The Oregonian

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PORTLAND, THURSDAY, DEC. 27, 1910.

THE VANISHING WAR SCARE.

It must be admitted that the preminaries of the war scare orked up with some skill. The scret communication" from the Secretary of War to Congress was managed with a certain definess. Its sly clandestine delivery, the stentatiously frightened manner of its rejection and withdrawal, the vistons dire of impending invasion which vered like a cloud over the country while the play west on, all these things must be admired as parts of a drama which was intended to scure the American people out of their wits and cause them in a frenzy of terror to favor the creation of an immensely expensive standing Army. Fortunate-Mr. Tawney and a few other Congreenach were on hand with their cont intelligence. The single word "Hobsonize," uttered in the nick of as by the man from Minnesota, won half the battle for common sense. Neither Congress nor the country could be Hobsonized as our frenzied military promoters fancied they could and the war scare seems to have died ut before it did much harm. But it is still interesting, even if the desired punic did not sweep over the land, to inquire what motives could make anydy think of setting it going. The motive of Mr. Hobson and a

others like him are perfectly There is no mystery whatever about these men. They are simply mad. They think of nothing but treasons, stratagems and wars. They dine on gunpowder and sup on slaughter. Everything they say about the miliis discredited from the outset by their known susceptibility to nightmares and insane delusions. The mil-Stary officials themselves belong in another entegory. They are not actually out of their heads with baseas fright over imaginary invasions, but they stand ready to take every possible advantage of such delusions in others. Their professional interest is naturally on the side of a huge military establishment with all the parades, maneuvers and millinery that To them Mr an be attached to it. Hobson is a valuable bit of capital, They invest him and reinvest him and make all they possibly can out of his rattling tongue and his empty head. They are not to be blamed for doing It is natural and perhaps proper for the army chiefs to magnify their calling and utilize every tool that presents itself. Still it would be more to their credit to appeal candidly to the reason of the people than to try to gain their ends by melodrama and hysteria.

The American people understand pretty thoroughly that in the present condition of the world a well-equipped navy is essential to the National sufethe utility of coast defenses and does not disapproreasonable standing army. But on the other hand, intelligent Americans But on have very definite ideas about the magnitude of the Army which is es-sential for defense and they do not intend to be frightened into supporting a vast establishment either for aggresssion or to puff up the vanity of a coterie of military intriguers. Some of the arguments set forth by the Hebsonizers to support their wildbellicose schemes will be laughed at in many a quiet home where the family reads the papers and knows what the world is doing. Take, for example, the nerve-shattering stateont that "100,000 troops can be sent across the Atlantic in eighteen days to affack us by any one of three or different European nations. Therefore we must set up a standing force of some half a million men to The intelligent Dakota farmer will ask what European Nation is in a situation to attack the United States with 100,000 men, or ith 10,000. Is it Germany with Hussia hovering on her flank and the cialists watching for their opportunity within? Germany has already ade almost abject concessions to the United States rather than think of trouble with us. Has England 100,000 troops to dispatch across the Atlantic for our destruction? She has all she can do to defend India and Egypt. It is still more ludicrous to imagine France playing the part of our in-What nation remains, then, which is to send out the invading host? Pin your Hobsonizer down to hard facts and he flattens out very What he wants is a whole circumambient atmosphere to throw meelf about in and shout.

The Dakota farmer will also won-der how this invading host is to get past our Atlantic fiset. The military manises seem to forget that we have a fleet sailing the ocean, one perfectly prepared for whatever may happen second only to Great Britain's in number of available units. The notion of sending 100,000 men across the Atlantic in one expedition is in tiself a little crany. It savors of hasheesh. And supposing the miracle were to be undertaken by some misguided power, how would numberless flotilla be prot protected from our warships, from torpedoes, from swift-sailing destroyers? ly, what would become of the 100,000 men after they had landed, if they ever did land, in the midst of an armed population of 90,000,000? We know how Napoleon's army fared in Military history shows that no army can hold a position on a hosand if it has not control of the sea it cannot even land.

thing similar from the Atlantic to the Pucific along the Canada border. Think how fearfully unprotected we are all the way from Maine to Puget Sound. Then would come the I Const and the Mexican border. uld-come the Pacific Lilico Death they are insatiate. The more they get the more they want. best way to deal with them is to give them nothing which is not warranted by cool reason and bard common

Meanwhile let us go ahead with the wise labor and wiser duty of building up a superior Navy.

IN MASSACHUSETTS.

