the world.

# The Oregonian

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PORTLAND, WEDNESDAY, AFRIL 24,1912.

PARTIES AND THE PRIMARY.

The Oregonian desires to present for the thoughtful consideration of all voters friends of the Oregon system, enemies of the Ovegon system and neuters of the Oregon system all alike—the following statistics of party registration in the state for the past three blenniums:

republican 50,021 82,351 26,070 80,021 82,351 26,070 82,07 Mulinomah for the same elections was as follows: 1908 1910 1912 21.837 191145 35.247 3.374 2.373 6.783 1911 672 722

The strict party vote of Oregon may fairly be determined in the election of President. The vote of the state and of Mulinoman County for the three principal candidates, at the Presidential election of 130%, was as follows: Tafs. Hryan, Debs. 62,530 38,040 7,335 .17,819 3,836 1,447

The normal Republican plurality in Oregon over the Democratic party is thus shown to be 24,481. The ratio of Republicans to Democrats in the state is 1.6 to 1, and in Mulinomah County a little less than 2 to 1. Yet the ratio of Republican registration to Demoeratic registration is more than 3 to 1. The ratio in Multnoman County is

It will be noted that the Democratic registration for the three periods has been practically stationary, and has on the whole decreased in the state, while the Democratic registration in Multnomah County has shown but a slight

The normal Republican plurality in Oregon is about 25,000 and does not exceed 20,000 at this time. The tendency is indeed for decrease rather than increase. Yet the registration shows an apparent Republican plurality of 64,653, or more than twice the actual plurality.

In Multnomah the situation is even The normal Republican plurality is from 10,000 to 12,000. The apparent plurality, as shown by the registration, is 28,862—more than double the actual majority.

The figures speak for themselves. They are unanswerable. They dis-close a growing tendency to abandon the Democratic party in the registra-tion and confine all political effort by all parties to the Republican primary. in other words, Democrata and So-clalists register freely as Republicans in order to influence and control Republican action.

If there is a remedy, it ought to be discovered and applied. If there is no remedy, the primary system is superfluous and the only way out is a system of preferential voting at all regular elections, without the trouble and expense of a preliminary party pri-

GOLD AND THE COST OF LIVING. Director Roberts, of the United States Mint, inclines to the opinion

that the prices of leading commodities, which are generally considered far above the normal range, have simply been returning to normal from abnormally low level of the middie '90s. This is cold comfort to the who is paying present prices, but it is about all the comfort he can find. He may as well make the most of it In support of this theory Mr. Rob-

erts quotes tables of the prices of forty-five staple commodities in London, prepared by a recognized authority, which show that prices were on declining scale from 1870 to 1896. This authority takes as a basis the prices for the eleven years, 1867 to which he calls 100, and then gives the ratio which the average price of each subsequent year down to 1910 bears to that basis. This shows that, with some fluctuations, there was a steady decline until in 1896 the minimum of sixty-one was reached. Then began a gradual recovery, which conanother decline, which lasted three There followed a recovery un til 1907, when prices reached 80 per cent of those ruling between 1867 and rince 1883. There was a drop to 73 dormant, inactive, dependent and do-in 1908, since which year there was scale of the decade following the Civil | zon more beautiful.

The United States Bureau of Labor period from 1890 to 1910 by statistics, splendid and so glorious, ought to be which show that, comparing 1890 with 1910, the greatest advance has been in farm products and in lumber and chemicals and infinitesimal in housemethods, and that the general advance is in part at least, due to growing scarcity of raw materials.

Mr. Roberts does not agree with those who attribute the rise in prices increased production of gold. While he shows that the world's production of gold increased from \$1,900,000,000 in the ten years from 1890 to 1893 inclusive to \$4,037,000,son in the eleven years from 1900 to 1910 inclusive, he also shows that the increased supply has been largely absorbed by increased consumption reserves, in conversion of money to the gold standard, in development of backward countries and in heards held

has had in advancing prices is to be found chiefly in the increase of \$1,-200,000,000 in the gold and uncovered notes of the United States.

