a radical change in our methods of agriculture. Conservation of the soil is more important than any other branch of that much discussed subject, and it is providential that it can be accomplished without any legislation or sectional quarrels. Nothing is necessary but a moderate amount of intelligence on the farmer's part, a determination to abandon wasteful methods for something better, and capital enough to enable him to put his improved ideas into practice. The farmer of small means and intelligence is the cause of all blunders on the farm, so they are indispensable to progress. Not only must we have farmers who are better informed but we must also have more farmers if the food supply of the country is to be overtaxed. Where are the farmers to come from? It is all very well to urge boys to stay on the farm, but who can expect them to work in the country for a dollar a day when they can earn four in the city with less labor? At the very base of declining food production lies the lack of men to do the manual labor of raising it. It would be very interesting to hear Mr. Hill or somebody else tell where these men are to be obtained. Exhortation will not create them. No amount of argument will convince a man that he is better off working twelve hours a day for one dollar than he is working eight hours for four. No doubt the food problem admits of solution in

## BURDENING THE PEOPLE.

No doubt the people are, or would be, well qualified to vote on thirty-two initiative and referendum measures if they were fully studied and understood. Yet they are never thoroughly scrutinized by all the people nor will they ever be under the present system. No question as to whether the people are intelligent enough to pass on these many measures is avoided.

The average citizen does not and will not inquire carefully and fully as to all initiative measures, nor is it reasonable to expect that he should. Certainly he is competent to say what he wants, just as competent as the legislator, amendment and orderly arrangement. The initiative as we know it is the negation and repudiation of all these. A legislature is not perfect, but being made of human beings, is far from perfect. Yet how is a legislature to pass on 300 or more subjects an improvement on a legislature of 90?

Why cannot the initiative be confined to elemental questions upon which the people desire to pass and upon which, then, they ought to pass?

## FOREIGN TRADE GAINS.

The Bureau of Statistics of the Department of Commerce and Labor has just completed a summary of the foreign trade for the first seven months of 1910. These figures which show a considerable gain in imports over the figures for the same period last year, offer some strange contradictions to the statistics of our political economists who have pleaded eloquently for "the old flag and an appropriation" for a ship subsidy on the ground that we were losing trade by not having an American merchant marine. With an enormous amount of tonnage in the hands of the Atlantic coast, the foreign trade with Europe has always been skillfully avoided in these arguments for a subsidy. The particularly "horrible examples" of what we have been losing are South America and the Orient.

The Hon. John Barrett has bewailed our lost opportunities for trade with South America, and like his fellow subsidy seekers has always placed the blame on those who oppose a ship subsidy. Congressmen, however, have felt equally sorrowful over the trade we were losing with the Orient because we would not subsidize ships to carry it. Now come the official figures which inform us that in the seven months ending with July 31st, the purchases of Europe, with unlimited transportation at the lowest rate prevailing anywhere in the known world, were more than \$40,000,000 less than for the same period last year. South America on the other hand, in the same period, showed a gain of more than \$10,000,000. The ship subsidy seekers tell us we labor under, in the first seven months this year bought more than \$11,000,000 worth more goods from us than she bought in the same period last year.

## GOOD ROADS INCREASING.

Somebody said that "necessity is the mother of invention." It might truthfully be added that it has brought into existence a great many conveniences which do not exist anywhere else. One of these is the automobile. Among these might be mentioned the good roads in localities which would be inaccessible without them. We observe for instance that Coos County has expended \$200,000 on roads within the past year. Considering the size and population of that remote county, the sum spent for roads is remarkably heavy, and is a fine tribute to the enterprise of the people. Had Coos County been favored with railroads or other means of rapid transit, the inhabitants would have moved around and handled their products. It is not improbable that the necessity for wagon road improvement would have been less pronounced. This thought is suggested by conditions in Washington County which enjoys a magnificent automobile road system, and has accordingly deemed it unnecessary to engage very extensively in road improvements.

Over in Tillamook county, which for years has been shut in from the outside world, the citizens are suffering from the bad effects resulting from no railroad transportation by building a remarkably fine system of wagon roads. These roads are so much superior to those of the counties lying near to Portland, and in which the opportunities for building are much better, that every outsider who uses these Tillamook roads is amazed at their excellence. Lincoln County has been for a number of years favored with rail transportation, and while it was in a degree benefited, it has only reached a small portion of the county. It seems to have checked any possible desire for such comprehensive and complete road building as has been going on in Tillamook and Coos counties. While Tillamook County began building before the automobile had commenced to figure as a prominent factor in the transportation problem, the appearance of the machine has materially promoted the cause of good roads.

a railroad, but all of the money that has been spent in building good roads will bring better returns than ever before, for these highways will admit of more rapid development than would be possible with bad roads.

