The Oregonian

PORTLAND, OREGON.

Entered at Portland, Oregon, Postoffice as Second-Class Matter.
Subscription Rates—Invariably in Advance.

(BY MAIL)

Daily, Sunday included, one year	$8.00
Daily, Sunday included, six months	4.25
Daily, Sunday included, three months	2.25
Daily, Sunday included, one month	.75
Daily, without Sunday, one year	6.00
Daily, without Sunday, six months	3.25
Daily, without Sunday, three months	1.75
Daily, without Sunday, one month	.60
Weekly, one year	1.50
Sunday, one year	2.50
Sunday and weekly, one year	3.50

(BY CARRIER)

Daily, Sunday included, one year	9.00
Daily, Sunday included, one month	.75

How to Remit—Send Postoffice money order, express order or personal check on your local bank. Stamps, coin or currency are at the sender's risk. Give postoffice address in full, including county and state.

Postage Rates—10 to 14 pages, 1 cent; 16 to 28 pages, 2 cents; 30 to 40 pages, 3 cents; 40 to 60 pages, 4 cents. Foreign postage double rate.

Eastern Business Offices—Verree & Conklin—New York, Brunswick building. Chicago, Steger building.

PORTLAND, FRIDAY, JANUARY 27, 1911.

WHITHER ARE WE GOING?

Senator Culberson, being safely re-elected, had a few words to say to the assembled Texas Legislature Wednesday in vehement criticism of the "New Nationalism." "The proposition which this dogma involves—to merge the executive, legislative and judicial functions," he declared, "as well as the whole reserved powers of the people into a supreme executive who should be steward of the general welfare unrestrained by positive law—has been the argument and dream of every tyrant since the world began."

Divesting this striking utterance of its characteristic Texan rhetoric, the kernel of a real truth remains. The "new nationalism" in the hands of an aggressive executive would assume all the powers of government, substituting authority for law and taking the short cut always toward any desired goal. Possibly it may be desirable to centralize government in a strong head, and to ignore the checks and balances which the constitution carefully provides, so as to preserve the equilibrium between the executive, legislative and judicial branches. President Roosevelt dominated Congress, most people think for the good of Congress and the welfare of the country, and he would likewise, if he could, have influenced the courts. That is his new nationalism in spirit and essence. It is not the purpose here to say that it is good or bad; merely to inquire how nearly in accord with the general drift of insurgency and political unrest the new nationalism really finds itself.

If the new nationalism is to be the theory and policy of our Government, why the movement and purpose to take back all power to the people through the initiative and the direct primary? Why a committee on rules to run Congress, and not a Speaker? Why a party plebiscite over a Senatorship, and not a caucus? Why commissions, boards, inspectors, people's gazettes, and the innumerable new devices created and proposed to check up and correct our legislatures, our courts and our executives? Why a legislature under the constant menace of a popular veto through the initiative and referendum? Why a judiciary under the perpetual threat of reorganization at the hands of the populace? Why every public officer in every branch and department of the public service made to hear and dread the possible voice of the recall? Why division and limitation of authority and restriction of opportunity everywhere? These are the things that the new popular movement means. It is decentralization.

Yet the new nationalism of Roosevelt teaches absolute centralization. It makes the executive supreme. It ignores red tape, defies tradition, derides precedent and seizes opportunity. The end always justifies the means. Does the new nationalism after all mean merely that any policy of government—centralized or decentralized—is to be the method and procedure of the new nationalists? Or is it possible that Colonel Roosevelt, who invented the new nationalism, failed in his understanding of what the great current of public thought now is, and that it is more nearly expressed by others like Beveridge, Cummins and La Follette?

CANADIAN RECIPROCITY.

The Canadian reciprocity agreement has been submitted to Congress and there is a good prospect for an early settlement of the commercial friction which has prevented two near neighbors from trading on the friendly basis that always insures best results. There are so many different commodities which the United States has to sell and Canada desires to buy that a reciprocal agreement by which both parties may be accommodated is long overdue. Paper and wood pulp are two Canadian staples of which the United States is sadly in need. These commodities are needed by the American consumers to prevent prices reaching abnormal figures, and they are also needed to prevent the early exhaustion of our forests, now being heavily drawn on for these products.

