The Oregonian

Entered at Pertiand, Gregon, Postoffice as beergline Matter. (BT MAIL)

one year. and weekly, one year. 3.50

(BT CARRIER)

Eastern Insigness Offices Verre & Conk-fin-New Toris Brunswick, building. Chi-caga, Steger, building.

FORTLAND, FRIDAY, MARCH 24, 1911.

THE JAPANESE BOGIE.

Facts are such hampering obstacles to the progress of much delightfully distressing fiction, in circulation re-garding a threatened Japanese invasion, that it really seems a pity to offer them for the consideration of our Hobsons, Humphreys and other nervous people who are enlightening and frightening the people with gloomy predictions. The Oregonian has called attention to the fact that this country was never prepared for It may be unnecessary also to WAR .. call attention to the fact that we were never defeated after we entered on any of these wars for which we were unprepared. Not economics nor polies has changed much since Patrick Henry publicly declared his ignorance of any better method of judging the future than by the past; and relying on that system, there is not much danger of any disustrous outcome in any which the United States might be forced.

Our merry lingues who are attempt-ing to frighten the American people have laid great stress on the alleged use with which the Japanese could land a vast number of troops on our These figures submitted on this threatened invasion vary in accordance with the nervous state of Mr. Jingo. Among the latest scares given to the public is an estimate that Japan could land an army of \$00,000 men on tres in thirty days. This state ment is frequently accompanied by the information that Japan has 200 trans-ports in readiness to effect this great All this is important, if true. But it is not true.

Japan, in return for the payment of a heavy ship subsidy, has first call on a number of steamships engaged in the merchant marine service. These vessels make up Japan's facilities for transport service and are now engaged in peaceful quest for freight and passengers to be carried for hire, on varius routes throughout the world. Some of them are running to Australia, others to South America. About a dozen are on the route between North Pacific ports and China, and some are running to Mexico, and a few of the best ones run to Europe. They are so well scattered throughout the world that it would be a physical impossibil-ity for them to be withdrawn from all of these trade routes and pressed into the transport service in less than en which Japan is securing a foothold would be the signal for the American prepare for the meeting.

As to the number of vessels which could be utilized for this purpose, the 5000 tons gross register, 17 of 4000 to 5000 tons register, and 52 steamers of Usually, as Dr. Wheeler strangely 2000 to 4000 tons register. Smaller omits to say, college engagements are would be practically useless made in the junior year, which is a for transport service, although Japan has 40, ranging from between 2000 and 3000 tons gross register. From these figures, which are official, it is quite clear that it would require that services of every Japanese steamer in excess of 3000 tons to float 100,000 to all long ere she is a junior. Hence men, and even this could not be acmplished short of three months. The Japanese bogie may do to frighten children, but it should not be seriously regarded by grown-ups.

lar field in which it is now most used Some of the wonders that it has worked are shown in a statement recently made by a New York concern which replaced its horse delivery aystem with motor trucks. The first year's work with a five-ton truck showed an actual saving of \$124.24 per week over what it had previously cost to handle the same work with horses. Another firm operated a fiveton truck for a year an average of forty miles per day at a cost of \$6.47 per day. When such direct, tangible results as these can be shown it indicates that

producers and consumers, as well as automobile owners, can reap substat tial profits from the building of good roads over which motor trucks can

bo operated with speed and safety.

TOTAL STRANGERS

Governor Hawley, of Idaho, has un dertaken to reform the assessment and taxation methods of the state by intaxation methods of the state by in-sisting that all property shall be rated by the assessors at full cash value. "By the eternal!" declares the Gov-ernor, "the assessors will do it (assess at real value) or get out of office.'

The Bolse Statesman expresses the fear that higher valuations may not be followed by lower levies, and dis-cusses with many evidences of appre-hension the condition when "county commissioners and city councils and village trustees and school boards, flushed with the possibilities of inflat-ed treasuries, shall enter upon an extravagant programme." The Boise paper, nevertheless, appears to have convinced itself that the "true value of property should be the basis for the measurent of taxes." No doubt; but when the ideal ansessor makes the ideal valuation (at par) the ideal county commissioner

and city council and village trustee and school board are conspicuously absent from the public service. Gov-ernor Hawley can learn a few things by coming down to Portland and studying the experience of Oregon. High valuations and low levies are beautiful and harmonious conceptions: but in practice they are total strangers.

