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PORTLAND, THURSDAY, APRIL 13, 1911.

MR. MANN AS MINORITY LEADER.

The opinion is common that Mr. Mann, of Illinois, is a happy selection for the minority leader of the House of Representatives. His information is wide, but so is that of many another who is quite unfit for parliamentary conflict. Mr. Mann's fitness lies in the ready command he has over the stores of his memory. When memory fails imagination stands ready to supply its place, as it must for any facile debater. The new leader is extremely versatile as well as extensively read. During a single week of the last Congress it is recorded that he spoke on dozens of different topics as wide apart as nursery stock and the Grand Army of the Republic, doing ample justice to all.

His parliamentary spryness is illustrated by the interpretation he gave to the rule for discharging committees from considering a bill. Mr. Mann discovered that the bill in question must be read entire to the House, and by fixing upon one that covered some hundreds of pages he engineered a perfectly lovely filibuster. It is said that he knows more parliamentary law than Champ Clark. If he does he will naturally find ways to make things interesting for the new Speaker.

Few would think of saying that Mr. Mann is the ablest Republican in the House. There are a number who surpass him in sheer intelligence. Perhaps one or two have more sensitive consciences, though conscience is not supposed to cut much figure in parliamentary struggles any more than in military affairs. All is fair in debate.

The insurgents took no part in choosing Mr. Mann for the minority leader and so they need not follow him unless they like. Probably they will not like except now and then. His ways are not their ways. It is expected that he will make a capable and courageous leader for the minority. If he brews trouble for the majority it will be a feather in his cap, and the more he brews the more proudly the feather will wave. That is what a minority leader exists for.

A TRUST THAT FAILED.

The International Sailingship Owners' Association, which controlled about four-fifths of the sail tonnage of the world, has at last fallen to pieces by its own weight. This great organization was formed for the purpose of preventing ruinous rate-cutting by the shipowners. It came into existence about eight years ago and one of its first official acts was to declare an unjust differential in favor of San Francisco and against the Northern ports. In this discrimination Portland was worse treated than the Puget Sound ports, and the effect was so harmful to the port that it became necessary for the railroads centering here to offer free pilotage to the owners in order to secure a removal of the unjust handicap.

As neither Portland nor Puget Sound came into direct competition with San Francisco, no effort was made to equalize the rates that the shipowners granted the California port, and, until the collapse of the association, the Bay City enjoyed a much cheaper rate than was paid from the Northern ports. The final collapse of this big shipping combine was due exclusively to the workings of the old law of supply and demand. Aside from the discrimination made against Portland, there was no particular objection to the methods or object of the association. The minimum rate established for carrying freight from Pacific Coast ports was extremely low for the service, and the ridiculous onslaughts made against the association in the interest of a ship-subsidy bill by Congressman Humphrey were entirely unwarranted. But low as these minimum rates were, they could not be maintained even by the greatest ship combine that has ever been effected in the Pacific trade.

Ocean tonnage is a commodity. It is bought and sold on the same basis as other commodities. When there is a surplus the price declines, and when there is a scarcity there is an advance in the rates. Obviously the shipowners' association, dealing in a commodity where the rates were thus at all times subject to the immutable law of supply and demand, could not maintain a fixed rate except by artificial means. The experiment lasted a long time, much longer than most projects where natural conditions are warped and temporarily thrust aside by artificial means.

While this attempt to supplant natural laws with strictly artificial regulations failed because it was in direct conflict with one of the oldest economic laws in existence, the climax was hurried by the remarkable increase in the world's steam tonnage. The ancient, inexpensively-operated and low-priced sailing ship might be held on waiting orders for the purpose of forcing up freight rates, but the expensive steamers must be kept moving, regardless of rates. They must not be tied up in port if there is a possible chance for cargo even at a low rate that will enable them to move to another port where rates are higher. The International Sailingship Owners' Association cost Portland considerable money and prestige before the unjust differential was removed, and Portland will accordingly rejoice over the final dissolution of the organization.