Attempted reciprocity with Canada, or with other foreign nations, has always brought forth objection from the standpat element in both parties, but the change is coming. The general sentiment favoring it is so great that it cannot much longer be deferred. In the case of Canada, more than in that of any other nation, it is difficult to find sound, logical reason for not removing all friction that prevents an easy, economical movement of trade. Canada has within the past few years become Americanized to such an extent that very little difference in economic conditions is found on crossing the line. Labor and capital are both marketed in Canada on practically the same basis as prevails in the United States, and for that reason the protective tariff which our standpatters attempt to retain in all of its original rigidity can have only a limited application to our trade relations with our northern neighbors.

With the rapidity in which consumption is overtaking production, it is but a question of a few years until this country will be obliged to depend on some other country for breadstuffs. From no other part of the world can these supplies be secured to such good advantage as from Canada. Even before the demand overtakes the supply of American-grown grains the price will not be seriously affected for the reason that the price in both the United States and Canada is based on the European markets, which now take the surplus from the two.

The cause of reciprocity with Canada, as well as with other countries, has been hampered and deferred by the inclination of our people to view only one side of the question—that of the producer. This country has a few million consumers whose interests are also entitled to consideration. They will receive this consideration in any fair reciprocal trade agreement with Canada.

OPPOSITION TO POPULAR ELECTION.

The old method of electing United States Senators is not very happy in its defenders. Such men as Mr. Heyburn, of Idaho, and Chauncey Depew can help a cause best by keeping silent, one would imagine. It might even be desirable for them to say a little something against it. Sometimes the apparent enmity of certain individuals is helpful. Mr. Heyburn's principal argument seems to be that the old way has led to bribery only eleven times. It would be interesting to learn the basis for his estimate. But even if it had never led to bribery once, it would still be better to change the method.

Legislative elections do not secure representation of the people. The miss may happen from one cause or another. That makes little difference. The point is that it happens. What the people want is representation. In order to obtain it they are convinced that legislative elections must be abandoned and the Senatorships thrown open to popular vote, like the Presidency. Originally the Constitution intended that the people should have nothing to say directly about the choice of the President. They were to name the electors and the electoral college, acting without instructions, should fill the office.

This plan did not work. The people felt so overwhelming an interest in the election of the President that they broke through the Constitution and compelled the electors to register their will. Now they have begun to realize how important the office of Senator is, and the more they think about it the less they are inclined to leave the election to the State Legislatures. They are determined to attend to it themselves without any intermediaries.

It is the inevitable tendency of democracy to gather all power in the hands of the voters. This tendency would be pretty nearly as strong as it is if no Senatorial election had ever been tainted with bribery, though it might not be quite so outspoken just yet. No doubt the Lorimer and similar scandals have furthered the course of inevitable evolution, but it is nonsense to believe that they have been the cause of it.

PANAMA AND SUEZ.

The principal reason why the sentiment of the people of the United States is overwhelmingly in favor of fortifying the Panama Canal grows from general belief that neutralization might not at the critical moment be infallible. The main argument advanced by those who are fighting the plan for fortifying the canal is that the Suez Canal is not fortified, and that its neutrality has thus far been respected. And yet the case of the Panama Canal and that of the Suez show very little in common. The Suez Canal was not built with British money. It does not pass through British territory. The Panama Canal is being built with American money and it passes through American territory. The Suez Canal was built by the French, who secured from the Khedive of Egypt permission to cross the isthmus. This permission gave France no right to fortify the canal and it was natural that England, having at that time no right whatever to say whether the canal should be fortified, agreed willingly to its neutralization.

Learning that the canal was not the "joke" they thought when DeLesseps sought and was refused the aid of British capital, Great Britain afterwards invested several millions in canal shares, and while no official notification has been made of any change in her views regarding neutrality at the Suez, any attack on Great Britain's Indian empire might be the signal for a test of the strength of that neutrality. The British government has great fortifications not far from the Red Sea terminus of the canal and her naval and military stations in the Mediterranean are sufficiently imposing to enable her, if the emergency arises, to dominate the Suez.

There would be so much at stake when that emergency arose that neutrality would probably be forgotten and the Suez would serve the purposes of the nation strong enough to adapt the canal to its immediate uses. Neutrality on the Suez will be forgotten if Great Britain ever fears that Germany might seize the canal and isolate India. The Panama Canal is exclusively American property and no other nations can enter a valid reason why we should not fortify it.

TEMPERATE GROWTH OF LIQUOR DRINKING.

Though liquor consumption increases throughout the land and state prohibition is at a standstill, the cause of temperance gains steadily. This is not a paradox, however much it may appear such to persons who think liquor-selling a "crime" and liquor-drinking an unmitigated evil. There is more intelligent use of alcoholic beverages than ever before, less drunkenness and less vice and less crime attendant upon such use. Growth of intelligence makes the improvement.