The case of Senator Lodge, of Masinchusetts, is giving much concern to the New York World. The Massachusetts Legislature is Reuphlican, but the majority is small and the Repub-lican revolt against Lodge is formidade. The World wants the Democrats to unite with the "Insurgent" Repubcans and elect a "progressive" publican. It is assumed that the publicans will not agree to the elecion of a Democrat.

Why not? Republicans have no duty any more to vote for a Republican for Senator, or Democrats a Democrat for Senator, if they have what they esteem a superior obligation to beat somebody with anybo Here in Oregon the Republican Leg-islature elected Chamberlain,, a Democrat, and in Kentucky the Demorutic Legislature elected Bradley, a Republican. In Illinois the Democrats and Republicans elected Lorimer, a Republican, and the Senate committee ould find no proof of corruption. Se

t was all right. In Massachusetts the game is any thing to beat Lodge. We guess the insurgent Republicans will not hesitate to do it with the first available club, just as the Democrats took up a former Republican (Foss) and first fected him to Congress in a rockribbed Republican district and then nade him Governor. Massachusetts Democrats and Republicans are nothing if not polite to each other.

THE NEW PASHION IN CHARITY.

Mr. Rockefeller is acting toward the Chicago University like a good father who sees his son safely through the days of his boyhood and then tells him to make his own way in the world. But it is with something more than a good stomach and a warm coal that the university begins its independent career. The \$10,000,000 which Mr. Rockefeller bestows as his farewell benefaction is the end of a ong series of gifts. The grand total of them approaches \$25,000,000, more ody before our time ever dreamed of giving to an institution of learning, or any other institution for that matter.

What charity did in former ages is as nothing to the enormous sums on millionaires have fallen into the habit of tossing out to schools, churches and all sorts of kindly enterprises. For the last decade each year has witnessed some endowment more magnificent than anything gone before. If the competition in benevolence conues for a dozen years more we shall perhaps see new universities start out in life with endowments of half a billion dollars. When that good time mes it may be possible to pay the professors living wages, something that has never yet been achieved.

One of the curiosities of modern mevolence is the care it takes to avoid doing harm. Old-fashioned charity, as we all know, gratified the weak sentimentality of the donor, but as a rule it debased the recipient. One of the hardest problems our millionaires have had to solve is that of giving away their money without multiplying misery. Endowing colleges has always been a comparatively harmless mode of dispensing superfluous treasure and there was a time when it was probably more useful than any But at present there is a feeling in the air that we have colleges enough. To enlarge an educational endowment already begun is very well, but for goodness' sake, don't start any new ones. This counsel is usually in-cluded in first aid manuals for millionaires nowadays and they are heed-ing it. Such benefactions as the Sage foundation and the Carnegie fund for pensioning teachers seems to promise more usefulness just now than anything that could be done for a nev college.

_ RAILROADS SEEKING REST.

Mr. Jacob Schiff, who is a financier as well as rallroad man, makes a strong point in demanding that the railroads shall be protected from con-flicting orders of state and Federal Railroad Commissions. With every state that has a railroad commission seeking to regulate the railroads in accordance with the local needs, and with the Federal Commission in almost continuous session listening to the complaints of various firms and localities, the men who manage our railroads have for the past three years been leading a very strenuous life. Whatever may have been the abuses that brought down the avalanche of investigations, the attitude of the investing public at this time makes it quite plain that the discipsed roads must be given a breathing spell or else abandon all attempts at mproving their service.

In the language of President Taft. the existing legislation with reference to the regulation of corporations and the restraint of their business has reached a point where we can stop for awhile and witness the effect of the vigorous execution of the laws on the which certainly did exist and which roused the public to the needed re-form." In other words, the tions have received a pretty drubbing for their misdeeds of the past, and it is no more than right to give them a chance to behave themelves. There are so many local ques tions arising for investigation by state commissions that it would be a physical impossibility for the Federal body to act on them, but it might not be a difficult matter to arrive at some plan or system by which there would afflict between the state and

the Federal commission There is a steady improvement in the relations existing between the people and the railroads, and, if Mr. Schiff's suggestion that no stock be issued under par be followed, not much difficulty will be encountered in determining what dividends a rall-road may reasonably be expected to earn. Just at present, the greatest difficulty encountered by the roads in if the military fanatics should financing new projects is the more frighten the country into setting up vast garrisons along the Atlantic, their next move would be for some—

The recent crusade against the roads in the roads i

has demonstrated that the public is no longer willing to submit to excessive dividends on watered stock, nor to cutting of "melons" which in the laxation for the railroads. This leaves the railroad investment in the same lass as the Government bond, inasmuch as it can hold out no hope to he investor of more than a fair in

terest earned on his investment. Money placed in industrial under-takings, mining or other lines of innt, still has earning possibilities far in excess of the 6 and 7 per cent which the railroad as a public service institution is supposed to earn. The continuous investigation and regula-tion which put railroad securities in the doldrums has apparently run its course, but the possibilities for conflict between the state and the Federal commissions, are not yet hausted, and care should be exer-cised lest they inflict needless burdens railroads and indirectly retard commerce.