The increased production of gold in the last few years has been entirely in the Band. That district has now about reached its maximum output frozen north, where night and is expected to begin showing a in for weary sunless weeks decrease in a few years. Unless new gold fields should be discovered, or low grade deposits, a decrease may be expected in the world's output, for the production of the United States is about at a standstill and the increase in that of Russia, Canada and Mexico is nearly sufficient to offset the de-crease in Australia. We may, therefore, expect that whatever influence increased gold production has on the cost of living will disappear in a few years.

THE UNIVERSITY REPERENDUM.

When the State Legislature of 1911 ras importuned by the Lane County telegation to make an exceptionally large appropriation for the University of Oregon, The Oregonian registered its protest in the following prophetic

in is with some rejuctance and at the risk of being missinderstood that The Oregonian mentions the appropriation for the State University which exceeds \$500,000—this to added to the \$120,000 blennial sum heretarders voted by the Legislature and approved through the referendum by the taxpayers. The university is a growing and beneficiant institution, and if it is to be maintained it must have adequate funds. But we submit that \$500,000 for a single blennium is more than the state should be called upon its provide, and suggest to the active proposers of this great appropriation that they are taking herious chances with another referendum, with less prospect of estimalisatic support by many who have heretofore maintained that the university should have sufficient funds for maintenance, equipment and buildings. There is too much of the old flator of the reprehensible logroit about this appropriation. unguage:

But the appropriation was put through by the practical politicians from the seat of the State University. They did not observe the rising tide of protest against high taxes; were they astute enough to take heed of the delicate position of the univer-sity before the people. They had made a deal with Governor West and he signed the hill, though he made a large noise about his veto of innumerable other small appropriation measures fathered by unsophisticated legislators who also thought they had a

pull with him. If the State University should be placed upon a fixed financial basis, with a definite income, and should be removed from the vicissitudes of politics and the mistakes of short-sighted politicians, it would be a boon to the institution and a relief to the state.

MR. LUCAS WANTS TO KNOW. PORTLAND, Or., April 23.—(To the Editor.)—Why don't you print more about the single tax? What is it, anyway? I am a timberman and I have some Eastern clients who want to know more about it. No single tax far them, no more money from them if there is single tax. What is the proposition, anyway?

H. E. LuCAS.

The Oregonian has told over and over about the single tax. It invites Mr Lucas to an attentive reading of its files; or, if that is not practicable, let him send in his subscription and we will do the rest.

The people of Oregon rule. Because they rule, they ruled in 1910, through an initiative amendment to the constitution, for the single (land) tax by countles, and besides they ruled to tie the hands of the Legislature so that it could not hereafter enact any tax laws whatsoever without their specific approval.

Now it is up to the counties. If they want the single tax, they may have it, if the sovereign people thereof vote for it. The people in Oregon rule

by counties, too. Meanwhile the Legislature has submitted to the referendum of the people for their sovereign action a conamendment of 1910. If the people rule in 1912 (November) that the people in 1910 made a mistake by their rule for the single tax by counties, that settles it. The counties can do nothing, no matter whether they want single tax or not. If County, for example, in 1912 should the same election should wipe out single tax. Multnomah's action counts for

nothing. Oregon is not a single-tax state. The 1910 act was carried through gross deception by its promoters as to its ourpose. Now the people understand, and, when they understand, they act sensibly and safely. Let Mr. Lucas tell his timber friends not to worry too much about Oregon.

# SPRING IS PASSING.

The pussy-willows have come and gone, Easter has passed, the dogwoods are showing their beauties, the dandelions are dotting the fields, the primaries are over and the voices of the erstwhile campaigners are hushed, the baseball season has been "on" for over a week, frugal housewives may be seen beating carpets in backyards and all nature seems renewed, rejuvenated

Spring, the time of love-making and mating, the season of the year when available in case of accident. the first breath of the morning brings sweetness and calls for activity. Dur-1877, this being the highest range ing the Winter we lay, in a measure, a recovery to 78 in 1910. Hence the swiftly, the brain seems more active. cost of living is still far below the ambition less halting, the mental hori-