The term "mother wit," as reckoned by Leslie's Weekly in commenting upon the tribute lately paid by Andrew Carnegie to his mother in connection with his success in life, is something native and spontaneous which clings to us through life. "It is a world-recognized tribute to the influence of a mother over her children which is usually far greater and also more persistent than is that of the father." This is the testimony of the ages, to which nothing can be added and from which nothing can be taken. It is the common ground upon which censure and adulation meet and adjust differences. The man who owes his success in life to the principles of industry, economy and honesty inculcated by maternal example and teaching has been known throughout generations; the man who stands out before the world as did Greeley and Garfield, Lincoln and John Quincy Adams, Jonathan Edwards and the Wesleys and as Carnegie and many others prominent in finance, philanthropy and statesmanship are now doing is the product of modern conditions and of a culture that recognizes woman's part in the world of endeavor.

PRESENT AND PAST EXTRA SESSIONS.

President Taft is the eleventh President of the United States who has found or deemed it necessary to call Congress in extra session. History upon this point is interesting. President Jefferson issued this call twice, as did also Madison and Hayes. We are accustomed to regard the extra session called by Lincoln as the most important, and indeed imperative, of all, since it was called to meet the exigencies of Civil War. It met July 4, 1861.

The stress which made necessary the special session called by President Madison, however, was one of war also. It met in 1811 to discuss ways and means for stopping England's attacks on American shipping and the impressment of American sailors into the British navy. This was not stopped without war, the conflict of 1812 following it.

Jefferson's first special session was one of a peaceful nature, called in 1803, to provide necessary legislation to conclude the annexation of the Louisiana purchase which more than doubled our already vast and then sparsely occupied territorial area.

President Cleveland called a special session to meet the exigencies of the financial panic of 1893, which heavily clouded the opening of his second term of office. Specifically he urged upon Congress in this special session, which met August 7, 1893, the repeal of the purchase clause of the Sherman silver bullion deposit law of 1890. After a most exciting discussion, the President's wish was acceeded to, Senator Sherman himself voting and working with a large Republican majority and sound-money Democrats to compass this purpose.

This is President Taft's second special session, the first having been called, like that called by President McKinley in 1897, for the purpose of revising the tariff. Both of these extra sessions met March 15 in their respective years (1897-1909). The first lasted until July 24, when the Dingley law was enacted; the last concluded its labors August 5 by the enactment of the Payne law.

The present session met April 4. No exact parallel for the present session has existed. No great crisis, such as financial depression or threatened war exists. There is no general unanimity of factions or parties on any of the problems to be disposed of. Congress is not in control of one political party and each party is bound to keep in mind the coming on of a Presidential election. Neither history nor precedent offer much on which to base a prediction as to what will be accomplished.

LONG AND SHORT HAUL MISUNDERSTOOD.

Imperfect understanding of conditions which are responsible for the "long-and-short-haul" clause of the interstate commerce law leads the Hartford Courant to indulge in strange comment on the Spokane rate case. Apparently taking its cue from the Spokane papers, the Hartford paper insists that it is wrong for the Spokane people to pay higher freight rates than are paid by the Portland shippers, a few hundred miles farther west. Displaying A density of ignorance, not at all in keeping with the reputation of the paper, the Courant inquires: "If it is fair to charge more for carrying goods to Spokane than clear across the Continent, why not treat passengers the same way?" The answer is that passengers have legs and would get off when their train reached the point they wanted. The railroad manager who charged more for a ticket from New York to Spokane than for one from New York to Portland via Spokane would be thought foolish.

Using a passenger rate on any railroad in the United States as a basis for showing what a freight rate should be is fully as logical and sensible as applying the law of gravitation in an algebraic problem. If a steamship line could land passengers in Portland from the Eastern part of the United States in the same time that is now required by the railroads to bring them across the Continent and at 60 per cent of the present rail rate, there would be a heavy travel by that route and the 40 per cent differential would enable the railroads to pay the local fare from the Coast back to Spokane and still meet the transcontinental rail competition. To offer a specific illustration: The Spokane Spokesman-Review, a paper which has misled many of its readers into believing that water competition is a myth, ships its printer's ink in carload lots from the East by water to Portland or Puget Sound and thence by rail to Spokane at a saving of $54 over the best rate the railroads will quote.

If the comparison made by the Hartford paper were of any value, or had any bearing on the situation, quite naturally the editor of the Spokesman-Review, in making a trip from New York, would follow the route of his ink. The fact that the railroads will not handle ink and other low-grade freight at the low rates made by the water carriers is sufficient evidence that the water rates are unprofitable for the land carriers. On high-grade freight, rates are higher and the railroads can compete with the water carriers at Spokane and the Coast. To the latter point, the railroads must maintain tracks and equipment and operate trains for the local freight traffic and for the through and local passenger business. The heavy fixed charges on which all rates are based are caused by this investment in tracks and equipment and by fixed operating expenses.