ANTI-THRIFT OF SINGLE TAX.

The single-tax scheme aims to strip sors of landed property. It is a variation of socialism, which purposes o abolish private property in all the activities of production and distribution and also in the goods that one persons owns better than another. single tax, then, is socialism in land. R belongs to the world-old effort of the thriftless to share the property of more industrious and frugal neighbors.

That, too, is Mr. Wagnon's endeavor to take from more successful neighbors than himself the fruits of their labor and saving as represented in land. Since Mr. Wagnon owns noth ing to speak of in landed property. he is an authority on single tax. one aim of the single-taxers," he says, is to destroy land monopoly, and the one way to destroy land monopoly is to make it expensive (through taxation) for anyone to own land that he is not using."

To reconcile the many owners of small land "monopoly," this apostle of single tax proposes a "graduated tax" that will apply in ascending scale according to the value of the land. But this would deprive every little fand monopolist of whatever expectamay have that his lot of tions he ground will grow into large value; the abor he has expended through many years in carrying his lot is to count for nothing in his own future prosperity; the improvements that he has nade at high cost, and that have started the growing value of his lot are to be taken possession of by the state after the lot shall have reached a certain value.

Let no "little fellow" be deceived Single tax proposes in this business. the seigure of all land by the state that is the meaning of its jargon, "abolition of land monopoly." Lands of large and of small values are all the target for single tax. Expectations based on growing values of land would be abolished, since the one purpose of single tax is to take the earned increment" from the individ-ual and bestow it on the "public." Men and women who have invested their savings in land at the progres sive stages of its value are to be stripped of the fruits of their industry, while those who nave and "unloaded" are to possess their while those who have "sold out riches untouched.

There is too much single tax in Oregon already. Too little personal property is taxed. Yet here presents itself a scheme to pile on more tax on

land. We think the people of Multnomal County will not adopt this tax fad; and that the people of Oregon will not. But the threat of this fad is feit thus early. The city finds sale of its Broadway bridge bonds arrested until prespective purchasers shall learn the meaning of this fresh U'Renism; that is, until they shall know the effect of the proposed fad upon land and other property in Portland that are the basic security for the bonds.

THE COUNCIL AND SALOONS.

The "model" saloon license is suffering somewhat at the hands of the City Council, mostly from delay.

The public is in no great hurry, of ourse, and it does not expect any 'model" license to suit all Councilmen or all people. But it does look for a regulatory measure that regu lates to go through the Council, and that at no very distant day. If the Council, or any of the Council, fancies that the public has lost interest, it is certain to have a sharp awakening. It will be better and wiser, we think,

for the Council to pass a strong and effective measure of saloon control than to permit an appeal to the posple through the initiative. But su an appeal will undoubtedly be made if the Council "falls down." Then the Council, the saloons, everybody but the prohibitionists, will be real sorry.

BIGGEST SHIP, REST LUMBER.

Portland has dispatched so many big lumber cargoes to all parts of the known world that the clearing of a shipload of our great staple no longer attracts special attention. An excepin the case of the German bark Omega, a 4000-ton carrier which was towed seaward from Portland

yesterday morning.
The Omega, at the time of he launching, was one of the largest sailing ships affeat, and the carge with which she cleared yesterday was suficient to load two of the ordinary lumber carriers of twenty years ago. But this big cargo of high-grade lumber which filled the Omega to her capa-city, is all to be used in the deck of a single vessel, the Europa, the largest steamer in the World. All kinds of omparisons have been drawn for the purpose of properly describing the immensity of this coming greatest of all steamships, which will be 900 feet long, 95 feet beam and nine "stories" deep, but few of these comparison give a more striking idea of the immensity of the new ship than the that the entire cargo of a 4000-ton ship is required to supply the decking

The Europa is to be so much larger than any vessel yet constructed that, when launched, she will, for a time at least, be one of the wonders of the world. She will have a canacity of will have a capacity of more than 4000 passengers and will carry a crew of 1000 men, so that when carrying a full passenger list there will be a floating population as large as that of a moderate-sized city.

shipload of Oregon pine for decking that Portland and Oregon would come in for an immense amount of valuable advertising as soon as this monster of the deep begun operations, but this is what will happen.