Yes, "Spring is come," and we, of this splendid Pacific Northwest, where oborates these figures for the the Spring days are so full, so fine, so ready to labor as we never did before All Nature is busy. The leaves are shooting out, the grasses springing up. building materials, much less in food the fruit buds are swelling and on and fuel, still less in clothing and many of the cherry, peach, apricot and metals, only a little in drugs and apple trees the blossoms hang in myriads. Every seed that has been is luxury, not safety." furnishing goods. The advance in planted is swelling or bursting its manufactured goods has been 10 per tender shoot through the surface of cent less than in raw materials, which the ground, and the wheat and rye clearly shows that the manufacturer and barley and Fall oats sown last has shared with the consumer the Autumn are covering the ground with immune from accident. Loss of life economy resulting from improved a foliage more beautiful than the choicest warp and woof ever woven by looms of man, while the lowlands and grown up which takes little account of mendows show a verdure lovely be-

youd compare. Go out into the forest and listen to the bird calling for his mate; hearken to the coy answer of her Do you not imagine ladyship. tones, like those of her human sister, express more than her words-for the birds of the fields and the beasts of the forests must have, do have, some means of communication, of un-derstandable communication equivathe arts, in strengthening of bank lent to words. Do not the tones of the coy maiden signify a joy that comes

only with Spring? Some may think that Spring in a by the Egyptians, who hide their climate like ours, where the Winters money instead of depositing it in are so mild, does not signify as much He believes that whatever in- as it does in sections where the ice creating excessive disregard for safety soil

fluence the increased supply of money king has held thrall for several months. But Spring is much the same in every section where the seasons are at all That is, it is much the same variable with all things animate; but here, where Nature robes herself during the month of April in garbs so beautiful Spring means more even than in the frozen north, where night shuts them

Let us not only make the most of it; that is, let us not only drink in new processes should make profitable its beauties to the very uttermost, but let us start life afresh, "spring" our lives afresh, vowing that for the good of ourselves and our fellow creatures we will try to keep our hearts as beautiful as the Spring, as pure and sweet as Spring's choicest habiliments -the lovely flowers of the field and forest.

RUBBISH IN THE HARBOR. If the report is true that debris of one sort and another from the city streets is causing Portland's harbor to shallow, the situation is serious. Some cities are blessed with harbors of depth so great that no amount of rubbish dumped into them year after year seems to have much effect, but that cannot be the case here. Although the water of the Willamette is deep enough for all the purposes of commerce, the river is not bottomless, by any means. Nor can we assume without evidence that the current washes out of the harbor whatever is dumped into it or carried into it by sewers. In all probability this is not the case. If the practice of throwing averything into the harbor which is not wanted on tand is continued indefinitely, the chances are that a time will when large vessels will be obliged to anchor some distance below the city and Portlanders can never again regale themselves with the spectacle of a first-class ship at the city docks. Of course the rubbish can be dredged out, but dredging is an expensive process, and it does not appear to be the acme of wisdom first to spend money to fill up the harbor and then spend a great deal more to clean it out again.

That a harbor may be destroyed by the accumulation of rubbish is one of the commonplaces of history. There are accounts of many cities to which in former times large ships had access, but now nothing larger than fishing boats can reach them. To go some way back in history for an example, this is exactly what happened to Tyre, the great commercial metropolis of the world in the time of King Solomon. Tyre now has virtually no harbor, although in those days it had one of the best on the Mediterranean seaboard. The same thing has happened'in many other places.

So the prophets of evil are not singng a meaningless song when warn Portland to beware of too much dumping into the Willamette. The proper way to dispose of sewage is to carry it out upon the fields in the vicinity of the city, as the Parisians do. Rubbish which is not suitable for fertilizers can usually be burned. At any rate the harbor is no place for it and the sooner the city becomes convinced of this the better for its future prosperity.

