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Portland, Saturday, May 20, 1911.

### THE NORTH BANK AND PORTLAND.

Seattle is very much distressed over the poor earnings made by the North Bank road. The Times has made frequent mention of the unfortunate misadventure of the Cascade Mountains in the Columbia instead of continuing to lift traffic over the lofty Cascade Mountains. In its issue of Tuesday the Times prints a long communication from D. H. Gilman, an expert who seems to have escaped the attention of such an expert as being James J. Hill, the late E. H. Harriman and a few others who were credited with having some knowledge of the business.

Mr. Gilman terms the North Bank road a "white elephant," and says that the proper method for relieving the congestion on the mountain roads was to "double track the Northern Pacific from Portland to the Sound and from the Sound to Pasco." This expert authority on railroading also makes the somewhat surprising statement that "Portland and the Inland Empire show for an eleven-hour trip between Portland and Spokane and one by rail and one by water."

The preference which the people of Portland and of the Inland Empire show for an eleven-hour trip between Portland and Spokane and one by rail and one by water, is a striking evidence that the Harriman system, which followed the south bank of the Columbia into Portland, the great Inland Empire's traffic, which for twenty years has been lifted over the lofty Cascade Mountains at an enormous expense to the railroads, which of course, passed the burden on to the producers and consumers, has doubled, tripled and quadrupled since rail communication was first established by way of Puget Sound. Even under this heavy handicap which nature had placed in the way of traffic, it was in 1909, that the Harriman system, which followed the south bank of the Columbia into Portland, the great Inland Empire's traffic, which for twenty years has been lifted over the lofty Cascade Mountains at an enormous expense to the railroads, which of course, passed the burden on to the producers and consumers, has doubled, tripled and quadrupled since rail communication was first established by way of Puget Sound.

As a single engine on the Harriman line down the Columbia could haul more loaded cars to Portland than could be hauled over the Cascade Mountains with ten engines, and as the Harriman system was even then penetrating a portion of the best territory east of the Cascades, it is not necessary to handle the traffic on even terms with its chief competitor naturally appealed to the controlling interests of the Hill system, and the North Bank road came into existence. Expert railroad men were quick to see the commercial wisdom which would be reflected in handling freight by the water-level route, compared with the expensive mountain haul, and it required only a mild knowledge of economic principles to enable any one to foresee that a large amount of traffic that for twenty years had been following the mountain roads to market on Puget Sound would now follow the line of least resistance down the Columbia River to Portland.

What has happened since the North Bank road began operations has been told day after day, and month after month, in business statistics, such as bank clearings, real estate transfers, building permits, postoffice receipts and other direct, tangible, unquestionable evidence of growth. This growth has taken place almost exclusively in the business of the Puget Sound cities. To be specific, let us take wheat, a commodity that supplies more traffic for the railroads than any other product of the Inland Empire. For the ten months ending April 30, 1911, the year before the North Bank road was completed, there was shipped from the Puget Sound ports a total of 13,417,000 bushels of wheat, while the shipments from Portland for the same period were 12,494,724 bushels. Government statistics received in this city yesterday show total shipments for the ten months ending April 30, this year, to have been 7,125,150 bushels from Portland and 3,815,351 bushels from Puget Sound.

To summarize: Before the North Bank road was built Portland was handling 60 per cent and Puget Sound 42 per cent of the foreign wheat trade, while this year Portland's percentage is 64 per cent and Puget Sound's 28 per cent.

North Bank road is earning but 3.273 per cent on its cost, but he apparently overlooks the fact that the line is not yet fully completed and that none of its numerous feeders have yet "hooked up" with this great trunk line through the Columbia gorge. One of these feeders is pushing rapidly toward the coast regions. Between this city and Tillamook it will tap the greatest body of standing timber in the known world. Another feeder is pushing rapidly toward its branches through the Willamette Valley and foothills, opening up much new country and vast stretches of forests of fine timber. In Central Oregon the largest of the feeders is now opening up the largest undeveloped farming region in the United States and will incidentally tap another big timber belt.