LOVE IN COLLEGE.

President Benjamin Ide Wheeler makes an ingenious flank movement against the focs of co-education. It has been the practice of these people to point with scorn to the love affairs of the co-educational college. "Be-hold the billings and cooings of youths who ought to the poring over their Homer," shrick the critics. "What an awful scandal."

But Dr. Wheeler does not see scandal. He thinks the billings and cooings are not only lovely in themscandal. coolings are not only lead on to highly sat-selves, but they lead on to highly sat-lafactory outcomes. Compared with the ordinary marriage made in heav-en, Dr. Wheeler believes that the marwith riages made in college are a great

mprovement. There is much to sustain his opinion. Engagements to marry are commonly contracted under conditions which do not prognosticate a great deal of happiness. With passion for a guide and ignorance for inspiration the fatal vows are taken with a fair certainty of repentance not far ahead. in haste, repent at leisure, 'Marry accurately sums up a lamentably common experience, as the divorce records

Dr. Wheeler says lovemaking pro ceeds very differently at college, and indeed why should it not? There passion is no longer the guide. Venus three or four months. Meanwhile yields the scepter to Minerva. All is their withdrawal from all of the routes sedate, leisurely, deilberate. Life flows on in an intellectual calm. The would be the signal for the American reception committee to get busy and prepare for the meeting. As to the meeting. tion of himself. He regards her as she blushes and flounders through a latest issue of Lloyds Register credits speech on the college rostrum. There can be no illusion, no soft interchange

mical routes and the con merce of the Yakima Valley will follow the Yakima River' down to the Columbia and thence to Portland, for on that a new and rapthe same reas idly-swelling trade is following the line of least resistance down the Snake, the Clearwater, the Deschutes and the tributaries of these streams. The ad-vantages of the water-level grade were never more prominent than at the present time. Portland, the only port on the Pacific Coast at the foot of a water-level grade from the Rocky

Mountains, is enjoying prestige con-ferred on her by nature. "CURSED BE CANAAN."

As a far-off echo from the old cry, 'Cursed Be Canaan," comes a protes from the servants of the State Insane Asylum against the employment thereof a colored man and his wife. These persons are, as far as has yet appeared, suitable for the work to which they have been assigned, yet some of their fellow servants protest in lofty language against their employment and have memorialized the Governor on the subject, saying: "We, he employes of the asylum farm, conhider it an imposition and disgrace to have colored people occupying the po-sitions that they do (the woman as waitress in the dining-room and the man a worker in the engine-room) and object thereto most strenuously. Now in point of fact, as everybod knows, colored people, trained for serving, make the very best of servants. The question is not one of social equality or intellectual capacity. It is ne of fitness for the work. Doubtless | French government as fickle. Its perthe managers of the insane asylum have found the same difficulty in securing competent servants for departments of that institu-

tion that employers of domestic help find in private life, only on a much larger scale. The tone of the above onstrance indicates clearly that the servants in the insane asylur -01 at least those who joined in this remonstrance-are inclined to make much of the fact that they are em-ployed by the state, i. e., that the state pays their salaries. "Wages," of pays their salaries. "Wages," of course, they do not receive. Therefore they are not servants in the sense that they attach to that word, but "em-ployes," who have a certain dignity to maintain and who look upon labor as beneath them. Hence to have persons who are trained to work, and who are satisfied with 'a humble place in the

ranks of labor added to their number is "an imposition and disgrace." far-fetched conclusion, truly. The vocation represented by this luss of labor is highly honorable, ombining as it does the ministrations of the hand with those of justice, patience and humanity. All depends upon the spirit in which this vocation is filled and the acceptability of the

service from the standpoint of capable, conscientious endeavor. Upon this basis the employes of the asylum should be chosen, and upon this basis they should be retained or discharged, regardless of race prejudice or indi-vidual likes and dislikes.

THE FRENCH CABINET.