### SAFETY UPON THE OCEAN.

Inquiries concerning the causes of the terrible loss of life when the Titanic went down have called attention to the astonishing fact that none of the big Atlantic liners carry rafts and lifeboats enough to accommodate more than half their full quota of passengers. The Titanic was not more delinquent in this respect than is every large passenger steamer which navigates the Atlantic, with the exception of the Norwegian and Swedish boats. By the laws of those countries every craft affoat must be provided with lifeboats, rafts and floating deck seats in sufficient number to take care of every person on board. It seems incredible that every civilized country which has any maritime traffic at all should not have enacted similar laws long ago, but as a matter of fact they have not. It is said that the steamship companies, defective as their lifesaving arrangements are, live fully up to the requirements of the British, German vote for single tax and the state at and French statutes. Those of America are somewhat stricter in appearance, but in appearance only. rigor of our law is relaxed by a provision that inspection certificates from any country having Inspection laws which "approximate those of the United States" shall be accepted as a matter of course. In this way the re-quirements which Congress made in the interest of humanity after the torious Slocum disaster have been in large part nullified.

The laxity of the laws of the various nations in this particular may be accounted for upon certain very simple and obvious principles of psychology. Law in general is merely an index of public sentiment upon any particular subject, and in this matter of providing for the safety of life upon ocean liners the provisions which the stat-utes require are fully up to what the public demands. Persons intending to rehabilitated-for "Spring is cross the Atlantic seldom ask how many lifeboats a steamer has or what other lifesaving arrangements will be these things they scarcely ever think They are anxious to know what luxuries the steamer offers, what the bill of fare is likely to be, how the stateoms are furnished and situated, and so on. Comfort and luxury receive much attention, the safety of life when peril approaches scarcely any, so far as the inquiring passenger is concerned. Knowing this, the companies spend a great deal of money upon luxury and display and save penny they possibly can in the matter of boats and other devices for saving life. As one official has remarked since the loss of the Titanic, "It would not pay merely to advertise that a liner was safe. What passengers want

It is scarcely true to say that pas sengers do not want safety; of course they do want it. But it has been as sumed that all the Atlantic liners were upon them has been so uncom recent years that a habit of mind has possible peril. The public has tolerated the laxity of the law and the remissness of the companies because it was assumed that precautions were unnecessary. For the last ten years passengers upon the Atlantic liners have regarded lifeboats as matters of curiosity, somewhat antiquated and useless furniture of the ship carried as a matter of form and for which there could be no possible use upon the voyage. The lifebelts have been ooked upon as rather awkward in cumbrances occupying space which might better be devoted to other pur-This was the state of the p the mind. It was the old story of proonged immunity in the face of danger

appliances until. "in the hour when ye think not," the calamity came with horrors which appalled the sensibility

It was too much to expect that the steamship owners would go beyond what the public demanded or the law required in providing safety appliances. Why should any company spend money for what appeared to be useless and was certainly unprofit-able? The rule of giving the public able? what it wanted was observed in ocean travel as in every other department of business. The companies can therefore be forgiven for their scant compllance with the law, but they cannot be forgiven for exerting their influence to prevent the passage of better laws. They have not only impeded legislation for the public safety, but they have systematically educated travelers to underestimate the perils of the sea. The belief that the modern steamship "could not sink" has been industriously propagated by the owners of the great lines, and it has saved them large sums of money. If the ship could not sink, why go to the expense of providing lifeboats? It was highly profitable to teach the public that, even if an accident should happen, nobody could be in danger. Now the public knows better. The myth of the unsinkable ship has gone for good and we hear a universal clamor for legislation which shall secure adequate apparatus for saving life. The only question is whether this legislation shall be left to the various nations or be taken in hand by The Hague triunai and so made international. The objection to laws passed by the

separate countries is that they will very likely be conflicting. Some will be excellent, some mere makeshifts. The American law upon the subject is admirable as it stands, but, as we have said, it amounts to little or nothing becourtesy must be shown to countries which have lax laws. The only way to avoid this is to allow The Hague tribunal to frame a statute which all civilized nations shall be induced to adopt. In this manner regulations may be secured which shall safeguard life upon the ocean and subordinate luxury and the rage for speed and profits to more important considerations. Rules to limit the speed of passenger steamers appear to be al-most as essential as lifesaving appli-When the Titanic struck the iceberg she was racing forward as recklessly as if there had been every assurance of a clear sea, and this was done although Captain Smith had re-ceived repeated warnings of ice ahead. The whole subject of the protection of travel upon the ocean liners sadly needs attention from the legislative bodies of the world. Whatever action is taken should be taken in concert.