In seventy years the per capita consumption of wine in the United States has more than doubled and that of malt liquors has increased more than fourteen-fold. In a current magazine William B. Bailey, assistant professor of political economy in Yale University, shows that between 1840 and 1909 the per capita consumption of wine has grown from .29 to .70 gallon and that of beer and ale from 1.26 to 19.97 gallons. In this same period consumption of whisky, rum, gin anad brandy has fallen from 2.52 gallons to 1.37.

Here, then, is tangible evidence of lessened intoxication. Very "strong" drinks have declined in favor. The liquors that contain little alcohol—beer, ale and wine—are in growing use, while the ardent spirits are dwindling. Right here comes in a powerful argument against state prohibition; such effort to repress liquor drives to consumption of highly-concentrated kinds—whisky, rum, gin and brandy.

Rational use of liquor is on the ascendant throughout the country. There is less "hard drinking" than ever before. There is also more tolerant recognition of the rights of temperate people to use of liquor; less demand that the multitude of such persons shall be "restrained" by sumptuary laws, in order that liquor shall be withheld from a fewer number of "drunks."

It will be remembered that in the November elections of last year four states rejected prohibition—Florida, Missouri, Utah and Oregon. Oklahoma was the only state to declare itself for prohibition. This does not mean that liquor restraint is losing ground; evidences show that it is gaining steadily. Self-restraint is spreading through education and example. That is the real solution of the liquor problem and the only one.

THE REASON FOR PRISON AND GALLOWS.

It is the fashion of the day, with certain sentimental persons, to aver that the penitentiary "does no good" to its inmates, nor to others of criminal bent. Others say the same of the hangman's noose. But if prison and gallows do no good to those who pay its penalty, it might be well to look for a moment on the side of the community's interest.

Through centuries of crime and of society's self-protective efforts, prison and gallows have survived. Persons who commit crime against property or person or public forfeit their liberty or their life, not for their own good, but for that of society. It is well to bear in mind that a criminal is put in prison or upon the death-trap not primarily for his own good, but for that of his orderly neighbors. His own welfare or his reform is not the first thing to be considered.

This is a "first principle" of right-living, and of retribution. Penitentiary and noose are not emblems of vengeance, but of social order. Reform of an evil doer, while of course desirable, is not important in the large view, nor is it the first aim of law or justice.

A JOB-MAKING BILL.

Jobs beyond count await the unemployed in the country. Rural districts are sorely tried by lack of faithful hands. Every farmer who has plowing to do, crops to put in, fences to build and land to clear knows this to be true.

Up in Salem a legislative bill proposes to appropriate $20,000 for bureaus that shall find jobs for unemployed persons "free." These bureaus are to be "State Labor Exchanges," patterned after the Free Employment Bureau in Portland. The "chief" of this scheme is to have an $1800-a-year job and traveling expenses; each exchange is to have a superintendent and an assistant, who are to draw $100 a month each. Thus the state is to be launched in the business of finding work for its citizens.

The great difficulty in this growing state of Oregon is that there are too many tasks unperformed and too many occupations unfilled. There is scarcity of hands, not surfeit. Many employers complain about the "labor trouble." They say it is difficult to find men who are honest and faithful; who will stay "on the job"; who will work for what they can afford to pay; who will not shirk labor nor dodge full hours. In the country thousands of acres of land are waiting to be brought into the uses of cheaper food and "cheaper living."

Exchanges, bureaus and officials are not needed to point out the openings. Individual initiative and industry will find abundant opportunities for work without swivel-chair functionaries to direct them. Here is a case where the farmer members of the Legislature can give their city colleagues valuable pointers.

PILING IT ON THE LITTLE FELLOW.

In view of the fact that the creation of a public service commission is recommended to the Oregon Legislature by both the Governor and retiring Acting Governor, the recommendations to the people on single tax by the self-constituted law-givers of Oregon City and elsewhere are particularly pertinent subjects for investigation.

A public service commission is a department of State Government empowered to regulate service and rates offered by public utility corporations. The single tax scheme makes prominent an attendant franchise tax.