In comparison with the traffic that the North Bank will be called on to handle for these feeders, that hauled over the Cascade Mountains in the past days of the individual lines was insignificant. It is from these new fields that the North Bank will earn its dividends of the future, and it is with the development of this virgin territory that Portland will far exceed anything in the past or present.

### THE PUBLIC SPIRIT.

The wholesale manner in which the Simon petitions have been signed reveals the public temper. The people are aroused. They fear to turn over their city government to Mr. Rushlight and his allies, partners, guides, mentors and satellites, known and unknown. They know Simon. There is nothing uncertain, vague, mysterious, unknown or unknowable about him. He stands for Portland. Rushlight stands for a considerable and dangerous interest that would control Portland. That is the difference. It is vital.

But Simon is not elected yet. Far from it. Let no one make that mistake, or underestimate the formidable nature of the associated elements of the Simon campaign. He will be elected if the people who are now so much concerned do not lose interest, but work as they have been working till election day.

This is no case of letting somebody else do it. It is up to the citizens of Portland, individually and collectively. There is a duty for each citizen to perform. He may not have approved of Simon wholly. But now he must decide whether he wants Simon or Rushlight. That is the issue, and the only issue.

### LEAVING IT ALL TO U'REN.

The Oregonian will own that it has read Woodrow Wilson's speech at the Commercial Club with a distinct feeling of regret and disappointment. The Governor will pardon us, we hope, if we remark that he talked like a college professor, wedded to theories and devoted to abstractions, and not at all like a constructive statesman such as a Governor or a possible President should be. It is not better than pettifoggery for the Governor to respond to a bona fide invitation for him to outline his policy, or any policy, or course, or method, by which we may have and keep representative government through the initiative and referendum, with a declaration in effect that as between a Legislature at Salem and a Legislature in U'Ren's hat, his preference would be for U'Ren's hat. The Oregonian would not be. Oregon has reached the point where it realizes that it cannot and must not leave all the better things of this world to a few men who shall never have restoration of the representative government for which the Governor speaks so eloquently by devolving the legislation of a great commonwealth upon one man through the U'Ren method. It is a reversion to the dark ages, when one man's will was the law, and a declaration in effect that as between a Legislature at Salem and a Legislature in U'Ren's hat, his preference would be for U'Ren's hat. The Oregonian would not be. Oregon has reached the point where it realizes that it cannot and must not leave all the better things of this world to a few men who shall never have restoration of the representative government for which the Governor speaks so eloquently by devolving the legislation of a great commonwealth upon one man through the U'Ren method.

The people of Oregon are long past the era when they are pleased merely to hear complimentary lectures on the Oregon system; they want to know how to let go of the initiative and referendum, retaining the desirable features of the initiative and referendum, and materializing their will through the representative system. Dr. Wilson's progress from a vigorous denunciation of venal and stupid legislatures and an eloquent apostrophe to the Oregon system to his grotesque refuge in U'Ren's hat is not altogether edifying. Will the Democrats of Oregon be able to plan in 1912 to make the pilgrim's journey to the U'Ren hat-plate in Oregon City in order to dialogue their candidate for President? How does U'Ren's hat suit them for a shrine?

### ELIZABETH'S RING.

The huge sums which are paid for old books, relics and rings nowadays prove that a great many people have more money than they can dispose of wisely. After reading the other day of \$20,000 paid for an old Bible we now learn that an English collector has paid \$17,000 for a ring. To be sure the ring was perhaps the most interesting relic of that sort ever known. It was the one which Queen Elizabeth gave the Earl of Essex with the command to send it to her if he ever found himself in deadly peril. The peril came in due course, for Essex was a wildly ambitious man given to turbulence, but when he dis-

patched the signet to the queen it miscarried and he went to the scaffold. Essex was one of the numerous men with whom Elizabeth refused to fall functionally in love. She was a conscienceless flirt, winning hearts and breaking them without remorse, but some of her discarded suitors were faithful for many years, pursuing incessantly a forlorn hope. When Essex returned from Ireland at the head of his considerable military forces, he returned he could frighten the queen into marrying him by stirring up a phantom rebellion, but Elizabeth was not easily frightened. The unfortunate Earl was defeated and executed.