The immensity of the steamer will make it a favorite topic in newspapers of all classes and descriptions of the craft will be printed in every promi nent technical magazine and newspa-per in the world. Wherever these descriptions appear the fact will not be overlooked that an entire shipload of Oregon pine was used in building the decks of the mammoth steamship. The builders of the Europa had the world for a supply station, and in ending 15,000 miles away from the shippard for the Oregon lumber, they paid the highest possible tribute to the merits of our great staple.

St. Louis and Kansas City capital is being subscribed for the purpose of es-tablishing a line of steamships to ply orleans Progressive Union is through aiding the project and will send a spe-cial ambassador to Brazil in the interest of the enterprise. St. Louis and Kansas City are located in a part of the country where ship subsidy sentiment has usually been quite prevalent This sentiment has differed from that found around New York and in the obbies and press bureaus of Washington, as it was mostly the result of an honest desire to upbuild the American merchant marine. Now if the patriots in that portion of the West are actually willing to subscribe money for ships, they should "about face" on the subsidy proposition and in lieu thereof demand the right to secure ships wherever they may find There will be plenty of ships flying the American flag by the time the canal is completed, provided Congress will give our citizens the right to buy them where they can buy to the best advantage.

The New Orleans papers complain f an eversupply of Northern visitors who have flocked south for the purpose of swindling, thievery and similar nethods of obtaining a living without working for it. This is one of the advantages of living in a climate where the Winters are too mild. Oregon has most healthful climate in the world. are just sufficient to make it slightly uncomfortable for the hoboes, but sa lubricus and enjoyable to the good citizens who dwell here the year round. As a result, when the days are shortest and the gentle rain falls undesirable citizens who have loafed all Summer and squandered what they earned, leave Oregon for Oregon's good and work their way fown into the banana belt. And yet New Orleans is not so exceedingly well supplied with good roads that she should scorn to give the Weary Willies a chance at the rockpile.

A resident of Oregon on tour of the Eastern States writes this to The Oregonian:

I see that you have been having some discussion of the single-tax. While on my way from Washington to Mobile I met Joseph Fels, donor of the Fels fund, and talked with him for some time. He thinks Ulen a great man. He says Ulen a great man. He says Ulen a salary sand that he gave up a law practice of \$5000 a year to take up this work. They have great hopes of carrying the measure in Multinomah County in 1912, and they are working with that end in view.

One hardly knows whether to wonder more at the magnificent emolument carned by a very ordinary lawyer at Oregon City-not the most ac tive or important there-or at magnificent self-abnegation of Mr. U'Ren in devoting himself to the pub service for so modest a sum \$2500 per year.

The steel trap which caught a burglar in New Jersey suggests something new in the way of protection to householders. In towns where the police small and noisy dogs have been greatly esteemed for their promptness in giv-ing the alarm against thieves. But since a dog makes as much noise when he hears a person go by on the pavement, as he does when a housebreaker comes through the window, his warning sometimes lacks definiteness. A steel trap set in a proper nook would not make much noise, but it would catch a burglar and hold him.

The Washington farmer who carried a charge of buckshot in his thigh for a week rather than go to the doctor may have been "gritty" or he may have been stingy. There are any number of people in the country who will sufnies before they will pay a doctor's bill or a dentist's fee. Some men never believe their wives are sick enough to need a doctor until death knocks at the door. There is nothing heroic in such conduct. Usually it arises from avarice and in all cases it shows poor judgment.

Beginning with nothing, the express companies have accumulated cross assets amounting to almost \$120,000,000 in their useful career. This leaves out of the account their rich and frequent dividends. active capital of less than \$12,000,000 they cleared almost \$8,000,000 last year. No wonder they shudder at the thought of parcels post. They can spend a good deal of money stirring up the small storekeepers and still live uite comfortably.

It is pleasant to read that the steel trust is able and willing to distribute a "bonus" of \$2,700,000 among its officers and employes. Evidently the protection we accord to this monopoly bearing fruit in the form of profits Will the time ever come when it will bestow upon the public a bonus by lowering prices a little? The favor could be appreciated.

It will be noticed that the prizering game does not stop. Given two men illing to fight, weight anywhere from 112 to 225, a big crowd may be de-pended on. Yet in every state except Nevada prizefights are unlawful. Finding the skeleton of a dinesaur

underlying the rock of New Jersey's shore is a remarkable discovery, but cks the interest that would be taken on finding the bones of the prehistoric nosquito San Francisco's withdrawal of her

request for financial aid from Con-gress for the Panama Canal Fair puts a big crimp in the aspirations of New There's one consolation: We are not so ill-prepared for war now as we

were when we went into one twelve

VENTILATION IN STREETCARS. Prevalence of Colds May Be Caused by Poisonous Air. PORTLAND, Or., Dec. 21.—(To the

Editor.)—May I have space in which to indorse the remarks of "R. E. E." in The Oregonian on the subject of streetcars and ventilation?