Whenever we hear "public service commission" mentioned, our thoughts naturally turn to New York, where a department of the State Government under that name has been a shining beacon for other states seeking some method of securing for their people good service at reasonable rates from public utility corporations. Coming from one who has given the subject some thought and investigation, the views of Milo A. Maltby, Public Service Commissioner for New York, first district, should be of value to experimentalists with taxation in Oregon. Mr. Maltby declares that when there is adequate regulation of public service corporations the users of the utility and not the corporation stockholders pay the franchise tax. He says:

> Under an effective system of public regulation the corporation must, of course, be allowed to earn a sufficient sum to pay, first, all costs of operation, including a sum sufficient to maintain the plant in an efficient condition. In the long run it must be allowed to earn a fair profit upon the capital used; otherwise capital could not be secured for public utilities. If, in addition, a sum must be earned to pay a franchise tax, the authority exercising public control must allow the corporation to place its rates sufficiently high or to supply a service as inferior that it may earn, besides the sums already mentioned, an amount equal to the tax.

A commission regulating rates must deduct taxes with other charges from the total earnings and adjust rates so that the corporation will obtain a fair return upon its investment. If there is no franchise tax, obviously the rates could or should be made lower or the service better than otherwise.

Mr. Maltby's statements apply primarily to communities where there is an adequate system of public control of corporations. He admits that where there is no public control the franchise tax as a means for securing for the public a share of the corporation earnings and as an available method of obtaining needed revenues promptly is perhaps a wise measure.

The Oregonian has consistently advocated the franchise tax and believes that the revenue needs created by continued rapid growth of the community would demand a franchise tax even in the event public utility corporations were effectively controlled and regulated by a public service commission.

The consumer in the case of public utilities is, in the great majority, the small home owner or the renter. When such citizens are compelled to contribute thus indirectly to the public revenues it is expedient also that those persons best able to pay should contribute also. Yet we have the single-taxers proposing that the whole tax burden shall be paid by land, timber, mineral rights, rights of way and franchises of public corporations.

The single taxers are not content to spread over the land the value of all high and low class improvements and the value of personal property, but would also tax the consumers of gas, electricity, and the users of telephone service and rail transportation. Thus while the resident of St. Johns, Mount Scott, Sellwood or other suburb was daily contributing to the cost of Government in carfares or in putting up with poor service, the automobile or the carriage and horses which conveyed his wealthy neighbor back and forth from business would pay no tax whatever. They are personal property and are to be exempt.

It is well for the voters to understand that public utility service and rates and the interests of the general public will be best served by an efficacious public service commission and contentment with orderly and well-tried systems of taxation.

The chief argument urged in favor of the establishment of a state normal school in Eastern Oregon is that teachers are scarce; that is, they are not in full supply in that section of the state; hence there should be a school there for the purpose of bringing up the supply. Students are prepared for teaching at the State University, and soon will be at the State Normal at Monmouth. Railroad trains run frequently between the different sections of the state, making them in effect one. Divided educational effort at state expense is unnecessary, uneconomical and wasteful. It was hoped that the people by their decided expression at the polls had settled the question of a replica of expensive and weak normals. It is still hoped that the attempt to galvanize this question into life will fail, and the matter be dropped without acrimony.

The Bank of England yesterday reduced the rate to 4 per cent, the reason for the decline being the absence of foreign gold demand and smaller Indian requirements than had been expected. This reduction, viewed in connection with the liberal subscriptions that England has recently been making to foreign loans, indicates an easy money market in London. This belief is further strengthened by a heavy oversubscription in London Thursday on $6,250,000 worth of Havana Terminal 5 per cent debentures, which at the close of the market were quoted at 3 per cent premium. While an easy money market in Europe may not help us much in the immediate future, it is a hopeful sign. In due season a restoration of confidence in American railroad and industrial securities will attract some of the flood of foreign gold in this direction.

"Whether every young man and every young woman in the state should receive higher education is a point which I have not settled in a manner entirely satisfactory to myself," said Senator Selling, President of the State Senate, in speaking to the students of the State University at Eugene last Wednesday. This statement implies a lurking belief on the part of Mr. Selling that is shared more or less openly by many of his fellow-citizens, that in industrial, commercial and business life there must still be hewers of wood and drawers of water.

The Sacramento woman who asked to be transformed by the divorce court from Mrs. Bende to Miss Szilagyi had an astonishing taste in names. It is to be hoped that she will soon find another euphonious husband and escape from her burden of mismated consonants. Names are said by the wise to influence their owners profoundly. Shakespeare seldom misses the mark in fitting appellation to character, but Dickens was the supreme master of this subtle art. Think of Squeers, Pickwick, Pecksniff.