The man selected to prosecute him was Francis Bacon, whom Essex had loaded with favors in former years. Had Bacon been a man of honor he would have declined the duty, though his hope of promotion depended on his accepting it. Far from declining, he carried on the prosecution with relentless energy and without an iota of incomparable ability. The expected promotion did not follow, however. Some say that Elizabeth resented a woman what she had commanded him as a queen to do. At any rate Bacon never got ahead in public life until the death of James I. came as a throne. Then by course of shameless flattery and compliance he managed to rise to the chancellorship.

It is suspected that Elizabeth really loved Essex, though nobody knows the truth about it. She made unblushing merchandise of his talents as a politician. Half the eligible of Europe were on her string at one time or another. To some of them she proposed. Others fell in love with her, but she never intended to marry anybody. Her value in the marriage market was a treasure which she was selling as fast as she could. When she fell into serious difficulty, which was every year or two, she broke the combination of her foes by proposing to marry one of them. The trick seldom failed to work.

### FARCE OR JOKE; OR BOTH?

Rushlight as the Republican nominee for Mayor is very like a joke; Rushlight as Mayor would be something more—or something less—than a joke. It is funny to see a Republican candidate for Mayor who never votes the Republican ticket, detests Republican principles and hates the Republican party, rallying to the Rushlight standard because he is the Republican nominee.

A Republican primary that nominates a Rushlight as the Republican nominee is a farce. He was not nominated by Republicans. He was nominated mainly by voters who are not Republicans, never were Republicans and never will be Republicans. They did not go into the primary because they were Republicans or desired Republican success, now or hereafter. They went there to get their man—and they got him.

Now we see the Rushlight cohorts led by a red-garbed, socialist, anarchist, give-everybody-and-everything-but-the-raincoat-theft-robber, shouting for the triumph of the Republican nominee! Yet the last of all things this paper and its sympathizers want is Republican success. What will they do for the Republican party after they get Rushlight in office?

### CITY PLANNING.

The phrase "city planning" is new in the United States and stands for an idea which with us is novel. Elsewhere it is familiar. It is very old in fact. In antiquity every city was planned more or less completely before it was built. It may be said indeed that there was a common plan for almost every city, whether whether conspicuously or not. Athens, for example, had its civic center on the Acropolis, where the public buildings were grouped with the theater at one side, as anyone may see for himself by looking at the model in the Portland Art Museum. Another city, Rome followed a similar plan, the civic center being the Forum whence the streets radiated with some resemblance to the spokes of a wheel.

America has exhibited a certain sluggishness in grasping the importance of making plans for its cities. We have built them in a helter-skelter sort of a way much as if man should nail together the lumber for his house with his eyes shut and try to live in the structure. He would not be very comfortable if he tried to do so. Our cities have not proved entirely safe, either to life or character.

The "city planning convention" which has been holding sessions in Philadelphia indicates the beginning of a better sentiment. The convention is a city plan, and it is to grow up in its own wild way as the classic Topsy did in fading out and we are coming to believe that since we must dwell in cities, most of us, it is just as well to see to it that we have the means of living comfortably and happily.

The reform began, no doubt, with the Columbian Exposition in Chicago, where we obtained our first National concepts of such things as groups of public buildings, the value of space to show off noble structures and so on. The intrinsic value and economy of civic beauty made an impression at Chicago which has never been lost. On the contrary, it has deepened steadily ever since.