The member of the new French Cabinet who interests Europe is Delcasse. The others are virtually zeros and derive their significance, such as it is, from him. The Premier, M. Monia, has been in public life for thirty years, but nobody ever heard of him before he was called to the head him before he was called to the head of the French government. His three years' tenure of the portfollo of jus-lice, under the Waldeck-Rousseau government, which came into power in 1899, was no doubt creditable, but it gained him no reputation. He began life as a lawyer in a modest way, adding to his income by dealing in brandy, and has pursued a consistently incom spicuous course all his days. The best that can be said of him is that he is likely to be harmless. Nobody knows anything about him either to praise

nations have adopted the policy of preventing war by keeping up arma ments it will not do for France to le let her navy remain decadent. Such a condition simply invites aggression. There are mutterings in Germany of the old hostility to Delcasse, but very likely France will pay no attention to them. She is not quite so timid as she was in 1905 and possibly the Kaiser is not quite so ready to let slip the dogs of war. The danger to the new Cabinet, in-

cluding Delcasse with the other mem bers, arises from the opposition which they must necessarily excite among the socialists. Although they owe their power to the socialists and most of them belong to that group, it will be impossible for them to adopt the socialist programme in the face of public opinion. France is radical but not yet socialistic. The power of mod-erate opinion compelled M. Briand to abandon his extreme views, and it cannot fail to act in the same way upon the new Cabinet. They will ac-cordingly be looked upon as traitors by their party men and will be de-nounced unsparingly. For instance, M. Steeg, the Minister of Education, is a radical socialist, but the most he expects to do is to maintain secular education about as it stands. The treatment of the railroad employes will be the same as they received fro Briand and so it will go down the line of public questions.

It would be unsafe therefore to predict a long life for the new ministry. It will probably be destroyed soon by those who are now its friends. Still it would be a mistake to speak of the sonnel does not continue long without change, but the policies persist. For the last twenty-five years there has been no important alteration in the general aims of the French people as represented by their government.

Mills of the steel trust in the Chicago district are running light while those in the Pittaburg district are operating on a much heavier scale. is due to the heavy export business and the comparatively light demand at home. No difficulty is now experi-enced in filling orders for home conat home. sumption in a few days. The heavy foreign demand is, of course, due to the low price at which the trust sells the low price at which the trust sets its surplus abroad. So much secrecy veils the operations of the trust in its foreign business that the prices se-cured are unobtainable, but as steel rails in Europe are usually several dollars per ton lower than in this country, the figure, in order that in this could try, the figure, in order to cover the freight and other foreign delivery charges, must be at least \$5 per ton under the American prices. Perhaps if the steel trust would sell its products to American consumers at as low a figure as it quotes the foreigners, it would increase the volume of its domestic trade.

Here is fresh ammunition for the ship subsidy seekers. At a conference held in Cologne this week the reprenear in Cologne this week the repre-sentatives of the trans-Atlantic steam, ship lines renewed their agreement regulating passenger traffic between Europe and the United States. This is the alleged "combination in restraint of trade" in which Representative Humphrey and other noted subsidy seekers discovered such a mare's nest last year. As the passenger rates, including meals and berth on the steamers of the "pool," are lower than the rates which are charged by first-class hotels in the large Eastern cities, and freight is carried 3000 miles across the Atlantic at about one-fifth the rates charged between Portland and San Francisco, it is hardly probable that the public will begin holding indignation meetings over the renewal of the agreement.

"It would be a Nation's loss," wrote President Taft to Dr. Washington, "if this untoward incident in any way impaired your great power for good in the solution of one of the most diffi-cult problems of the age." "It would be a tragedy indeed." said The Ore-Most of his collengues in or blame. Most of his collengues in the new Cabinet are radicals and some \$ 77.

OREGON 40 YEARS AGO AND NOW. Lord Walsingham Reads Anniversary

Number With Surprise.

WOODSTOCK, Or., March 10 .--- (To the Editor.)-Last month I sent copies of the anniversary issue of The Oregonian to a number of friends in the Old Country and in Europe. I have just received letters from some of them about The Morning Oregonian of February 4. One of these is from Lord Walsingham, who came with me on a first visit to the United States in the Spring of 1871-just 40 years ago. He Spring of 1871-Just 40 years ago. He spent over a year in exploring, hunt-ing and collecting objects of nature in Klamath, Harney, Grant and other counties of Southern, Eastern and Cen-tral Oregon. He will probably be re-called to memory by Senator Charles Parrish, of Grant County, and other old methers now living.