Five thousand Democrats have registered as Republicans that they may take part in the Republican primary in Multnomah County September 24. Is it worth while to try to exclude them? It cannot be done, of course, while for purposes of controlling Republican nominations and entangling the issues they are willing to perjure themselves by making oath of their false allegiance to an opposing party.

The Siletz Indian reservation is again the scene of a shooting scrape in which a drunken Indian, sitting by the roadside, was fatally wounded, an apparently innocent tribesman. There is something radically wrong either with the Government policy regarding the Siletz Indians, or with the local authorities in the vicinity of the reservation. The trouble of course is not of whiskey is enough to start trouble, that a little more vigilance on the part of the Lincoln County authorities might shut off the supply of this death producing liquor. But even if the Indian succeeds in getting his glowing head filled with poor whisky, he should not be permitted to wander at will with loaded firearms in his possession. The Siletz Indians when sober are a very peaceful and mild mannered tribe, but some of them have imbibed so many of the vices of their white neighbors that a single drink of whiskey is enough to start trouble. There should be some means by which they could be prevented from getting liquor.

## LAWYERS AND JUDGES.

Let us try to get our bearings on the attitude of the lawyers, or some of them, in the campaign of this Sunday may be looked for with increasing frequency as the alshpurg people are praising and defending the assembly for the lawyers. Not all, to be sure, for the results of the lawyers' assembly have not wholly pleased everyone. Lawyers who believe in assembly some of the time for the lawyers, but none of the time for the Republican party.

But are the lawyers better judges of good judges than the people? If the lawyers know better, why do they not pick out the best? What is the best for them (best for the people, we mean, of course) why do these same lawyers tell us that in every other matter where the lawyers are not directly concerned the people are the perfect and infallible judges of what is best for the people? Don't they know a good judge when they see him, or do the lawyers only know a good judge, and to the lawyers only should be left the duty of picking out judges, and do these same lawyers deny to the people's representatives in a party assembly the right to suggest or recommend to the people the candidates of the party? Why do the lawyers say that one thing is a good thing and the other a bad thing? Is the suspicion justified that the one is a good thing for the lawyers and the other a bad thing for the lawyers? Perish the thought. We really think better of the lawyers. Certainly they ought to be able to give the most interested advice when it is gratuitous.

The lawyers, of course, in discharge of their self-imposed duty of relieving the people of naming the judges, by kindly telling the people what to do, designate as judges the material among the lawyers. Natural. The best equipped lawyers will undoubtedly make the finest judges. The judges nominated by the lawyers represent therefore the highest type of character, intellect and legal ability, for they are chosen from the top of the heap of lawyers. If the lawyers know who will make the best judges, the judges, being the best of the lawyers, have even better judgment on that subject than their fellow-lawyers in the ranks. If it is a good thing, then, for the lawyers to name the judges, why is it not a vastly better and wiser thing for the judges to name their own successors? We pause to hesitate, as To go would say.

Take the case of Judge George H. Burnett, of Salem, nominated for the Supreme Bench, after a long and able service as circuit judge. The lawyers in their assembly passed him over. Why? No judge in Oregon has a finer record. No one has more completely the respect and confidence of the people. The public knows him for an energetic, capable and upright judge. His opponents are hard put to find something to say against him. They dare not say the things that have turned the lawyers, or some of them, against him, and that is that he is not a lawyer. Yes, that is the non-partisan argument for the so-called judge. His opponents are hard put to find something to say against him. They dare not say the things that have turned the lawyers, or some of them, against him, and that is that he is not a lawyer.

James J. Hill is consistent in advocating return to the soil, for his roads have opened many avenues in that line, but most people will put off the return until dead.

Colonel Hofer is running for Governor on his record as a rainmaker and his pull with divine Providence. A good rainmaker ought to let well enough alone.

It was naturally to be expected that Mr. Roosevelt would endorse labor on Labor day. He would believe in immersion during a cloudburst.

A new type of warship. The colossal Dreadnoughts have held their own as the standard warships about as long as was expected. Nobody supposed that they would be the permanent type of armed vessels. Their expense and their unwieldiness were against them from the outset. Critics predicted that in action the Dreadnought would be a great disadvantage compared with more active lighter vessels. It was recalled that the huge ships of the Spanish Armada were no match for the smaller English craft which sailed round them with the greatest ease and took up advantageous positions at pleasure. The case might be similar with the mammoth armored battleships of modern times if they ever came into conflict with swift vessels of greater speed and handier management.

A fairly matched battle between two modern fleets has never yet taken place. In the fight between the Japanese and Russians off the Coast of

## RICH FRUITS OF EDUCATION.

Brilliant Answers of High School Pupils in Recent Examination.