If the road is deprived of the right to haul freight west of Spokane to meet water competition, and thus deprived of its right to add to the earnings made on freight not affected by the low water rates, it would lose heavily and would necessarily be obliged to make up the loss by higher rates on the smaller amount of traffic handled.

Density of traffic, distance and water competition, all enter into the Spokane rate and all other transcontinental rates. With water carriers landing New York freight in Portland as low as $6 per ton this city, 400 miles farther west than Spokane, will continue to pay lower rates than Spokane will enjoy, until deep-water ships can land at Spokane wharves.

A BARREN DECISION.

The president and faculty of Cornell University have decided that negro women, otherwise qualified, may enter that institution and share the privileges of Sage College Dormitory on an equality with white women. President Schurman can, of course, issue an order of this kind, but it is beyond his power to control the prejudice that balks at the color line in his university. In a thousand ways, without infraction of discipline, colored women can be made to feel that they are not wanted in Sage College Dormitory.

The wonder in connection with this matter is that intelligent colored women seek to gain entrance to Cornell. The silent indignities, as well as the more palpable slights to which they will there be subjected, cannot fail to make life a bitterness and a burden to them. There are colleges for colored people. Why not matriculate in these and save the heartburnings incident to even a successful attempt to enter another college.

Of a truth, "it is hard to kick against the pricks," and folly to waste time, temper and strength in so doing. The negro's battle for education should be fought along lines of least resistance. Race prejudice is one of the most unreasoning of forces and the most impregnable. If it is ever overcome it will be by patience and subtlety, not by open assault.

NEEDLESS FIRE LOSS.

The United States is the richest country on earth. We have money to burn, and we burn it in larger quantities than any other nation on earth. This excessive carelessness and prodigal waste was so pronounced in the month of March that with the assistance of a few thousand dollars from our Canadian neighbors we ran the March fire losses up to more than $31,000,000—a matter of $1,000,000 per day, including Sundays, St. Patrick's day and holidays. This exceptionally high figure was largely due to the $5,500,000 Capitol fire in Albany, but the January and February figures, as compiled by the New York Journal of Commerce, ran the figures for the first quarter of 1911 up to the imposing total of $69,907,000. This is a very good start for a record in wastefulness, and it is reasonable to expect that last year's figures of $234,000,000 for the twelve months will be exceeded this year.

That stereotyped statement, "loss covered by insurance," will not bear very careful analysis, for property loss by fire completely and forever removes from the use of mankind direct, tangible wealth which is needed for the creation, aid and employment of other wealth. The insurance companies foot the bill, and the property of more careful individuals is assessed to make up the reserves that are depleted whenever a big conflagration occurs. Even the $1,000,000 per day loss that is shown by the figures on March conflagrations does not represent even approximately the actual loss that indirectly results from every big fire. When it is a factory that burns many people are thrown out of employment and a long train of industries dependent on the one that is destroyed are affected in a degree. There is never any great surplus of capital in the world, and that which is withdrawn from one quarter to pay fire losses in another is certain to disarrange and hamper business.

These figures, of course, have only to deal with the economic feature of our immense fire loss. There is another and more terrible side to the picture. The brief line telling of a $420,000 fire in a waist factory in New York City, in the fire-loss records, gave no hint of the horror that centered around it, for while the conflagration was lapping up $420,000 worth of property it was scorching the life out of more than 100 unfortunate workers in the death trap. This was a loss before which all other fire losses of the year pale into insignificance. The worst of it all is that we as a Nation go on year after year permitting this awful waste of life and property.

CANAL PASSENGER TRAFFIC.

It is impossible to estimate the extent of the revolutionary change which the Panama Canal will make in the world's trade routes, but every few months some new feature of the coming event is presented to the public. Among the more important features already announced is that the largest steamship line on the Atlantic is already making preliminary arrangements for establishing a regular passenger service between Europe and the Pacific Coast as soon as the canal is completed. This service would, of course, be of great advantage to the Coast, for it would enable a very desirable class of European immigrants to reach the undeveloped regions of the Pacific Northwest at a low cost, and would also supply facilities for the economical movement of freight traffic between the Pacific Coast and the Old World ports.