The later expositions at Portland, Seattle and elsewhere have widened its influence, until everywhere in America people are truly springing to retrieve the sordid estate of their cities. We are coming to look upon the municipality as a common home and to demand for it some of the refinement, comfort and culture of the civilized household. Washington City was one of the first to abandon the old fancy of rectangular streets and apply the idea of circles with radiating avenues which gave easy access to all quarters and afforded long, charming vistas for the eye.

not be destroyed to make way for an avenue. The avenue may wind round it, making room near the building for a space of greenery with shrubs and flowers and seats for the weary visitor.

The checker board plan for a city is neither economical nor does it save time and space. It takes longer to go round a block than to pass through it diagonally. Still, after that, the square arrangement must be followed, especially in the business sections. The divergent avenues are rather for the residence quarters, though they ought by good rights to cut through the business blocks also here and there.

An incident with the civic center and the radiating avenues goes the "Ringstrasse," as it is called in Vienna which has one of the most beautiful in the world. It is a wide driveway surrounding the entire city. In Portland it would wind about the bases of the mountains, ever ascending here and there, crossing the river in the south, sweeping out beyond Mount Tabor and re-crossing the river in the neighborhood of St. Johns.

Again, when Portland has actually attained to a plan the river front will be the most beautiful opportunity from its present melancholy and neglected state. There will be parks on the banks in place of rubbish heaps. Flowers will blossom where the sad oyster can now sleep in gloom. Concrete quays will line the shores and the bridges will be of the highest quality. It is quite as cheap to build a handsome bridge as an ugly one and the former structure will usually outlast the latter because, architecturally, beauty is strength.

To plan a city requires intelligent forethought. To bring one back to a plan after it has been carried out requires some money, though the increased values of property created by the improvements commonly pay for them if the business is managed sensibly. Chicago, probably the ugliest city in the world—two years ago, is rapidly becoming one of the most attractive through systematic remodeling after a plan worked out by Daniel H. Burnham. The process is expensive, but the people of Chicago appear to find that it pays. No doubt other cities, including Portland, will come to the same conclusion in course of time.

### TACOMA'S MURDER CASE.

One of the most pitiful and at the same time the most revolting trials for murder that has ever taken place in the Pacific Northwest has been in progress through the week at Tacoma, where a man is charged with having murdered a woman by beating her with an ear until she could no longer resist and then holding her under water until she drowned.

This fight was evidently between a brute and a termagant. The pitiful feature of it is the fact that it was witnessed from its beginning to its fatal ending for the woman by three children of tender years, a son of the victim, a girl of five years, and a boy of seven and seven years old. The story told by these infants on the witness stand canceled whatever sympathy may have been felt toward the principals in this battle and transferred it with added volume to the terror-stricken mother.

The woman's death may not have been caused, as charged, by drowning due to the man's ability to hold her under the water. If guilty as charged, it may be hoped that he will receive the full penalty of the law. But, however safe she was, the protection of the full penalty of the law was not the horror-stricken witnesses of the brutal tragedy.

It will take a full measure of kindly home influence and judicious care, together with the attrition of time, to bring the frightened people from the memories of these children to the hope that these agencies will work out their mission in this case, both for the sake of the state and the little boys who have manifestly, in their earliest environment, gotten a lamentable poor start on the road to good citizenship.

Governor Wilson gave Mr. U'Ren a real send-off. With him U'Ren and the Oregon system are synonymous. We guess U'Ren was entitled to the recognition the Governor of New Jersey gave him, but the Governor's recognition of the Governor helped his Presidential boom along much by placing his cause in charge of a man who, whatever else he has been politically, has never been a Democrat. All this happens, too, just when there had been a suggestion that U'Ren might be elected in Oregon. After his long slumber the Democratic Rip Van Winkle returns to find his Katrina married to U'Ren. Of course we speak figuratively. Awful, isn't it?