Following are some of the answers made by the pupils of a high school in this part of New York State to questions put to them in the Regents' examination: "Political rights are certain rights granted only certain sexes."

"The relief of a country is where another country takes it away from the country to which it belonged."

"The relief of a country means that when the winter has passed and warmer weather has come, the water runs in the river 12 miles."

"The relief of a country means that when the winter has passed and warmer weather has come, the water runs in the river 12 miles."

"The relief of a country means that when the winter has passed and warmer weather has come, the water runs in the river 12 miles."

"The relief of a country means that when the winter has passed and warmer weather has come, the water runs in the river 12 miles."

"The relief of a country means that when the winter has passed and warmer weather has come, the water runs in the river 12 miles."

"The relief of a country means that when the winter has passed and warmer weather has come, the water runs in the river 12 miles."

"The relief of a country means that when the winter has passed and warmer weather has come, the water runs in the river 12 miles."

## RAISING OF MORE LIVESTOCK IN RELATION TO FOOD SUPPLY.

Address by President James J. Hill, Prepared for Portland Fair and Livestock Exposition: More Mouths Than We Can Feed at Present; Recommendations; Livestock Should Be Inseparable Adjunct of Agriculture.

The raising of livestock has a twofold relation to the food supply of any country. Directly, it furnishes the meat diet; and indirectly, as the most valuable of all aids to the cultivation of the soil and the growing of crops, it helps to furnish the best diet for the interests which you represent may, therefore, be said to add doubly upon the agriculture of the country and contribute twice to its welfare.

The receipts of all kinds of livestock at the Chicago stock yards for the year 1909 were less than in 1908, although the total valuation increased over \$5,000,000. The receipts of hogs at 15 principal markets in 1909 were \$58,312,212 less in 1909 than in 1908. The total number of cattle in the country has declined 3,000,000 in the last three years, and of hogs 2,000,000.

Necessarily prices have gone up. The breakfast table of the rich and the dinner table of the poor are both poorer for the lack of meat. The price of native beef cattle and Western range cattle sold for the highest prices on record in the Chicago market in 1909. The price of hogs has advanced 27 per cent. Increase of population, changes in agriculture, drift of population from the farm to the city, and the increase in the number of mouths to be fed, even where numbers are not reduced, as in the case of horses, which are more numerous than ever in this country, the proper proportion has not been maintained. For in spite of the lessening demand for the horse, due to the trolley and the automobile, the number of horses has increased.

The indirect relation is of still more consequence. The raising of livestock at the service of the people, raising a crop to market, the hauling of that crop to the nearest point of shipment and the freight rate would amount to more than the grain would bring. Now the railroad everywhere, with its reduced rates, has made practicable the carriage to market of all soil products which it has not been able to put under cultivation of the great ranges of the West and South-west where grazing was once the only industry. The present transportation period, and it is the business of such organizations as this to forecast future conditions and endeavor to meet them.

The people of the United States must not be forced, like the peasantry of Europe, to deny themselves the pleasures of a luxurious life. It is our duty to look like Great Britain, outside their own borders for a supply. On the contrary, it is desirable that we should not depend on our own people to maintain those other food products of food animals and other food products which we have to so considerable an extent paid our money for. The figures of our foreign trade emphasize the lesson of domestic production and price reports. In the last five years our exports of meat and dairy products fell from \$211,000,000 to about \$130,000,000, and of cattle, sheep and hogs from \$45,500,000 to about \$19,000,000. The decline in our exports of food products; a trade change so sudden and so tremendous that the country may well take alarm.

When we change our industry we must soon cease to be self-supporting as far as food is concerned. This sounds absurd, but it is the fact. Our exports of fertile land, our relatively scanty population and the part we have played in feeding the world in the past. But the figures prove it. The foreign trade in cereals is the same as that in meat products. Between the five years ending with 1904 and the five ending with 1909, the decrease of our exports was over 40 per cent. Our round numbers, our exports of foodstuffs in crude condition and food animals were \$108,000,000 for the 11 years ending May 31, 1910, and \$132,000,000 for the same period in 1909, and \$181,000,000 in 1908. Our exports of foodstuffs partly or wholly manufactured for the same three five-year periods were \$240,000,000, \$281,000,000 and \$210,000,000. The wheat exports were 46,000,000 bushels, 64,000,000 bushels and 95,000,000 bushels. The four exports, 8,500,000 barrels, 10,000,000 barrels and 13,000,000 barrels. The force of these figures cannot be evaded or misinterpreted.