Partish, of Orant Long. old settlers now living. He has always been a noted natural-let and sportsman. He holds the world's record for a grouse bag with 1070 birds to his own gun, on his Yorkshire birds to his own gun, on his Yorkshire birds to his own gun, on his Yorkshire estate. On another occasion, on his Nor-folk estate, he bagged with 1100 cart-ridges S42 partridges. He has been the largest collector in the world of mi-nute species of moths from all parts of the world. He has given his self-made collection of 260,000 species to the Natural History Museum in Ken-sington, London. His letter, dated Monte Carlo, March 6, reads in part as follows: as follows: "I received a few days ago a great

bundle of papers-The Morning Ors-gonian-for which I am obviously indebted to your thoughtful kindness. In looking them through a first time I can scarcely believe the changes that have come over the country I used to know so well. To think that, taking no provisions, I was able to keep five imen and a boy begides myself always sufficiently fed for 18 months by means of my own gun and rifle on the wagon and mule trin from San Francisco to and mule trip from San Francisco to the Columbia River and back seems now like a fairy tale, but so it was. 1 gave less than half my time to hunt-

"The Fort Klamath plains impressed me most strongly for settling purposes, and I am sure there is oil and mineral wealth in plenty in the neighborhood. Oll a little south of Klamath, at the point of the spur of hills that almost reaches the main road; then only a track. Exudations of pitch occur among track. Exudations of pitch occur smong the rocks & mile or two, perhaps more, from the road on the south side of the hills. There, there are also Indian fig-ures and inscriptions on the face of the rock, which indicate that this pitch was known. If I was there, I should take up a claim; but probably even Monte Carlo would be safer as a gam-ble for a limited capital! "I hear that the bulks you sent me are coming into flower, so I shall have specimens sent from Merton Hall and

are coming into flower, so I shall have specimens sent from Merton Hall and see if they are what I saw near Camp Watson, Grant County; but I feel quite aure it was a yellow snowdrop, and not a Fritiliaria. "Do you know the curlous Juniperus Occidentalls of Oregon? This again oc-curs just south of Klamath Resorva-tion. I am interested in a larva which feeds on the seeds; probably the older and drier ones, which are discolored; but I scarcely know whether to collect them now or in August or September. them now or in August or September. If you have this tree near you, please send me some berries." I visited the Fort Klamath region in May, 1871, before Lord Walsingham

had reached that region, and from my own observation I think he is justified in his belief of petroleum being found there; but not with limited capital to there; but not with limited capital to explore it. The railroad systems now about to open that region will greatly facilitate proper investigation. Parts of Yamhill and Washington Counties are the nearest points to Portland for finding petroleum. If any of The Ore-goulan readers in Southern Oregon know the Juniperus Occidentalis tree and would kindly asnd the source of the and would kindly send me some of the seeds I will forward same to Lord Walsingham. R. M. BRERETON.

First Children's Playgrounds.

PORTLAND, March 22.--(To the Edi-tor.)-- in The Oregonian of March 21. In the review of the work accomplianed by Mayor Simon and his several boards. or analysis similar and his several boards, credit is given the Mayor and the pres-ent Park Board for the installation of the first children's playgrounds in Port-land. This is not quite in accordance with fact. The real initiators of the movement in Portland for children's playgrounds in their modern form, with various play apparatus and a super-

REASONS FOR THE REFERENDUM Yambill Citizen Explains Movement Directed at College Funds.

rected at College Funds. MMMINNVILLE, Or. March E-(To the Editor.)-The referendum move-ment begun in this city some weeks ago, seems to have been misunderstood by a number of the votors of the state. The key to this whole situation was voiced in a recent editorial in The Ore-gonian favoring the combining of the higher educational institutions of the state. This sentiment was heartily ap-proved by thousands of Oregon citizens, and was greatly strengthened by the fact that large appropriations were asked for and granted to the institu-tions mentioned. The merging of these institutions was

The merging of these institutions was the dominant question at the mass the dominant question at the mass meeting held in this city. It was thor-oughly and ably discussed by a number of prominent citizens. It was argued from almost every conceivable point of view, and the final conclusion was that the first necessary step was to prevent further investment in these institutions until the question of union was settled; until the question of union was settled, therefore, the referending of every ap-propriation for new buildings and in-creased maintenance granted these in-stitutions was necessary, as a prelim-inary step to the initiating of a law combining the state's higher educa-

tional institutions.

tional institutions. The idea that Yamhill County people do not believe in higher education is an affront and an insult to every dition within her borders. As a matter of fact, Yamhill County has for years en-joyed as many institutions for higher education as any other county in the state. And these colleges, too, are sec-ond to none—the work done by them being first-class in every particular and accepted by Yale. Harvard, Brown, Chibeing first-class in every particular and accepted by Yale, Harvard, Brown, Chi-cago and all of the higher educational institutions of the United States. Hence there can be no question that Yamhill citizens are appreciative of higher edu-cation. The citizens of old Yamhill also know something of what it costs to edu-cate a pupil in these independent col-leges, and know to a certainty that it does not cost one-half as much to edu-cate a pupil in either of the colleges of this county as it does to give the same grade pupil the same education in the University of Oregon, hence the desire on their part to combine the institu-tions, thus making their money go as far as possible.