An El Paso dispatch states that "Amarillas, the Jefe, has boasted that when the revolution ends he will execute every rebel in the region and burn their Catholic churches." With a pleasing fate of this kind before them, it is not at all surprising that the Mexican rebels are putting up a fight which is beginning to cause some anxiety for the Diaz government. With liberty the reward for victory and death the penalty for defeat, it is certain the Mexicans will in most cases make this a battle to the death.

Elucidation by Professor Sparks of the char-pitting process of clearing land at the Y. M. C. A. auditorium tomorrow night is matter of interest that should draw large attendance. Any plan that will reduce the physical and financial burden of removing stumps in this Northwest country is an economic benefit that should have wide dissemination. That these lectures under the auspices of the Apple Culture Club are free has no bearing on their value.

It would be pleasant to learn of something which babies will not eat if they have the chance. Their fondness for carbolic acid and live coals is well known. Now we hear of a five-year-old child which devoured some mercury of iodine tablets. Apparently young children have no sense of taste or smell. Everything they can get hold of goes down. One would think parents might learn this fact after a while and put dangerous drugs where children could not reach them.

Major J. A. Sladen was a soldier whose service on the battlefield brought him just promotion and serious disability. He was well known in this city, which was his chosen home. He served upon the staff of General O. O. Howard during the Indian campaigns of the latter in the Northwest, and had been living here in retirement since 1903. A brave soldier and an honorable man, he was justly honored and highly respected.

Horsemisers in this region are again reminded that the chief engineer of Portland has been on a quest for a few weeks for a number of animals for his service and cannot get them. This is an ever-recurring demand. The finished product represents three-fourths profit to the raiser in a cash market.

Because it would conflict with the constitutional prohibition of "unusual punishment," Dr. Owens-Adair's sterilization bill has been given a peaceful death. The doctor's only hope will lie in the initiative.

In moving for dismissal of the indictment of William D. Hanley, Attorney McCourt did an act of simple justice. To indict an honest man is easy; to convict him is another matter.

AGE OF AVIATION ALMOST HERE.

That Monoplane Will Soon Be Practical for Travel Is Prediction.

Claude Grahame-White, in London Times.

The advancement of the aeroplane has been checked by three defects in the machines themselves. These I may enumerate as follows:

First—Inability to combat winds.

Second—Constructional weaknesses.

Third—Unreliability of engines.

These defects, which made aeroplanes mere playthings in their early stages of development, are already being overcome in an altogether surprising way. That they will be completely overcome, and that flying machines will be of practical and everyday use, is my firm conviction. Take the aeroplanes we had in the beginning it was only possible to ascend when the wind was as low as four or five miles an hour. Now I find it quite possible to remain in the air, and control my machine, in a wind of 25 miles an hour. From this, to the ability to fly in even stronger winds, it is merely a question of greater speed. . . .

Engine problems are solving themselves. With the skepticism, with which some people always view a new idea, it was contended, in the infancy of aeroplanes, that no petrol motor would stand the strain of propelling an aeroplane, because of its necessary lightness and the high speed at which it would have to run. The answer to these critics has been overwhelming. Even while our aeroplanes, and particularly our propellers, are admittedly imperfect, thereby imposing upon an engine the most difficult conditions, flights of three, five and six hours are already evoking no particular comment. To a certain extent, indeed, the duration of a flight has now become purely a matter of petrol carrying. I have not the slightest fear, therefore, as to the success of the flying machine engine. . . .

And now there is the question of safety. Here, I know, I am face to face with a very grave misconception. People generally have come to the conclusion that flying is highly dangerous, and will always remain so. I, as a practical flyer, say there is very little danger in it now, and that in the future there will be no more risk in an aerial journey than in moving from point to point in a railway train. . . . Inexperience, foolhardiness, and constructural weakness in machines have been responsible for practically all the accidents which have taken place. Given a good machine, a careful, well-trained pilot, and proper weather conditions, flying is already as safe as motoring; and very soon it promises to be safer. The dangers which now exist when a man flies will speedily be overcome by the introduction of stronger, speedier machines, and the adoption of engine systems whereby a compulsory descent, owing to mechanical troubles, will be obviated. The air is absolutely free and unimpeded. Once we have definitely conquered our enemy, the wind, it will offer an absolutely ideal medium for high speed traffic, besides providing a traveler with the most delightful way imaginable of getting from point to point.

Next Summer, practically for the first time in a complete and finished way, people will be able to enjoy the sensations of air travel. Ready for trials in the Spring will be first of a type of machine one might call "the air car." It will be a strongly built monoplane, a 100-horsepower engine will propel it. It will have a body like that of a motor car, with four comfortably padded seats, well protected from the wind. There is no reason at all why any wealthy motorist should not purchase such a machine as this, have an "aerial chauffeur" instructed to pilot it, if he does not want to learn to drive himself, and enjoy aeroplaning in a thoroughly practical way.