Food consumption in the United States is increasing more rapidly than the population. The explanation of the falling off in exports of all forms of food products. It has been written in our statistics for many years if anyone cared to look for it, that we take two five-year periods and compare the averages it will exclude the possible unfairness of matching similar good years. The average for the five-year period 1873-1885 is compared with the five-year period 1904-1908, 25 years later, the change is impressive. In the quarter century our population increased 64.5 per cent, our wheat production 45 per cent, and our domestic consumption of wheat and flour \$2.7 per cent. Not only has the population grown, but the consumption of grain has risen from 5.7 to 8.4 bushels. The percentage of our total domestic production of wheat and flour which was exported was 24.30 for the first and 17.32 for the second five-year period; a decrease of more than one-half.

It is the means to preserve its prosperity and control its own destiny must make sure that its food supply is adequate and will continue to be so. To reverse our present course, to free ourselves from our present dependence on foreign prices, which has already gone so far, is the item of the conservation program more important to us than all the others combined. It requires conservation of the soil. It requires no expensive machinery, no subordination of local to Federal interests, nothing but industry, intelligence and willingness to follow the teachings of experience. To insist upon it is especially the duty of all who, like those gathered here, have interests inseparably connected with the preservation and increase of soil productivity.

In "Highways of Progress" I have demonstrated that this country might easily double its wheat yield per acre and make a similar gain in the quantity of everything produced from the land. To do that would be only what Great Britain and Germany are doing; to do less than Holland and Denmark and those other countries where modern ag-

## ED. HOWE'S PHILOSOPHY.

Ed. Howe's Philosophy.

Militiamen don't rear back so far when they stand still as regulars. Three-fourths of the woman does her husband calls puttering.

Did you ever notice that the woman on a silver coin wears a pompadour and the man on a nickel wears a pompadour?

If you want to make a fool of yourself, opportunity knocks more than once.

When a man remains a bachelor his mother is very proud of him. "He is too smart," she will say, "to be caught by any woman." But when her daughter remains a spin, why, that's different.

Many a well-behaved husband thinks that if his wife should go away to spend the summer, the other woman would pay him a visit. "I don't know," says a man who has sent his wife away for the summer, "but I have been rudely shocked by receiving no attention at all."

Let a man get the idea in his silly noodle that he is very popular, and that the people are crazy to elect him to a position of honor, he will be disappointed. He will find that the people are not so easily fooled.

Future Tomb of Ex-Empress Eugenie. When in the fullness of time the Empress Eugenie comes to die she will be interred in a tomb which is unique in England, if not in the world.

There has just been made a remarkable addition to the mausoleum in the Benedictine Abbey Church at Farnborough, England, which was built by the Empress Eugenie at a total cost of \$500,000.

On either side of the high altar are granite sarcophagi containing the remains of Napoleon III and the Prince Imperial. Behind the altar is a small door leading into the monastery, and over this an arched window has now been built into the wall. It is designed by French architects, and is of stone throughout. This new work forms the framework of a tomb, the third which the church is destined to receive, and in which the Empress is to be interred.

Explaining His Position. Kansas City Journal. One Kansas editor, who was a candidate in the recent primary, was asked the other day what position he took editorially in the Republican fight.

## WIRELESS DETECTS THUNDER STORMS.

Wireless Detects Thunder Storms.

The wireless telegraph is used in Spain to detect the approach of thunder storms.

Disposal of Idle Rich. New York Press. The aeroplane bids fair to solve the problem of what to do with our idle rich.

Somebody said that "necessity is the mother of invention." It might truthfully be added that it has brought into existence a great many conveniences which do not exist anywhere else.

One of these is the automobile. Among these might be mentioned the good roads in localities which would be inaccessible without them. We observe for instance that Coos County has expended \$200,000 on roads within the past year.

Considering the size and population of that remote county, the sum spent for roads is remarkably heavy, and is a fine tribute to the enterprise of the people. Had Coos County been favored with railroads or other means of rapid transit, the inhabitants would have moved around and handled their products.

It is not improbable that the necessity for wagon road improvement would have been less pronounced. This thought is suggested by conditions in Washington County which enjoys a magnificent automobile road system, and has accordingly deemed it unnecessary to engage very extensively in road improvements.

Over in Tillamook county, which for years has been shut in from the outside world, the citizens are suffering from the bad effects resulting from no railroad transportation by building a remarkably fine system of wagon roads. These roads are so much superior to those of the counties lying near to Portland, and in which the opportunities for building are much better, that every outsider who uses these Tillamook roads is amazed at their excellence.

Lincoln County has been for a number of years favored with rail transportation, and while it was in a degree benefited, it has only reached a small portion of the county. It seems to have checked any possible desire for such comprehensive and complete road building as has been going on in Tillamook and Coos counties.

While Tillamook County began building before the automobile had commenced to figure as a prominent factor in the transportation problem, the appearance of the machine has materially promoted the cause of good roads.