The immense business now handled by the American-Hawaiian Steamship Company operating in connection with the Tehuantepec route and by the two steamship lines operating on the Panama route, conveys but a faint impression of the magnitude of the traffic that will flow through the canal as soon as it is open. In a Los Angeles dispatch in yesterday's paper it is announced that the American-Hawaiian Steamship Company has plans drawn, and will soon let the contract, for four magnificent twenty-knot passenger steamers to ply between New York and Pacific ports as soon as the canal is completed. It is stated that these steamers will have sufficient speed to make the run from the Southern California ports to New York in ten days, which of course, would make them factors of no small importance in the passenger business between the two coasts. That the line would prove highly popular and profitable is a certainty, for there is a large and steadily increasing number of tourists and business men, who are not too much hurried for time, who would at all seasons of the year take advantage of an ocean voyage which offered so much in the way of variety and interest.

The railroads are already making preparation to meet as far as possible the competition of the canal for the freight business, but this announcement of the steamship people of a prospective passenger service is the first intimation that has been made that there may also be some very stiff competition in the passenger traffic. The passenger steamers will have some advantage over the railroads with that class of people who prefer the ocean voyage to the train journey.

The people of Seattle, whose jealousy of Portland was in no small degree responsible for the defeat of the state road bill at the last session of the Washington Legislature, are having great difficulty in making promises equalize the damage or alleviate the harm that was done Southwest Washington by the defeat of the bill. The latest form taken by the olive branch which Seattle has been frantically waving is a banquet which the Seattle Chamber of Commerce will give the Southwest Washington Development Association. The southwest is still suspicious, however, and has served notice on Seattle that the invitation will be accepted only with the understanding that the affair will lead to a definite understanding of Seattle's attitude toward the construction of the Pacific Highway. Seattle seems to be nearing a point in this problem where performance, and not promises, will be insisted on if she wishes to retain the good will of the southwest.

Eastern eggs are coming into Portland at the rate of about one carload per day, although the receipts of Oregon eggs are much heavier than in former seasons. The eggs now being received from the East are not offered for sale, but are going into storage to remain until the usual scarcity and high prices next Winter will make their sale profitable. It makes but little difference to the Oregon consumer who pays the bill whether the eggs are used now or next Winter. The fact that it is necessary to bring eggs into the country for use at any time is conclusive evidence that we are not making the most of our opportunities. Poultry raising has proved an unqualified success in a dozen localities throughout the state, and with eggs and chickens always commanding high prices there is no good reason why we should not produce at least enough to supply the home demand.

The young daughter of the German Emperor is, it is said, being trained with the view to becoming, in due course of events, Empress of Austria. The determined lines of a stubborn, imperious ancestry are strongly marked upon the face of this daughter of the Hohenzollern-Brandenburgs and she may not be as compliant in matrimonial lines as was even her father before her, who was madly in love with, and greatly wished to marry, his beautiful cousin Elizabeth, afterward for years the unhappy wife, and now the recluse widow, of Grand Duke Sergius, of Russia. Stern old Bismarck would none of it and the young hothead, then merely Prince William of Germany, was bade to choose from among German Princesses, without successor to the throne of Austria-Hungary.

There was some reason to fear that the sunny mood of March would prove too coaxy. And now April resents his coquetry by turning the cold shoulder upon his presumptuous advances. This resentment cannot in the very nature of things last, though it is likely to prove disastrous to the fruit buds in more exposed localities and roses that were coaxed forward in advance of the season. However, if there is not a full crop of fruit in all lines, there will no doubt be plenty.

Very likely gossip does the Woodburn bachelors gross injustice in reporting that they maintain a blind pig. Still there may be some truth in the story and the question arises why they do not spend their time and money in maintaining homes. If the Woodburn girls would bestir themselves a little they could certainly present more allurements than a blind pig can. But perhaps the bachelors of that town are blind.

Mr. Brandreth's experience in Brussels brings home to the reader the vital part that ready money plays in our affairs. The owner of millions, he was thrown into jail for lack of cash to pay his hotel bill. Did you ever find yourself penniless with no way to relieve the situation? The resultant feeling is uncanny. Money means power, respectability, health, safety. It is the Atlas who holds the world up.

To put 100 articles on the free list at a stroke would be a heroic achievement, too heroic to expect from the House Democrats. They can only propose. The Senate disposes, and if all tales are true the Senate does not look longingly towards an enlarged free list.

Those Mexicans are squandering resources in wasting gore. A New York sailor sold a quart for $25 to be used in a transmission operation. This establishes a market quotation.