As the consumption of wheat in the Eastern states approaches the supply and as the production in the Pacific Northwest increases in greater ratio than the home consumption, the exports will decline almost to the vanishing point at Atlantic ports and will increase at Pacific ports. The coming of this condition is foreshadowed by Portland's rise to first place among wheat-exporting ports and by New York's decline to second place. The time is near when practically all the surplus wheat available for export will be grown west of the Rockles. volume of Portland's exports will correspondingly increase, for wheat will flow through the Columbia gateway to this port just as surely as every stream in the great Columbia water-shed empties into the great river. Portland's primacy as a wheat-shipping port is assured for many years to

The five lunatics who, after entrapping their keeper, bound him and escaped from the asylum at Salem have certainly retained some vestiges of in-talligence. We should say that, from appearances, they are fully as bright as their keepers. If they have wit enough to clude capture, perhaps they have enough to earn their living. In that case it may be just as well to leave them at large.

The "general strike" idea seems to spreading in the world of labor as epidemics of the plague used to spread in the Middle Ages. The strike an antiquated and ineffectual weapon. Labor uses it only because the ballot requires more patience and intelligence. But patience and intelli-gence are factors which count heavily in history, while haste and violence are always reactionary.

The hilarious traveling man who essaved the other night to kiss every roman he met on the main streets of Portland showed a high order of appreciation of the beautiful, but woful of discretion in not missing a few. He was a hog, not an osculator par excellence

When necessity arises for a judge on the bench to call the attention of the police department to a disorderly house masquerading as a hotel, it is time municipal government awakened to the existence of an evil that discredits the city.

The blennial farce of voting on Oregon University appropriations will be up to the people in November. This, among other things, emphasizes need of masterful legislation at Salem.

This method of sprinkling sand on the smooth streets makes painful walking for tenderfooted people, but the benefit to horses more than bal-People who have moved in the past

few months will save a number of hard-worked officials much trouble by giving the new address to Postmaster Let a stop be put to torture and nurder of Americans in Mexico and

since talk is wasted upon that government, there must be immediate action. Four lunatics are at large from the asylum, which means much suspicion of many inoffensive men until the elopers are captured.

Mr. Bryan was best man in a ceremony yesterday at Philadelphia, an stimation of him shared by many the four years round. Life at best is a gamble, but the

eards are stacked for people who must live in the land of tornado and cy-The Colonel will need an astute

disbursing agent to get the South from Mr. Taft. The senior Senator from Oregon

knows exactly how it happened. Just total preduction

Statement of Captain's Son Confirming Herole Behavior of Men.

OAK POINT, Wash, April 19.—(To the Editor.)—It is gratifying and in-spiring to learn that the men of the Titanic, in the recent great ocean dis-aster, sustained the traditions of the sea and went to death after they had given up the last chance for life-simply because it was the thing they

It is glorious to think that the eminent men who met their deaths in that greatest of all marine disasters, men who wielded such tremendous power in who wielded such tremendous power in the world, with their work unfinished, stepped aside in the face of death so that some peasant girl from Central Europe might live. It is rarely that true Anglo-Saxons do otherwise, for no matter how they may live, when the supreme moment comes they rarely, very rarely, fall to know how to die. Remember the story of the Trenton's cheer drifting to death and destruction in that terrible Samoan hurricane as heroes cheered their brother seamen on board the English ship as she steamed past them to the open sea and

No doubt Major Butt's soldierly Instinct rebelled against accepting any fate other than be the last, with Captain Smith, to leave the ship.

Major Butt nobly emulated another soldier—Major Wright, who, 68 years ago, stood with sword in hand with Captain Salmond in the gangway of the Birkenhead and passed the women and Sirkenhead and passed the women and children into the boats when that famous wreck took place nearly 60 years ago, ten miles from shore off the Cape of Good Hope. As the ship broke in two and went down, the troops fired a volley and then sank for ever beneath the waves the waves.