I have sometimes wondered if my ears as a schoolteacher, during which I had to give attention to ventilation, have made me unduly sensitive to im pure gir, for otherwise it has seeme to me the people of Portland would have arisen in a body and demanded that we be permitted pure air in our cars. I frequently patronize the Jef-ferson-street line. These cars are ferson-street line. These cars are often crowded at the depot with peo-ple who leave the car at down-town points. Boarding the car, just after such a crowd has alighted, the air al-

nost staggers one. On such an occasion I asked the con ductor to open some of the transoms.

Instead of doing so, he slammed down
a window behind me where the cold
air could blow in on my neck. Asking
another conductor the same thing one

another conductor the same thing one day, he did not move, but smillingly said: "Everyone isn't of the same mind, besides it is too cold." Too cold, forsooth! We must be warmed by the breath of our fellow passengers!

Coming over to the West Side on a Broadway car a short time ago, the car was crowded with working men in extremely dirty clothing. Not a single transom had so much as a tiny opening in it, and the oder in that car was not as good as that of a pigpen. Going out to Mount Tabor one evening, the car was full, with passengers hanging to the straps. Only one ventilator was open and the air became so unbearable that I had to give up the seat I had that I had to give up the seat I had taken on entering and stand near the door in order to endure it. I have become timid about saying anything to conductors on the subject, for ne matter how kindly and politely it is done, ter how kindly and pointery it is done, one is met by resentment, or a laugh, and is evidently regarded as a crank, or at least, as slightly unbalanced mentality. The conductor is usually too busy, anyway, to be bothered about the transoms, which should have been opened

soms, which should have seen opened before the car left the barn.

At this season of the year two-thirds of one's frineds have colds or similar allments. May not these troubles be traced to breathing the poisonous air of our streetcars? Let us have agitation of this subject until eform is brought about. Respectfully

EASTERN COMMENT ON WAR SCARE

Sober Attention Demanded. New Yok Sun.

The truth about the unpreparedness of the country to defend itself against invasion should have the sober attention of Congress.

Invitation to Swarhbuckle Chleagy Record-Herald

T-r-remble at the thought, rouse yourself from your fancied security and feel frightened if you can. You are in peril without knowing it. Two hundred thousand Japanese may be precipi-tated on your West Coast some dark night across 5000 miles of water. Be scared and then become a swashbuckler to prove that you have the good red

No Way to Concent Facts,

Philadelphia Ledger. To mark a public document as "confidential" is usually a good way to at-tract attention to it. The Secretary can have no important facts to present are not already suffic familiar through previous publications and especially through the report of the Chtef of Staff of the Army, and to imagine that any facts could be con-cealed from foreign nations which they had any interest in knowing is plainly

Knowledge Is No Defense.

Baltimore American. It is nonsense to suppose that any oreign fleet, accompanied by transforeign fleet, accompanied by take ports, could set sail for the coast of the United States and the fact and its meaning not become soon known to the American authorities. Knowledge, however, does not constitute defense. Only a permanent fleet of first-class battleships, in numbers to match any that might be sent across the waters, supported by a sufficient number of vessels of the subsidiary types, could be tall work of coast defense.

do the full work of coast defense. Hood River a Pattern.

HOOD RIVER, Or., Dec. 21 .- (To the Editor.)—I took great pleasure in reading where J. J. Hill, while in Portland recently, advised the people, as a great man should, to stay by the farm, cultivate the soil for what it is adapted and that when this is done the cities

would take care of themselves.

I hope to be able to help bear him out in his statement by taking Hood River County as an example.

Hood River County has a population

River County as an example.

Hood River County has a population of 8016 by the census just out. It is a beautiful valley with fine orchards that produce prize-winners against the world. The county roads are to be macadamized. One of the Vailey school districts is having erected a fine brick building which, it is said, will be the finest country school building in the state. The farmers have electric lights, telephones, rural mail delivery, an electric line surveyed through the Vailey and a railroad in operation.

The people of Hood River County are organized; all have their shoulders to the wheel and intend to keep raising prize-winners—the apples which are repeaters and command the price.

The town of Hood River is up to date, has a pepulation of about 3000; has three good banks and a building almost completed for the fourth bank. There have been erected this year several fine brick buildings, two of these costing about \$20,000 each. All caused by the famous Hood River apple. This is only the budding season, for the Vailey has many young orchards which will soon come into bearing, which will cause things to bloom in Hood River.