The trouble with young Clark, the Vale bank cashier, seems to have been that his ambition to help make the town grow outran his discretion. He got off easy with a $5000 fine.

It is said the captain of the Iroquois saved himself and left passengers aboard to drown. Possibly he hated to die, and, if the story is true, he will hate to live.

Profit of $3500 on an investment of $21,500 for a month in Portland real estate shows where to put the money.

Everybody, almost, wants to come to Oregon. A thousand have applied for positions in Monmouth Normal.

The French government is disturbed, not so much by the riots as by the loss of wine for export.

The only thing left is to give Joe Bailey, State Dairy Commissioner, the tuberculin test.

Mr. Folk urges awakening of public conscience. He might stick a pin there.

Rogue River orchardists used the oil pots and have no fear of failure.

Down in Hayti an idiot was shot for talking. They fare better here.

No fan will object to President Taft being premier at the game.

Just wait until the Beavers come home.

HOW ENGLISHWOMEN GAMBLE.

Turf and Markets Interest Her as Much as Bridge.

London Answers.

A very few years ago Father Bernard Vaughan preached a course of sermons on the mania for bridge which was fast invading smart society. As a matter of fact, bridge is only one of the many forms of gambling in which the up-to-date society woman indulges. Her field of operations includes the stock exchange and the turf, as well as the bridge clubs and the tables of Monte Carlo and Dieppe.

The following is a fair sample of how a member of the "smart" gambling set spends her day. In the morning after a careful perusal of the sporting news in the daily paper she telephones to her bookmaker, backing what she considers the likely winners of the day. This finished, she either gets through to her stock broker or else motors into the city for a personal interview with him. Nowadays, many society women have a very shrewd business instinct. It was the great women of Mayfair and Belgravia who were the first to reap a profit from the rubber boom of last year. After lunch, our fair gambler turns in to her card club, where she will play bridge, or its latest development, auction bridge or baccarat, usually at home or at a friend's house.

What is known as the "card instinct" seems to be more strongly developed in women than in men. At any rate, the proficiency at bridge of many prominent women of society is astonishing. At the present moment the best bridge player in London is the wife of a well-known guardsman. She is generally supposed to make $7500 a year at bridge, and this result is due entirely to skill.

A curious feature of the gambling spirit in society is the way bridge tournaments have taken the place of bazars. At these tournaments the entrance money and a percentage of the stakes is devoted to some charitable object. A fund organized by the Lord Mayor last Spring largely profited by one of these tournaments.

ARE WE A LAW RIDDEN PEOPLE?

Harvard Professor Says Such Legal Obstruction Is Unknown Elsewhere.

Washington Herald.

Rule burdened courts and a law ridden people are distinctive features of the American judicial system, according to Professor Roscoe Pound, of Harvard University, at the Hotel Shoreham. "Legal obstruction and subordination of other governmental functions to the judiciary are common in the United States to an extent that would not be tolerated in any other country. The efficiency of the courts is seriously hampered by arbitrary details. Lawyers overwork the element of authority in law, while the public is too eager to override the judiciary.

"It is becoming a commonplace to assert that we are a lawless people, and the complacency with which the charge is received goes some distance toward establishing it. It should be remembered, however, that we are also a law ridden people, and the complacency with which we sustain our burden suggests that it rests lightly upon us and confirms the charge of the lawlessness.

"No people gives so much power to its courts. No people makes so many vital problems of state and society into legal questions and commits them to the judiciary. What in other lands is committed to administration and inspection and executive supervision, the Anglo-American leaves to his courts. This attempt to confine administrative action to the inevitable minimum, which hitherto has been fundamental in our policy, produces a multitude of legal rules which hinder, as against a few which help."

Now the Keyless Door Lock.

Harper's Weekly.

Locks of every imaginable kind have been invented, but there is now on the market a keyless door lock that is rapidly taking the place of the lock of the old style. These keyless locks do not appear, at a glance, to differ greatly from the ordinary lock. They have a fancy plate, and a knob, and they can be placed on any door. Instead of the key and keyhole, however, there is a particular bit of mechanism beneath the knob, with four to six little levers, which can be pressed or raised to unlock the door. The owner or person who has a right to enter can be given the combination, and the lifting of one or more of these little levers one or more times, just as may be arranged, will release the bolt, and the door will open. The closing of the door will lock it, and a certain lever will release it if it is worked from the inside.