The scored another hit.
The writer, stather with many other and the solution of the scored another hit.
The writer, that believes that very another and the solution of the solution of the sponger of the solution of the solution of the sponger of the solution of the sponger of the solution of the

the Legislature. TIMOTHY BROWNHILL.

Maneavers or Warf PORTLAND, March 23.--(To the Edi-tor.)-You have referred to me in The Oregonian as one who "scents war" and have stated that the present concen-tration of troops was for "maneuvers, maneuvers only." I would like to know, as a matter of curiosity, if you really think that the President of the United States, after having, throughout the last session of Congress, recommended the utmost economy in appropriations, and after having had the military ap-propriations cut down to this lowest posed sentences on them which spread consternation among the evildeers. They cast about for some means to get rid of him and hit upon the original scheme of forging his resignation and scheme of forging his resignation and in must have been a good forgery, for Grant promptly accepted it and, knowing how sadiy courts were need-ed in Idaho in those days, just as promptly appointed a successor. When Judge Lawis received notice that his resignation had been accept-ed, he protested that he had not re-signed and never intended to resign.

Timely Tales of the Day

J. S. Van Winkle, who has just been eappointed postmaster of Albany, in Linn County, attended a banquet in Salem given by the Young Men's Re-publican Club a few days after his first appointment.

There had been considerable "josh ing" at the banquet about state pat-romage and when Van Winkle arose to respond to a toast he called attention to the fact that Linn County paid a larger state tax than any other county of Oregon, except four, but that de-spite this it had no state institutions of any kind, state college or even a normal school.

normal school. Judge Henry L. Benson, of Klamath Falls, was the next speaker. "The plight of Linn County is indeed. sad," said he, "and I lament with my friend Van Winkle the fact that it hus no penitentiary or asyium, no state university or agricultural college or even a little normal school. But, thank God. Linn County still has a postoffice.

There have been intermittent grumb-There have been intermittent grumb-lipgs over the class of service that has been given on the Mississippi-avenue carline, and it appears that one of the conductors on this line invariably drew until a few days ago, a crowd that took delight in complaining about what was called "rotten service." The conductor kept hearing this so often that he got to believing is real earnest that there was something rad-ically wrong about the treatment af-forded the patrons of his line, and, be-ing something of a wag, he thought he would make a strong hit with his pas-

would make a strong hi with his pas-sengers one evening. So, when the car approached the "R.-S." or Russell-Shaver transfer point, he called out so that all could have him. hear him:

"Rotten-Service Junction."

"Rotten-Service Junction." The car was packed and the disgrun-ted passengers caught the sarcastic play on words in an instant and it went big. Everybody talked about it, and the nickel-gatherer was happy. The next night he repeated the call and he scored another hit. He tried it the third time, and this time it was a "knock-out" for him. He is not working for the company now, for there happened to be an inspector on the car.

of having resigned a judgeship with-out knowing it. When Idaho was a wild territory, without railroads and almost without law, President Grant sent Judge Lowis out to be Supreme Judge of the ter-ritory. Lawis took with him some old-fashioned ideas of inw-enforcement which did not suit the lawless dwellers in the West of those days and he im-posed sentances on them which spread consternation among the evildoers. They cast about for some means to get rid of him and hit upon the original scheme of forging his resignation and sonding it to the Prosident. It must have been a good forgery, for Grant promptly accepted it and, knowing how sadly courts were need-ed in Idaho in those days, just as

PORTLAND, OREGON.

MOTOR-CARS CHEAPEN TRANSPORTA TION.

The increasing importance of the automobile as a factor in the trans-portation business of the country is one working for better roads and the other for perfection in the automobile State of Washington to engage in inteoffered the public. A Vancouver Item in The Oregonian yesterday reports a motor-truck, with a wagon in tow, making three trips daily to Portland hauling five cords of wood each trip. The item further states that on good stretches of the road the motor-truck with its load attains a speed of twenty miles per hour.