In its sporting aspect, I foresee that flying will enjoy an even greater vogue than motoring. The reason is not far to seek. Motor car driving, even in its most favorable aspects, cannot be compared with flying. There is a sense of freedom—an exhilaration—in passing swiftly through the air that never comes to one when driving a car. I speak from experience again, having done more than a little motoring. Directly a more convenient, less bulky machine can be produced, what one might call the public demand for an aeroplane will begin.

The demand of the age is for high speed travel. The possibilities of land locomotion, in this respect, are almst exhausted. So, too, are those of sea transit. And now, conveniently to hand when mankind wants it, is air travel. I do not see one insurmountable difficulty in the way of completely revolutionizing, by means of the aeroplane, all existing methods of communication.

Use of Quill Pens.

London Chronicle.

The use of quill pens is by no means confined to Government offices and the gentlemen who point with them at unhappy witnesses. A habitual writer, for instance, confesses that he never willingly used a steel pen since he was out of the control of schoolmasters. He always used quills until the triumphant fountain pen provided him with a reasonable substitute, and that more because of its convenience than its efficiency. Several well-known novelists still stick to the quill; it is, indeed, the only writing implement with any personality—if it is refractory you can coax it. The mending of a quill does not require much practice, and you can buy, for a few shillings, a little machine that does it for you beautifully. You may easily write 15,000 words with one quill, mending it four times, which gives six quills to the novel. So the cost of novel writing is small—stated in terms of quills.

Fishes Don't Need Ears to Hear.

Philadelphia North American.

Just because fishes haven't ears is no reason why they can't hear, according to Dr. Arthur Gordon Webster, professor of physics in Clark University, who recently opened a series of lectures on "Sound in Speech and Music" at the University of Pennsylvania.

Doctor Webster declared that sound is motion. "The outside of the ear," he said, "is not necessary to hearing. It is possible to hear through the teeth. This can easily be proved by holding a pencil between the teeth and holding it on the sounding board of a piano.

"There has been much discussion as to whether fish can hear. Some persons have declared that fish cannot distinguish sounds because they have no ears, but sound is motion, and as long as vibrations reach the inside of fishes' heads it makes no difference whether they have ear orifices or not."

Plea for Economy.

PORTLAND, Jan. 26.—(To the Editor.)—I heartily indorse what was said this morning as to appropriations by the Legislature. Let us keep sane in expenditures. It is easy to run in debt, but often difficult to get out. Oregon is a state of great natural resources and is growing fast enough for its best future welfare. Better grow slower and sounder. In a hurry and rush we ought not to burden coming generations with illy-digested measures, and with obligations that will be burdensome to carry. Extravagance is folly, if not something worse.

LEVI W. MEYERS.

Only Explanation.

Albany Journal.

Perhaps the Mexican rebellion is kept going for the moving-picture people.

TRAVEL NOW AND 62 YEARS AGO

Cost Is About the Same Between St. Louis and New York.

Kansas City Star.

You may ride from St. Louis to New York in something over a day for $28.50, plus whatever you may desire to expend for Pullman accommodations and meals For $4 excess fare you may make the trip in 24 hours.

It happens that the regular fare is just 75 cents less than it was 62 years ago. The latest volume of McMaster's "History of the People of the United States" quotes an advertisement from the St. Louis Republican of 1849, describing the route. The traveler went from St. Louis to LaSalle on the Illinois river, 281 miles, by boat. From there to Chicago the trip was by canal. From Chicago a lake boat was taken to New Buffalo, on the eastern shore of Lake Michigan. A short journey by rail took the passenger to Detroit, where he might take a steamer to Buffalo. From there he rode to Albany by rail. At the New York capital he embarked on a steamer once more and sailed down the Hudson to Manhattan Island.

On this journey the distance to be traveled by water greatly exceeded that by rail. This probably accounts for the comparatively low fare charged for the entire trip. The local rates are mentioned in the advertisement. It cost only from $5 to $8 to go from Chicago to Buffalo, most of the way by boat, while the railroad fare from Buffalo to Albany was $9.75. The trip down the Hudson was very cheap; the fare was only 50 cents. The fare by canal 100 miles was $4 and the 281 miles by river cost only $5.

Forty per cent of the expense of the entire trip went for railroad fare on the stretch between Buffalo and Albany.