Numerous combinations may be had, and these can be changed at any time.

No Boat for Ex-Mayor Wise.

ASTORIA, Or., April 10.—(To the Editor.)—I notice in The Oregonian of Sunday, April 9, that Charles F. Wise, ex-Mayor of Astoria is building a fast motor-boat which he will enter in the speed races during the Centennial. Lest my numerous friends throughout Oregon, who intend visiting Astoria next August, during the Centennial celebration delude themselves into the prospect of taking a boat ride in my motor-boat, I wish to say, the boat is being built for C. F. Wise and not for me. The money I saved during my two terms as Mayor of Astoria, wouldn't buy a good-sized "schooner" much less a fast motor-boat.

HERMAN WISE, Ex-Mayor.

Webster Is Right.

PORTLAND, April 11.—To the Editor.)—"A" bets that the word "transpire" means to sweat.

"B" contradicts the above definition. I have looked up the Webster's Dictionary and given the definition, but one party is not satisfied, so I appeal to you to decide who wins, "A" or "B."

ROBT. L. DUVALL.

The Oregonian sides with Webster.

No.

PORTLAND, Or., April 11.—(To the Editor.)—Will you please inform me through your paper if an 1858 quarter without the words "In God We Trust" is worth other than its face value? If so how much?

A READER.

If you have an American coin of 1858 with the words "In God We Trust" The Oregonian fancies you would get a large sum for it.

The Conqueror.

National Magazine.

It's easy to laugh when the skies are blue
And the sun is shining bright;
Yes, easy to laugh when your friends are true
And there's happiness in sight;
But when Hope has fled and the skies are gray
And the friends of the past have turned away,
Ah, then indeed it's a hero's feat
To conjure a smile in the face of defeat.

It's easy to laugh when the storm is o'er
And your ship is safe in port;
Yes, easy to laugh when you're on the shore
Secure from the tempest's sport;
But when wild waves wash o'er the storm-swept deck
And your gallant ship is a battered wreck,
Ah, that is the time when it's well worth while
To look in the face of defeat with a smile.

It's easy to laugh when the battle's fought
And you know that the victory's won;
Yes, easy to laugh when the prize you sought
Is yours when the race is run:
But here's to the man who can laugh when the blast
Of adversity blows, he will conquer at last,
For the hardest man in the world to beat
Is the man who can laugh in the face of defeat.

BOOKS

WITH the statement that active demand exists in the sale of stamps purchased by those who already possess volumes written by Charles Dickens, the English novelist, comes the announcement that although the money so raised will be acceptable to certain of Dickens' descendants, one of the surviving sons of Charles Dickens has lately stated that "only a few members of the Dickens family are in want and these are they who receive a small pension from the British government." So many appeals were lately received for financial aid to several of the Dickens family, that out West, at least, it was supposed they were in dire need.

Henry Labouchere stated in "London Truth" that Charles Dickens left $465,000 independent of a considerable amount which he set aside in trust for his children. It is also known that Dickens realized considerable sums of money in this country through the proceeds of his lecture tours, and advance sheets from his novels. Admirers of Dickens would now like to have a business statement made up by competent authorities showing exactly the condition of the Dickens' stamp fund, with the names and needs of the Dickens beneficiaries. Meanwhile, plans are progressing favorably for the observance in England of the coming Dickens centenary.

* * *

Robert W. Chambers, author of the "Firing Line" and other selling novels in which he successfully portrays the American idle rich and how they kill time and make love, was recently a guest at a banquet in New York, and told this story about artistic temperament: "I have little patience with it, and think its synonym is selfishness," began Mr. Chambers. "The poet Wordsworth used to compose his sentences, in bed, at night. Nudging his wife in the small hours, he would say:

"'Maria, get up. I've thought of a good word.'

And Mrs. Wordsworth would rise sleepily, light a candle, and write at her husband's dictation for 10 or 15 minutes."

"A couple of hours later Wordsworth would wake her again.

"'Get up, Maria. I've got a good word,' he would repeat.

"But one night Mrs. Wordsworth put a stop forever to this nocturnal dictation. Her husband, awaking her with the usual 'Get up—I've thought of a good word,' was startled to hear her reply:

"'Oh, get up yourself! I've thought of a bad word.'"

That is a safe story to tell. There is now no chance in Wordsworth coming back and saying: "I am misquoted."