I hope all Oregon will pattern after Hood River County in these things: First—The people of each county organizing; second—Till the soll for what it is best adapted; third—Macadamize its county roads: fourth—Building good schoolhouses. county roads; fourth-Building good

schoolhouses.

Then all unite for a greater Oregon, which will come. Portland to be the largest city on the Pacific Coast and a good market for Oregon farmers.

J. E. CALVIN.

Germany's Great Strength.

Cleveland Leader.

Returns from the census of the German empire, taken late this Fall, have been tabulated sufficiently to show that the total will be about 65,000,000. That is a gain of more than 12,000,000 in the last 15 years, of about \$,500,000 in ten years and 4,500,000 in the last

five years.

The German nation is expanding faster than it ever did in the past. It is drawing in a steady stream of immigration from near-by countries, less advanced industrially, and there has been very little emigration from Germany in the last few years. The demand for labor is too strong at home for many Germans to seek employment in distant parts of the world.

Chicago Record-Herald.
War is threatened between Peru and
Boilvia, probably just because neither
country has any other trouble of a
serious nature on hand.

LENTS MAY BE NEW DISTRICT CITY GROWS 1000 A MONTH

Community Petitions for Justice of Peace and Constable.

Lents is soon to be the metropolis of new Justice of the Peace district. Pifty-five residents of Precincts 162. 163 and 164 have petitioned the County Court to comprise all three precincts into one district, and it is highly probable that the request will be granted, as the change will not entail expense to the county. The petition will be acted upon early next month when annual redistricting of the county will

be before the court.

Lents Precinct, Kelly Butte Precinct
and Mount Scott Precinct will be included in the new district and appointment of a Justice of the Peace and a constable will be required. Now ad-ministration of justice for the district is under charge of the magistrate at Greeham, seven miles away.

It is complained by the petitioners that delay in arrests is encountered that delay in arrests is encountered and that the seat of justice is too re-mote to provide quick relief to the 5000 inhabitants of the three precincts. Lenis, says the petition, is an unin-corporated town of 2000 inhabitants and does not provide ample peace protection. The petitioners request that the new zone be christened Lents Justice of the Peace District. The district embodies 12 square miles.

embodies 12 square miles.

Before a Justice of the Peace and a
constable are appointed by the County
Court the petitioners will submit name
of men they favor for the new posts
The magistrate and constable will not draw salaries but be compensated un-

der the fee system.

Under the fee system the Justice of the Peace at St. Johns retained \$10 in six months and approximates \$90 a year as compensation. In the year he turned over \$270 to the County Treasurer as the remainder of fines left after fees were deducted. This would indicate that the positions of Justice of the Peace and Constable of the new Lents' District will not be remunerative posts.

MRS. E. F. GOODE SELLS STOCK

Valuable Realty at Fourth and Ankeny Streets to Be Purchased.

Authority was granted Mrs. Edith F. Goode, widow of H. W. Goode, former president of the Portland General Elec tric Company, yesterday, to sell 350 shares of stock in the Metropolitan In-vestment Company and 55 collateral trust 5 per cent bonds of the Portland

Rallway, Light & Power Company.
Attorneys for Mrs. Goode, administratrix of her husband's estate, assert that stock in the Metropolitan Invest. ment Company has never earned dividends and that the railway bonds are appraised at 80 cents on the dollar, a price higher than 89 cents not having been offered for the bonds. By transfer of her interest in the

Metropolitian Investment Company and the traction company, Mrs. Goode would purchase two lots at Fourth and Ank-eny streets. This property is valued at \$146,660, and deducting a mortgage fo \$150,000, she would be able to realize \$45,000, she would be able to realize \$45 per cent on \$90,000. This, she avers, will give the heirs complete control of income property in lieu of stock that will not earn anything for a long time. and bonds for which she has not beer able to obtain par value.

It is set forth in the petition for au-

thority to sell that the Metropolitan Investment Company, capitalized at \$140,000, hought real estate for \$236,000 and that the appraised value now is \$215,000. Deducting a \$75,000 encum-brance, the company's equity is \$140,000. Mrs. Goode's stock is a minority in-terest in the concern and her 350 shares are estimated to be worth \$30,000.

MONEY IS WELL EXPENDED

Milligan Children Properly Cared For; Boy Is Invalid.

Miss Mina C. McCommon is not yet released from her guardianship over Fjorence and Oscar Milligan, for whom she has been foster-mother for the last six years. County Judge Cleeton decided yesterday

that expenditure by Mrs. McCommon of ten belonging to the children may not have been authorized by his predecessor on the county bench and has withheld final release from guardanship until he ascertains from ex-County Judge Webster whether Mrs. McCom thorized by him to spend the interest

only.