But while the transportation charge has changed only slightly in the 62 years since this advertisement appeared, the comfort of the journey has been incomparably augmented. In the old days the journey occupied five or six days, with as many changes of conveyance. Now it may be made on an electric lighted train, with a comfortable bed and with excellent dining service.

MOTOR CYCLE IN TIME OF WAR.

Dispatch Bearer Will Demonstrate Value in Long Scouting Trips.

(New York Tribune.)

To demonstrate the value of the motor cycle as a despatch bearer in time of war an interesting, although strenuous, test will be made just before the opening of the National Association of Automobile Manufacturers' tenth annual show in Chicago, February 6.

A rider, whose name will not be divulged until after the test, but who will simply be known as the "Emblem Scout," will leave New York City four days before the opening of the Chicago show, and he will carry a message from General Frederick Dent Grant, of Governor's Island, charging the "Emblem Scout" to deliver it safely into the hands of Samuel A. Miles, manager of the Chicago exhibition.

"The little motor cycle is destined to play a very important part in the next war if universal peace does not prevail," said William G. Schack at the automobile show, "and America is very much behind other countries in this respect. England, France, Italy and Germany organized motor cycle corps have been made a part of the regular army, and I think that as soon as the reliability of the motor cycle is satisfactorily proved to the authorities in this country, motor cycle corps will form parts of many regiments.

"The value of the motor cycle certainly is beyond question. A motor cycle rider can travel just as fast and as far as an automobilist, and the rider of the two-wheeled steed has many advantages over the latter. In times of actual war the automobile would have extreme difficulty in escaping detection, while a motor cycle rider would be able to conceal himself and machine very easily if the enemy were near. The size of the automobile would make this impossible. Besides a motor cycle can travel through a woods or be lifted across ditches and over fences and other obstructions that would bar an automobile."

Our Side as a Defense.

Florida Times-Union.

We have often said that no European army could march far into the interior of our country because it would be annihilated without the necessity of defeating it in a pitched battle. If a German army takes Paris, the conquest is completed; if an army takes London, England would ask for peace as she accepted the Norman after Hastings, but when an English army took Washington it did not take time to cheer before starting back to its ships. If there be disadvantage in having many capitals we are not without compensation—to us the taking of Washington would mean no more than the taking of Baldwin or Sopchoppy.

Gatzert's Dock and Ownership.

SHERIDAN, Or., Jan. 24.—(To the Editor.)—Will you please let me know whether the Bailey Gatzert lands at the foot of Washington or Alder street and what company she belongs to, through the columns of The Oregonian.

JACK RANDALL.

The Gatzert is out of commission for the Winter, but when in service leaves from Alder street. The Gatzert is owned by The Dalles, Portland & Astoria Navigation Company, controlled by the North Bank road.

IF THE GAG WERE ON.

Not a voice should be heard, nor the ghost of a shout
The sabbathical silence should worry,
When down the street, in a voiceless rout,
The ubiquitous newsboys hurry.

And one would dream, it must be confessed,
With never a voice to confound him,
Naught of the news upon him pressed
By the urchins swarming around him.

Few words they'd whisper; perhaps profane
And tinged with a humor dispeptic,
But the code of signals they'd work amain
Would honor an epileptic.

Though famine or floor or fire befall,
No noise of the news should benumb thee,
If swarming "newsies" their extras call
In the voice of an astral dummy.

And peace, sweet peace, should hover round
O'er the streets of the city once more,
'Til we'd hear faint tones, that were erstwhile drowned
By the chorusing newsboys' roar.

The tinsel clink of the flat wheeled car,
And the soft "ding ding" of its gong,
Once more their music should waft afar
To the ears of the hurrying throng.

And the auto should honk as the nightingale,
And down by the drawbridge span,
Should the mellow sound of the steamboat's wail
Ring sweet as the pipes o' Pan.

And the cobblestones should our hearts entrance
'Neath the wheels of the passing wagon,
In the day when their voice should be given a chance
And the "newsy" should have a gag on.

—Dean Collins.

Life's Sunny Side

A celebrated explorer recently approached the chancellor of the British exchequer with a view of obtaining treasury assistance and support for a forthcoming expedition.

Lloyd-George met the inquirer by stating that the proper course to pursue was first to obtain help from outside bodies of citizens, such as the stock exchange, and then to apply, if necessary, to his majesty's ministers.

The explorer accepted the advice, but was quickly back in Lloyd-George's room at the treasury.

"Well, have you been successful?" asked the chancellor.