The indictment of Cox, Chief of Police, we shall not feature. Neither will we feature an indictment may or may not mean something. Good men have been indicted in Portland—George H. Williams, for example. He was Mayor. They indicted him for failure to enforce the laws. Yet he was, and deserves to be, Oregon's most honored citizen. George H. Thomas, now Democratic candidate for Mayor, was foreman of the grand jury that brought in the Williams indictment.

### RECIPROCITY AND THE FARMER.

Opinion Expressed That Agreement Would Ruin Wheat Farmer. PORTLAND, May 17.—(To the Editor.)—On the matter of reciprocity with Canada the West seems indifferent, whereas we people in the Middle West and the East are aware that the measure urged by our beloved President Taft is undoubtedly going to work a hardship on the agricultural classes of the country never before understood. So, also, with "Free Silver" or other like issue. An election with such an issue teaches many persons many things they have never cared enough about to read up on the subject.

In like manner of late readers of the Oregonian and of other great leaders in the thought of the Nation have been presented with an increasing amount of information pro and con concerning the single tax.

One man will define the single tax as a tax on land, another, as a tax on value, and yet another, as a tax on the value of the land. It is a tax on the value of the land, and yet another, as a tax on the value of the land. It is a tax on the value of the land, and yet another, as a tax on the value of the land.

Just as a par with this has the American farmer been placed when the world's highest agricultural market in the world and sell his product in a free-trade market and have three-fourths of the produce he sells in the world's highest agricultural market in the world and sell his product in a free-trade market and have three-fourths of the produce he sells in the world's highest agricultural market.

Conservation does not mean to let things lie idle and unoccupied. True conservation of the soil is to use the soil to the proper use of the land. The United States was getting to the point where she soon would not ship any wheat to a foreign market and the farmer could be protected by the tariff, since it is unconstitutional to protect him with an export bounty. But throwing all of the great Northwest, Canada, with her millions of acres of rich virgin wheat lands in direct competition with the worn-out lands of the United States would ruin in capital letters to the American farmer.

Value of Old Coins. PORTLAND, May 17.—(To the editor.)—Please inform me if I can find out the value of old coins. AN AMATEUR COLLECTOR. Write to Scott Stamp & Coin Co., New York City, for price list.

### Country Town Sayings by Ed Howe

(Copyright, 1911, by George Mathews Adams.) If people don't love you, it doesn't seem to matter much to a certain man I know is generally disliked, but he seems to get along about as well as the rest of us.

If you have a few dollars left over Saturday night, after paying your legitimate bills, and you are wondering what to do with it, why not pay for your own work? Why be a fool, and use your money in a manner which will do you more harm, and the sharks the most good?

When a man asks \$100 for a horse, he expects to get about \$60. There are said to be 2000 beliefs as foolish as that, which will run up hill. How many foolish beliefs have you? Look yourself over, a foolish belief costs you money.

You can pick up a boy's school book, and find instantly where he is studying. Every page he has passed over is full of marks and dirt.

When a popular society gives an amateur entertainment, there is one thing you must take part, or buy a ticket.

### SINGLE TAX IS LIKE SOCIALISM.

Advocates Do Not Agree as to the Exact Aims of Either, Says Writer. CORVALLIS, Or., May 9.—(To the Editor.)—An article in the Oregonian on "The Fallacies of Single or Land Tax" is well worth reading. A war in foreign lands, a great earthquake or a famine draws attention to the country affected, and the reading public learns much of the geography of the country never before understood.

Every one well knows that the owner of an unimproved tract of land in the heart of Portland has received an immense profit, without any effort whatsoever on his part to create value. Today's paper records the successive profits accruing to prior owners of the Bay Woodard, Clarke & Co. location, has been raising their value by community growth and business concentration at that point.

Single taxers propose, as nearly as I can gather, to create a condition where the value of land would be in some form or other returned to the community which created such value.

Unimproved country lands enhancing in value by reason of community growth are designed by the single tax folk to return to the community which created such value, some portion of the increase in value caused by community growth or other contributing causes, not the result of the owner's investment or activities.