* * *

Price Collier's recent year in India has resulted in a series of articles in Scribner's Magazine, which will shortly be published in book form under the title of "The West in the East From an American Point of View." His articles on India: "The Gateway to India," Bombay and its people and official life, "Religion and Caste," "From Mughal to Briton," "His Highness the Maharaja," give a remarkably clear view of Britain's great empire of the East. Mr. Collier was educated in Switzerland and Germany, and at Harvard University.

* * *

William Lyon Phelps, author of "Essays on Russian Novelists," is Lampson Professor of English Literature at Yale University. He is the writer of "Essays on Modern Novelists."

* * *

James B. Fagan is at work on a dramatization of Robert Hichens' "Bella Donna."

* * *

Dodd, Mead & Co. will be the American publishers of Wagner's autobiography. The manuscript has been in existence nearly 40 years and covers some 1200 pages. It was dictated by Wagner; much was transcribed by King Louis of Bavaria. Proof corrections were made by Friedrich Nietzsche. In these memoirs it is said that Wagner "tells everything—his hopes, fears, disappointments, griefs, follies. One striking incident which he narrates tells how he was summoned from school to the bedside of his dying father. On arriving he was taken aside by his mother and told to play the piano for the dying man. He did so, and as the strains died away his father turned on his pillow and whispered, 'I wonder whether he will ever develop a talent for music?'"

* * *

Eben E. Rexford was recently elected an honorary member of the Authors' Club, of Boston, in recognition of his volume of verse, "Pansies and Rosemary."

* * *

"I hear you actually encourage your boy to send poetry to the magazines. Do you want your son to become a poet?"

"No; I merely want him to get the conceit knocked out of him."—Louisville Courier-Journal.

* * *

"In a few days there will be issued Mrs. Olive Schreiner's "Woman and Labor"—the first book from the author of "The Story of an African Farm," since the publication of her "Trooper Peter Halket," 14 years ago. The story was recently told of the loss of the manuscript of the voluminous work on woman which Mrs. Schreiner had completed at the time of the Boer War. The present book is a rewriting, from memory, of a portion of this lost work. English reviewers consider the book equal in eloquence and logic to the best that its author has done.

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James H. Snowden, D. D., LL. D., whose new book, "The Basal Beliefs of Christianity," was formerly Adjutant Professor of Psychology and Ethics in Washington and Jefferson College. He is author of "The World a Spiritual System," "Scenes and Sayings in the Life of Christ," and "A Summer Across the Sea."

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Homer E. Woodbridge, of Colorado Springs, Colo., points out in the New York Evening Post that Kipling's well-known poem "Recessional," is heavily indebted to tradition. Hence is Mr. Woodbridge's complaint: Of course, its chief debt is the Bible: It is full of scriptural phrases. It owes something also to familiar hymns, such as Watts' "O God, our help in ages past." A friend recently called my attention to the resemblance in thought between the first two lines of the second stanza,

The tumult and the shouting dies,
The captains and the kings depart,

and some lines in Lowell's "Commemoration Ode":

Great captains with their guns and drums
Disturb our judgment for the hour,
But at last silence comes;
These all are gone.

I recently noticed that another line in the poem,

Dominion over palm and pine,

seems to have been borrowed from Emerson's "Woodnotes":

And grant to dwellers with the pine
Dominion o'er the palm and vine.

If we add these lines to the ones showing the influence of scripture or hymns, there will remain barely three or four lines in the poem unaccounted for; and it would be rash to say that even these owe nothing to tradition.

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Captain Beecham's "Gettysburg: The Pivotal Battle of the Civil War," is the latest addition to the literature of that great battle. The author analyzes the strength and weakness of the forces on each side, and besides correcting a number of errors that have crept into histories of the war, supplies new evidence on many points that have hitherto been overlooked.

Advertising Talks

By William C. Freeman.

The Purpose of Advertising is to enter into an agreement between the advertiser and the public on a basis that will be mutually agreeable and profitable.

If advertising is actuated by any other purpose it will fall short of accomplishment.

It is obvious that the advertiser wants to sell his merchandise; it should be obvious to him that he must sell it **Right** if he is to get **Continued Patronage** from the public.

All of us know of advertising successes that had their foundation in fraud and continued fraudulent throughout their whole careers, but **They Did Not Last,** did they?

The agreement entered into by the advertiser and the public must be **as Binding** as any legal document that's soundly drawn.