"Partially so," replied the explorer.

"How much money have you got from the stock exchange?" said the minister.

"Only $250," was the answer, "but with the prospect of a great deal more on certain conditions which require the co-operation of the chancellor of the exchequer."

"What were those conditions?" Lloyd-George inquired.

"There were two," said the traveler. "One was that the $250 would be raised to $125,000 if I took you with me to our destination in the ice, to be increased to $250,000 if I left you there."—New York American.

* * *

The German boy who presided over the soda fountain in the only drug store in an Ohio town was accustomed to patrons who did not know their own minds, and this habit of thought was difficult to change

"Plain soda," said a stout woman, entering one day, in great haste.

"You haf vinilla, or you haf lemon?" calmly inquired the Teutonic lad.

"Plain soda without syrup! Don't you understand me?" demanded the stout woman, testily.

"Yas, I understand," came from the boy, whose placid German countenance did not change in expression, "but vot kind of syrup you vant him mitout? Mitout vanilla, or mitout lemon?"—Harper's Magazine.

* * *

She is a dainty little woman of good education, has allowed herself to become addicted to the slang of the day, so the other evening when she was telling a story, her friends laughed at the story, but fairly shrieked at her own comment on it. The way she told the story was thus:

"I went out to a card party the other day, and although I knew most of the people there, one woman especially attracted me. I do not know her, but she was as pretty as a peach. I admired her beauty and wondered at the expensive and tasteful costume which she wore. Her own good looks and her clothes made her the most attractive woman at the party. After a while I found myself at the same table with her and was so happy to see her at close range. I fairly gasped at her first remark. It was this: 'I seen you could'a went it alone, or I'd ordered it up.'"

The comment was "Me for the English and cut out the glad rags."—Cincinnati Commercial Tribune.

* * *

An impecunious nobleman saw a portrait of an ancestor in a West End shop window. He went in and inquired the price. It was $60.

"I'll give you $50," he said to the shopkeeper. But the price was refused and there was no sale made.

Some time later the nobleman was dining in the magnificent new London house of a business man of the type called self-made. He noticed a familiar portrait on the wall.

"Ah," said the host, observing his guest's interest in the painting, "that is a portrait of an ancestor of mine!"

"Indeed!" said the peer. "Then we must be realated," he continued with perfect gravity: "He was within $10 of being an ancestor of mine!"

WHOLE TOWN JOINS IN THE MUSIC.

Lindsborg, Kas., Is Full of Melody-Making Swedes.

(Christian Herald.)

Lindsborg, Kan., is the land of the Swede and the home of music. Nearly 50 years ago a band of Swedish immigrants settled in the Smoky Valley. They prospered, built a town and a college. They loved music and they soon organized a choral society that has grown into a great oratorio society.

"And how they do love music. They sing in their homes and in the fields and teach their children to sing and to play. One morning I met a small 'Gust' on the street and when I inquired of him a direction he took off his hat and stood with the sun on his flaxen head. He had a violin under his arm and told me he was going to practice with three other boys and girls a violin quartette for the children's Saturday concert.

"'And what are you going to play?' I asked:

"'We will play three selections,' he said in his clear but slow English. 'Minuet, from E major Symphonie, by Mozart; 'Wiegenlied,' from Schubert, and the finale from Mozart's Quartet No. 43.'

"It fairly took my breath. Everywhere I saw children going or coming with music in their hands and instruments under their arms, all keenly interested in the coming concert. It is the great event of the year to these Swedish children, just as the grand 'Messiah' concert rendered with a chorus of 900 voices is the event of the year for their elders and for thousands of visitors. Every boy and girl in town who sings at all—and that scarcely leaves enough for a game of three-cornered cat—is in the chorus."

An Amendment.

A Pennsylvania Judge proposes the use of wire cages as ballot boxes as a means to prevent ballot-box stuffing. It might be suggested that a surer way to get the same result would be to tuck the ballot-box stuffers away in certain cages already provided.—New Orleans Times-Democrat.

FEATURES IN THE SUNDAY OREGONIAN

CENTENARY OF HORACE GREELEY

In connection with the 100th anniversary of the great editor, an article, "The Horace Greeley That I Knew," by Thomas L. James, formerly Postmaster-General of the United States.

WITH PUPILS AT THE SCHOOL OF ARTS

What the Portland Arts and Crafts Society is doing to develop local talent in drawing and painting.

WINDSOR, WHERE THE CASTLE IS

Annie Laura Miller tells of the treasures she saw within the historic structure and those on the outside.

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