Z. Zimmerman, step-father of the children, is inclined to fight the case and was told by Judge Cleeton to confer with ex-Judge Webster, the records on file in the case not being clear as to whether Mrs. McCommon obligated herself to pay

Mrs. McCommon obligated herself to pay the children the money she held for them when they reached maturity.

Judge Cleeton contends the money was well spent and that Mrs. McCommon's charge for their keep is extremely reasonable. He merely withholds release from guardianship to ascertain if Mrs. McCommon so obligated herself to return the money to the children that a suit might compel her to refund it to them.

Adding pathos to the case, little Oscar Milligan is a victim of tuberculosis and recently was barred from attending chool owing to the affliction.

HUSBAND IS BEQUEATHED \$100

Will of Mrs. Anne Marks Filed; Children Principal Beneficiaries.

By the will of Mrs. Anne Marks, who dled suddenly November 25, 1910, her husband, Morris Marks, is bequeathed \$100, the smallest amount recorded in stoo, the smallest amount records the instrument. Appraisers were appointed yesterday to ascertain the value of the estate, which, as yet, is unknown. The appraisers are Mayor Simen, A. G. Jacobs and Marion F.

Dolph.
Other devisees are: Esther Myer, of Portland, a sister of Mrs. Marks, to whom is left \$500; Ralph Derthelmer and Helen Derthelmer, grandchildren, each \$750; Jessle and Ruby, daughters, 10 whom is left the personal estate, except meney and notes, to be divided between them as they elect. The residue of the estate, the value of which is not recorded in the will, is bequeathed to her children, Myer Marks, 10 sie Goldstein and Ruby Werthelmer, share and share alike.

Adolph E. Marks, a nephew, is named as executor without bonds. The will

as executor without bonds. was made September 2, 1910.

Solons to Inspect University.

UNIVERSITY OF WASHINGTON, Se UNIVERSITY OF WASHINGTON, Seattle, Dec. 21.—Pians are now under way by Graduate Manager Victor Zednick, who is representative of the 42nd legislative district of Washington, whereby the legislators of this state while in session at Olympia will visit the University of Washington campus, with the view of inspecting the buildings and workings of the university. Zednick will invite the state solons to address the students at the regular assembly immediately after the Christmas holidays, probably January 6. holidays, probably January 6.

Fine Chinook Salmon Caught.

ASTORIA. Or., Dec. 21.—(Special.)—During the past few days a few fine chinook salmon, averaging from 25 to 30 pounds each, have been caught in some of the up-river set nets. While there were not a sufficient number for the market price to be established, some of them have brought as high as 20 cents a pound, while others were sold for less than half that sum.

Rate of Increase Here Far Ahead of Puget Sound Cities.

Evidence of the rapid growth of Portland, outside the natural increase in population, is sustained in the con-sistently growing passenger traffic business centering in and radiating from the city. Railroad men who have from the city. Railroad men who have been keeping in touch with the situ-ation declare that Portland is gaination deciare that Fortiand is gain-ing in population at the rate of more than 1000 every month, and that this figure is a general average for a period extending to the early part of last

There are 34 passenger trains entering and leaving Portland every day.
Of this number 23 arrive and depart
at the Union Depot and 11 at the North
Bank Station.
The number of persons coming to

Portland daily on all the lines averages 100 to a train or a total of about 3500. Around 1000 come from Seattle and other Puget Sound points, and the emainder are distributed on the other lines.

Eighteen of the 34 trains arriving and departing daily are designated as through trains, and 16 are known as locals. Nearly all the through trains are loaded daily. Travel from the East and California appears to keep up well, while the local trains are nearly all loaded in both arriving and departing. The local passenger traffic is especially large new, as hundreds of people from as far away as Walla Walla Portland to do their Christmas shop-

while Portland is maintaining its While Portland is maintaining its lead in growth, railroad men say that Scattle is losing constantly. Several months ago the arrivals at Scattle outnumbered the departures by several hundred every month. Tacoma has not suffered as much as Scattle, but its general average has been lowered during the next few months.

general average has been lowered during the past few months.

Robert Lee, general agent of the
O-W. R. & N. at Tacoma, who arrived
in Portland yesterday, said that the situation in Tacoma was satisfactory. He
expressed great surprise, however, over
the large passenger business enjoyed
by Portland. It is his opinion that all
the cities in the Northwest will advance in population in 1911.

CAMPBELL WILL LEAVE POST

Popular Major Is to Be Macomb's Adjutant in Hawail.