This business suggests tremendous possibilities for economical transporation as soon as we begin road-building on scientific principles. If it is possible to build portions of our roads in such shape that a speed of twenty miles per hour can be attained by a motor truck it is not impossible that By the completion of the Northern Pacific Railroad across the Cascade we may extend the system until the city and country are drawn together as they never can be drawn together by ald methods of transportation.

In this particular instance it is easy te trace the enormous saving that is effected. The delivery of wood in Portland under the old system inolved a haul from the woods to the railroad station, or boat landing. after transportation to Portland there was another haul to the place where it was to be used. By use of the motor truck the loading and unloading from the boat or car is avoided and the wood delivered direct from the woods to the consumer at a much lower transportation cost than would sible by old methods. The transportation economies made possible in to other commodities which must stand the burden of a transportation and delivery charge from the country to the city. For this class of work the motor-truck has both the horse and the railroad at a decided disadvantage. for a low rate by rail and are too long for horses to be used.

The motor-truck, like the early au les, has not yet reached a state of perfection, but inventors and mechanics are making daily progress in

of them are socialists. It is commonly believed in France that it will depend ripe age intellectually if not physical-By that time the critical faculties are highly developed. If a person is a fool or a knave he cannot spend two years at college without betraying it. If a girl is a simpleton it will be known engagements are made with all the certainty of happiness which full knowledge and mature judgment in-sure. The weifare of the American family commands us to uphold the

co-educational college.

INTO THE YAKIMA FIELD. With the opening of the North Coast road into North Yakima, the Harri-

man interests have added another good, stout string to Portland's comnow reached a stage of development where the annual value of its fruit, hay, livestock and garden products runs into millions. The district embraces several hundred thousand acres of remarkably rich land and so satisfactory have the returns proved that it has become the most thickly popu-lated agricultural district in the state. In the early days of the country the

rich Yakima Valley was accessible only from the Columbia River terriand Portland enjoyed what little ory = trade there was with the stockmen,

and woolgrowers. By the completion of the Northern Mountains, an easier route for getting in and out of the valley was provided, and for twenty-five years anything like close business relations between this city and Yakima Valley has been practically impossible. The route over the Cascade Mountains to Seattle and Tacoma was the only avenue open for reaching the world's markets and the trade of the valley was thus artificially diverted from the route over which nature intended it should move. But "the line of least resistance" is today more religiously regarded by the trans portation companies than ever before and Portland is again coming into her

OWB It would be foolish to assume that the Puget Sound cities will relinquish their hold on that rich trade, without ood-hauling apply with equal force making a struggle to retain it. It will accordingly be necessary for Portland to put the best foot forward and show our old neighbors, from whom a transportation barrier has long separ-ated us, that we have not abandoned the old business principles which en-The distances are too short abled us to get along so satisfactorily with the ploneers of the Yakima Valley before the railroad car

The re-establishment of these cordial relations would of course be more difficult if it were not for the fearful handicap under which the Puget bringing it into shape where it will prove vasily superior to any other form of transportation in the particu-over which commerce now seeks the

upon the socialists for support and that it is likely to be disappointed. Dire necessity will compel the Cabinet to adopt the policies which brought disaster upon Briand and try to carry them out. Since these policies are bitterly repugnant to the socialists, the Cabinet is leaning on a reed which is pretty sura to break before a great M. Delcasse, the only outstanding

mber of the Cabinet, was Foreign Minister in 1905, in the Rouvier government, when the alliance between Great Britain and France was con-Under Delcasse's management the British understanding took

the aspect of hostility to Germany. His manipulations were so deft that for a time Germany was isolated in European politica. The natural consequence was resentment and the Kal-ser's diplomats set themselves at work to destroy Delcasse's power. . The instruments they used were threats of war more or less thinly velled. The difficulties in Morocco, terminating in the Algeciras conference, gave Ger-many a desired opportunity, which

was improved so industriously that the French were thrown into a panic and Delcasse was dismissed from his office. The Kaiser declared almost openly that the retention of the too active Foreign Minister would be an un-friendly act leading to war. The intention was to make his dismissal the signal for a breach of the understand-