People who subscribe to the old saying, that one shall "live by the sweat of thy face," a saying handed down from Scripture, amount to about as much as find an element of substantial justice in the single tax proposition; insofar as it proposes to return in some form to the community which created such value, earned values those values which the owner did not assist in creating.

I am not intending to go on record as favoring the single tax, much less any Socialistic doctrine which has yet far come out in the open; it will be high time to form opinions on these matters when the subject when their doctrine is reduced to a positive and definite plan in the meantime let our enthusiasts, rushing blindly in "where angels fear to tread," cease to be a disgrace to the State in Wisconsin, California and other states where these much despised Socialists and other extremists are enjoying victories at the polls right along.

If we of the United States are real sovereigns, as some pretend to think they are, then the election returns are, like money, the "thing which counts." J. H. WILSON.

League Favors Local Bill. PORTLAND, May 17.—(To the Editor.)—What are the tax requirements of the new state automobile law? What is the City of Portland requirements? Must an auto owner have both city and state license? Can a man temporarily operate another's auto under owner's license?

Half a Century Ago. From The Oregonian, May 20, 1861. The laying of the cornerstone of the house of worship in the course of erection for the First Baptist Church of this city on the corner of Fourth and Alder streets will take place this afternoon at 4:30 o'clock.

The organization of the militia is going on rapidly on Puget Sound. At Port Madison a company called the Union Guards has been formed. About 70 have been enrolled at that place.

### Advertising Talks

By William C. Freeman. There are a great many safety razors on the market—some of which have been sold for years. Most of them have been advertised in one way or another. Those that have been advertised seemed to have succeeded—the usual thing that happens when intelligent advertising is done.

It is not quite three years ago that the auto razor razors made its appearance. At that time, a great many people were inclined to the opinion that there wasn't room on the market for another safety razor.

The advertisements were not large—small single column copy being run after the first few introductory announcements, but they ran regularly. The result of the advertising is that the Auto Strop razor is now in every drug, hardware and department store in the country, and on April 20, this year, they advertised to the stockholders that a dividend of 21 per cent had been declared.

Mystery of a Bunch of Moss. Puck. A fox was once seen to take a bunch of moss in his mouth and swim out into the river, where, after sinking himself to the very point of his nose in the water, he let go of the moss and came ashore.

"No doubt," remarked a well-read by-stander, "you did that to rid yourself of fleas which were driven by the water to seek refuge in the moss." The fox glanced furtively and slyly about and whispered, with a sly wink, "I did it to make some people think that was what I did it for!" Moral: There is no greater mystery than this—how to make it up one side and down the other.

SPECIAL FEATURES OF TOMORROW'S OREGONIAN. Sherlock Holmes will conclude his deductions and investigation in that new, absorbing tale, "The Adventure of the Devil's Foot," from the mastery pen of Sir A. Conan Doyle. The same breathless interest of the first installment attaches itself to the conclusion. You mustn't miss the ending of this great Holmes adventure by the way, will open the Sunday following.

Some more of those graphic Civil War Pictures will be presented in a page of exceptional interest on the death scenes of famous Generals. These are some of the best of that great official collection recently unearthed from dusty vaults.

In addition to the Sherlock Holmes tales, there's another strong fiction feature—a short adventure story, "The Green Gasp," complete in Sunday's issue.

By way of special articles an especially big and attractive array is offered. There's an illustrated half page that will interest you particularly on the operations of the American, Dr. Owen, who is digging in the River Wye to unearth proof that Bacon killed Shakespeare, as well as proof that Bacon is the real author of work attributed to Shakespeare and others. Press dispatches have told of the intense interest Dr. Owen has aroused, but this is the first detailed and illustrated account.

Women play an important part in the big business affairs of Portland. An illustrated half-page tells of the achievements of women in Portland's big department stores.