VANCOUVER BARRACKS, Wash VANCOUVER BARRACKS, Wash, Dec. 21.—(Special).— Major Archibald Campbell, of the Coast Artillery Corps, chief ordnance officer of the Department of the Columbia for the past year and a half, today received a telegram stating he had been detailed as Adjutant-General of the District of Hawsii, with headquarters at Honolulu. He and his family will sall soon from San Francisco on a Government transport.

This assignment will likely last four years, as is customary, and he is to be ready for duty April 13.

Major Campbell came to these head-

ready for duty April 18.

Major Campbell came to these headquarters in May, 1979, and he is one of
the most popular officers at the post.

Brigadier-General Montgomery M. Macomb, who was recently promoted from
the Sixth Field Artillery, will have command of the District of Hawaii and Major Campbell will be the Adjutant under
him.

Cantain Le Roy S. Upton, First Infan-Captain Le Roy S. Upton, First Infan-try, today was detailed as Paymaster in the Paymaster's Department, succeeding Captain Edward C. Carey, First Infan-try, who will rejoin his regiment and he assigned to a company April 16. Captain Upton will report for duty in the Paymaster's Department April 15, 1911. The detail will likely be for four years.

Lieutenant-Colonel Rudolph G. Ebert. in charge of the medical department of the Department of the Columbia, will be promoted to the rank of Colonel Decem-

Colonel Ebert was a schoolhoy in Van-couver in the '60s and '70s. AGENTS POSTED RAILWAY

Information Imparted Concerning Traffic Matters.

About 25 agents at the various sta-tions of the Harriman lines in Oregon. Washington and idaho arrived in Port-land yesterday to consult with the heads of the local departments of the

O. R. & N.

Matters pertaining to the passenger business were under consideration terday and today attention wi

terday and today attention with segiven to freight traffic.
Following the conference yesterday the agents were taken about the city and over the manufacturing district on the Peninsula. The party was directed by William McMurray, general passenger agent, and F. W. Robinson, general freight agent of the company.

O. R. & N. CAN BUY LAND

Right-of-Way Granted, Also Injunc-

tion; Other Decisions. tion; Other Decisions.

SALEM, Or., Dec. 21.—(Special.)—In the suit of the O. R. & N. versus Hector and Margaret McDonaid, appealed from Wallowa County, the Supreme Court today modified the opinion of Judgo Knowles and, the plaintiff was given right of way for \$700, the defendants being enjoined from interference. Other cases decided: J. W. Baxter, Jr., versus M. F. Davis, Thomas Brasher and Leon Levy, School Directors, District No. 5, Union County, appellants, appeal from Union County, affirmed. Crane Company, appellant, versus Eric Heating Company, et al., respond-

Crane Company, appellant, versus Erie Heating Company, et al., respond-ents; appealed from Union County; affirmed.

Schollhorn Seeks to Foreclose.

Alleged failure to pay interest on a note for \$5500 bases a suft in the State Circuit Court in which Harry Scholl-horn requests that the mortgage on the home of Mr. and Mrs. Robert E. Davis on Willamette Heights be foreclosed.
Mr. and Mrs. R. S. Howard, Jr., and M.
L. Beach are made co-defendants,
they, too, claiming interest in the property as creditors. Robert E. and Sarah they, too, claiming interest in the property as creditors. Robert E and Sarah B, Davis, it is alleged, borrowed \$\$500 from Mr. Scholihorn June 4, 1909, obligating themselves to pay interest yearly until 1912, when the note will mature. The plaintiff alleges that the interest was not met and that taxes and insurance were also not paid by the mortgagors, compelling him to pay \$25 for insurance and \$155 for taxes. He asks judgment for \$5500, the amount of the note, \$422 for interest, \$183 for insurance and taxes and \$500 attorney's fees. ney's fees.

Three Oppose First Degree Verdict. According to George Whitaker, a juror in the Kersh trial, the jury had three members who were opposed to a verdict of murder in the first degree. These were John Jervis, Mr. Tomasini and him-

of murder in the first degree. These were John Jervis, Mr. Tomasini and himself. Mr. Whitaker writes:

"The writer was a juror in the Kersh trial and, with John Jervis and Mr. Tomasini, never voted for the first degree, as charged, but voted not guilty of conspiracy to rob and murder and then voted with Mr. Jervis for a second degree verdict with mercy until we had a solid it.

"Mr. Tomasini voted not guilty or blank, but at my wish voted for manslaughter, which all did reluctantly, it being either a compromise verdict or a disagreement. Mr. Tomasini at all times acted within his rights as a jurymun, being willing to give the woman some degree of punishment, but not too severe, and all agreed he stood upon the dictates of his convictions"