ing between England and France, but this did not happen. France has held steadily to the British alliance, which, with Delcasse's return to the Cabinet, may again assume an aspect of unfriendliness to Germany. Of course the English are delighted to see him come back to power. His position in the new Cabinet is not that of Foreign Minister, but since he has the brains of the government in his cranium he

will control its policies. At least so it is assumed in Europe. His ambition is to build up French fleet, which is in a sad state of decadence. Nobedy who knew only

of its present condition would ever dream that France once disputed with England the supremacy of the seas. M. Delcasse hopes to place her navy on an equality with Germany's within

a few years. If his plans succeed France will become a much more val-nable ally both to England and Russia than she is now. Russia has no effi-cient fleet since the Japanese war, so clent fleet since the Japanese war, so that a strong French navy would vir-tually double her European prestige. Combined with the British fleet the array of ships to which Delcasse looks forward would outnumber any three navies in the world and war against biostics mouth he foothardw

the combination would be foolhardy even on the part of Germany. While Delcasse's policy will be ex-

gonian the day before. cident to cast a baleful blight upon the educational work of a man stands for the uplift of his race in the United States." These almost identical expressions in both cases were prefaced by assurances of confiden integrity of Dr. Washington-a the confidence that, without do shared by open-minded, intelligent people throughout the Nation. The occurrence will scarcely be more than "as the chaff that the wind driveth away.

Professor Joseph W. Marsh, who has been in the service of Pacific University forty-four years, celebrated his 75th birthday on March 22. The few who remember Professor Marsh as a young man join with the faculty, graduates and students of Pacific Uni. versity and the citizens of Forest Grove in rendering honor due to the venerable educator, and hope that his still useful life may be prolonged yet many years.

The United States Government's internal revenue receipts reached highwater mark during the first two months of the present year. A poverty-stricken Nation like Japan will probably think twice and then again, before it seeks plausible pretext to go to war with a country whose treas vaults are bulging with the thews and sinews of war, or with that which makes these effective.

The auspicious time has come when it is cheaper to live on coastwise steamers on the Pacific than to stay at home. Rate-cutting between rival lines has achieved this result, and to that extent has solved the problem of the high cost of living. And just as Spring is smiling on the blue Pacific, too, with the vacation season in the offing!

Naftzger, the Kansas banker who bought stamps in job lots and swore he had no interest in knowing whence they came to him, was given proper

The State Supreme Court is catching up with the work, since Justice McBride takes a half-mile dash every

The cost of the proposed high bridge South Portland will be altitudinous

Company L, at Pendleton, is drilling nightly, ready to give it to any fee.

Only star boarders are wanted by Warden James

opla's Institute Club: Mrs. Helen Ladd Corbett, then and now president; Mrs. W. B. Ayer, Miss Mary F. Falling, Mrs. J. G. Gauid, Mrs. W. M. Ladd. Mrs. Charles E. Ladd, Mrs. A. H. Tanner, Mrs. T. B. Wilcox, and Miss Valentine Prichard, director of the club.

The club some time in the year 1906 rasolved to take steps to establish playgrounds for the children in the neighborhood of the Institute in North neighborhood of the Institute in North Portland. They accordingly pefitioned the Mayor and the Park Board to set aside two or three of the North Park Blocks. This was done, and the rest of the story is best told by the report of the Park Board for that year, and the report of the playgrounds com-mittee of the Institute Club to the Park Board for the same year. Permit me this much in justice to the women of the People's Institute.

the women of the People's Institute and in the interest of the history of the beginning of a movement which every one must rejoice to see carried forward, and which must become of purpose to intervene in Mexico, as an ultimate necessity for the protection alike of Mexico and of the great importance to the civic welfare United States, The Oregonian does not J. R. WILSON of Portland. believe: and that it has anything to do with Japan, or the remotest likelihood

Laws for Working Women.

of war with Japan, The Oregonian regards as both ridiculous and foolish. PORTLAND, March 20 .- (To the Edi tor.)-Will you kindly answer these questions through the columns of The Ore-

FORT ROCK, Or., March 18.-(To the Editor.)-Will you please answer the following inquiries in The Oregonian: What is the law in this state re-garding the hours per day for working women and the number of hours in a "Is there a law in this state to the ef-fect that a road which has been in use for 10 years or over cannot lawfully be fanced? Also, must room for a road be

week of seven days? 2. Can an employer lawfully deduct fines from employes' pay checks for in-fringement of private rules, such as oming a few minutes late, etc., without

tice of such rules? . Has an employer the lawful right withhold wages in event of employes leaving without noticee?