It should be a **Compact** between the two that means that each is to give a **Square Deal** to the other. There won't be any trouble about the public always giving a square deal if the advertiser will give it a square deal.

The advertising put out by a firm should be carefully considered before it is released for publication. It should avoid anything and everything that might mislead the public in agreeing to patronize it.

Do advertisers always consider? Or are they impelled by a motive to **Get the Crowd** if they can, no matter how they get it?

In smaller communities, where everybody knows everybody, there is very little likelihood of the public being deceived by advertising. The merchant there knows he **Must Make Good.** He knows if he does not, he will not do any business.

In larger communities, where there are great throngs of people—transient and resident—the advertising faker thinks he can escape the consequences of misrepresentation, and he does, sometimes for a long period, but in the end he gets his deserts as he always does.

The **Increasing Faith** in advertising is being brought about because the majority of advertisers—a big majority, too—live up to their agreements.

The good merchants should unite with good newspapers in driving out the frauds in every community.

(To be continued.)

Half a Century Ago

From The Oregonian, April 13, 1861.

James A. McDougall was elected U. S. Senator from California on the 2d of April, by a vote of 57 to 47 for all others, and will start for Washington on the 11th of April.

We observe among our exchanges the appointment of Thomas J. Dryer to the office of Commissioner to the Hawaiian Kingdom. It is a position of great importance to the people of Oregon, if it is properly attended to. The establishment of a certain trade, which we have heretofore foreshadowed, may be of incalculable benefit to us. From the warm interest Mr. Dryer has always taken in the material interests of the country, we expect much of him in this connection.

The Cortes brought up quite a number of Oregonians who have been absent on business or pleasure in the Atlantic states and California. H. W. Corbett and family are amongst them. Mr. Coarbett was one of the delegates to the Republican National convention.

There are many Oregonians in Washington anxious to serve the country. Jesse Applegate will probably get the Surveyor-Generalship. A. P. Ankeny is strongly backed as Superintendent of Indian Affairs. T. J. Dryer is quite sick, but seems to be improving. General Lane leaves soon for Oregon. Colonel Baker will not go before the first of June.

On the 22d of March, a proposal to refer the San Juan Island question to the Swiss Republic for arbitration was submitted to the Senate. Mr. Nesmith opposed it, or anything which might lead to the abandonment of the American claim to the island, under any circumstances.

Purpose of Intercollegiate Athletics.

MANISTEE, Mich., April 8.—(To the Editor.)—I believe the main purpose of intercollegiate athletics is the discipline derived not only by the players but by all who try out for places on the respective teams of the various colleges. For instance, not less than 500 men of Michigan University have attempted to get their names into print for their skill in athletics. I suppose their trainers have them duly pigeonholed to be drafted when wanted.

Presence of mind is a very valuable thing for any one to have and games like baseball, basketball, football, golf and tennis require that. The average student is so immersed in his studies that his emotions are atrophied. He is a man of thought rather than of action. Hence the presence of mind developed by these contests is a good thing for him. When he goes up against boys from another city he doesn't know exactly what to expect. He must be all eye, all ear, all attention. How long does it take him to form impressions of what should be done? Certainly less time than one not so trained i. e., he has more presence of mind to do the right thing, at the right time, in the right way.

T. A. MAJOR.

Soft Pedal on Hat Question.

PORTLAND, April 10.—(To the Editor.)—I regret to re-open the subject of bridges, and apologize in advance for so doing, but in editorial comment on the bridge resolutions of the "Swedish Quartet" The Oregonian of April 10 says that it would be inclined to indorse them if the document were changed to refer to women's hats.

As I was commissioned by the Swedish quartet to draw up the resolutions I deemed it proper to call their attention to your comment, with the result that they have expressed their willingness to substitute the change that you suggest, but for one reason, and that is that owing to the nearness of Easter they feel that they would be treading on dangerous ground, and they consider it best to proceed with caution. They are therefore inclined in this instance to "speak their griefs softly." Yours for a sane hat,

ARTHUR W. NEALE.

Interest in Children's Welfare.

PORTLAND, April 11.—To the Editor.)—I read with much interest the editorial in The Oregonian of Monday headed "Dr. Gulick and the Schools." I want to state that I am a firm believer in these things and let you know that I stand ready and willing to co-operate with you in any welfare work for the children of Portland.

A. M. GRILLEY,
Physical Director Y. M. C. A.