Establishment of section line roads is a matter of local regulation in Oregon. .Innor

3. No: unless an agreement is had be-

When Mortgages Are Forcelosed,

PORTLAND, March 21 .- (To the Edi-

they came to index but will appeal, of course. The room cierk at the state prison is in danger of nervous prostration and the Governor will help him out of his When a mortgage is interclosed on certain property, are the occupants of said property compelled to vacate at once, or are they given a certain length of time to remain and attempt to re-deem said property, the occupants be-ing the owners of property? PERPLEXED.

The purchaser of property sold un-der mortgage foreclosure is entitled to immediate possession.

bum. My purse is now as empty as a drum, Nary a single red have I to show: But I must have a seed or two, and so it's up to me to look around for some. I haven't got a pal that I can touch For any more than two bits at a stroke, and I will need a dozen times as much. Bay, cully, ain't it hades to be broke? Well, as I must dig up the change some-wherea. There's nothin' left but knockin' down some farea. Last night I dreamed the daradest bunch of rot;

Taxing of Homesteads.

MALIN, Or., March 18.--(To the Edi-tor.)-Is a homestead taxable after it has been proved up on, and before a person receives a patent from the Gov-ernment? A SUBSCRIBER.

Last night I dramed the unridest buttch Love as a trolley car I scened to see Hittin' it up the pike for fair, and gee. The crowd on heard was such a mushy lot. Cooln' away like tingdoves in a cot? And dinky little Cupid seemed to be The meterman. Meanwhile, his majesty Old Harry was ecilectin' farms. I thought And I was sittin' holdin' Mamie's hand. Swappin' a heap of lovay-dovey suff. Pilin' the soft scap on to beat the hand And handin' out a raft of hothouse suff. When suddenly we hit an open switch And landed, badly battered, in the ditch! After final proof has been made and a certificate issued therefor, the land liself must be assessed, notwithstand-ing the patent has not been issued (Laws 1907, page 488),

which he enjoyed in his old age be accepted at face value by the coun-California try. That it has behind it any serious

> MANY FEATURES IN THE SUNDAY OREGONIAN

"The Indiscretion of Letty Shaw," fourth story in E. Phillips Oppenheim's new adventure series.

Taal Volcano's Recent Rampage, showing very first pictures of terrible eruption that wrecked Teal Island.

What Commercial Changes Will the Panama Canal Effect? An intimate study of an important and complex subject by John F. Stevens.

American-Born Women who will participate in the coronation of King George-and there is quite a colony of them.

Happiest Hours of Some of Our Great Men-In every case the most unexpected versions are given.

Women Who Stare on the Street are Flirts, says a street masher in his confession.

Goo-Goo Eyes, fluffy hair and pouty lips not part of real American beauty, says noted artist in selecting new model.

Colorado's Penal Drones are put to work building good roads.

Mr. Twee Deedle, Sambo and the Widow Wise have some new adventures.

morning.

also.

tor.)-Would you kindly answer the question for me: When a mortgage is foreclosed on

Chicago News. Gee, this is tought She's promised me to come Out to a picture show tonight and, Ohi I dunno where I'm goin' to raise the dough. For love has put my bank book on the burn.

left on all section lines or may a man fence in more than a section of land without leaving a road through on the ection line? LEWIS E. THOMPSON. A highway not established by law which is used continuously for 10 years without interference becomes a county WORKING GIRL.

Working hours of employed women are limited by law to 10 hours a day.
 There is no legal provision prohibiliting penalising of employes for infrac-

tion of rules.

and after having had the military appropriations cut down to the lowest possible figure, would immediately upon the adjournment of Congress have ordered 25,000 troops into the field, at a cost of militons of dollars, merely for maneuvers? If he did, what would congress have to say when it meets in April? The Eastern papers state that he resignation been accepted the freedent is not worrying about what Congress will say. Certainly not! He has the papers to show and they don't mention "maneuvers" either. JAMES JACKSON, Col. U. S. A. The Oregonian has suggested repeated iy that the President's own explanation, through inspired semi-official channels, that the mobilization of troops at the Mexican border has no hostile intent toward Mexico, or any nation, ought to be accepted at face value by the coun-

Phases of Good Road Law

Sonnets of a Car Conductor.