I was intimately acquainted with Pedro Gafton Salmond, who was a stu-dent at the Royal Naval School at Woolwich, in England, at the time his father's ship was lost, and he was shipmate with me on board the famous New York clipper ship Tornado in '57 and part of '58. He died in my arms in June, 1858, in the Indian Ocean, where he was buried, having been killed by falling from the mizzen topmast rig-ging. I frequently heard him speak of the famous wreck of the Birkenhead and he always spoke of Major Wright and the troops under his command firand the troops under his command their a volley as the ship went down. The Birkenhead left Plymouth, England, in 1852, with part of the 33d Regiment on board. Some of the soldiers had their wives and children with them, numbering 186 women and children, all of whom were saved leaving 529. all of whom were saved, leaving 529 officers and men on board and all of the latter company went down with the ship. Upon the news arriving in England, a meeting was held in Exeter Hall, London, at which many notable military and naval officers, including the Duke of Wellington, Foreign Ambassadors and Cabinet Ministers, were received, and also the American Ministers. present, and also the American Minister to the Court of St. James. Most of the speakers who addressed the meeting spoke of the courage and fortitude of the men on the occasion of the historic wreck, but it was noted that when the Duke of Wellington spoke, he did not mention the courage of the men, but continually referred to the discipline shown on board.
WILLIAM NEWELL.

## MAINTAIN LIGHTS ON ICEBERGS. Extension of Cutter Service to Prevent

Our coast patrol, lighthouse service and life-saving service are the pride and boast of our age. Is it in keeping with our care of fixed perils, to ignore with our care of theel years, to glotthese "floating continents," leaving the
latter to rip the bottoms out of our
ocean greyhounds that are merely
obeying our insistent demand for
faster time, in keeping to the shortest
path and going full speed day and
night? Of course, for a few months
next Winter, the Atlantic ferries will next Winter, the Atlantic ferries will next Winter, the Atlantic ferries will keep out of the path of the leebergs, but the memory of these horrors soon fade and we will see the next great steamship shaving the danger line to satisfy the insane demand for a few minutes' shorter passage.

It seems to me, the true solution of the problem is to provide the best safe-guards possible by providing the lightships to hover near ite floes and to send out warnings by every means available. When these have failed to prevent disaster, be at hand to render the aid that would have done so much good from midnight to 4 o'clock A. M. last Monday week.

THOMAS S. WILKES.

#### GRANGE PRINCIPLES IGNORED Musters of State Granges Boost Bourne for Senator.

BROWNSVILLE. Or., April 22.—(To the Editor.)—I note an editorial in The Oregonian of April 21 that refers to the Order of Patrons of Husbandry, known as the Grange The fundamental principle iaid down by this order is that no grange shall nominate candidates for any political office, and that no grange shall indorse the candidacy of any man who seeks public or politi-

by several state granges through their masters, as follows: C. B. Kegley, master Washington State Grange; Wm. T. Creasy, master Pennsylvania State Grange; C. S. Stetson, master Maine State Grange; C. E. Spence, master Oregon State Grange; F. P. Walcott, master Kentucky State Grange; George R. The well do we know that many ter Kentucky State Grange; George R. master South Dakota State John Morris, master Colorado Grange: State Grange.

The above action of state grange masters is centainly a new departure. I would like to know if the State of Oregon will stand for such Grange of Oregon w., political and partisan action?
W. M. HILLEARY.

# World's Production of Books

Baltimore American. German exporter estimates the production of books throughout the world at 128,530 new works a year.

BIRKENHEAD WRECK RECALLED WOMAN SEEKS HER TRUE PLACE Demand for Suffrage Due to Desire to Perform Sex Function.

PORTLAND, April 23 .- (To the Editor.)-With much satisfaction do we read your able editorial answering the communication entitled "Ismay and Woman Passengers" in The Oregonian of April 22.

There are many sidelights that cast their cross section reflection on suffrage question and equality of the sexes. We would, however, go you one better when you use the word ab-surdity and substitute the word brute or brutality in criticising that letter. Granted that women have taken to the several vocations of life in their struggle to maintain their existence, there is a cause that lies behind that will prove itself to be the dominant factor for this condition, and we have a right to state it here,

Within the proper period of every normal woman's existence there is a desire, above all others, to reproduce her kind in bearing children. It is not extinct, as many suppose, but is crowded out by existing conditions and will reassert itself when conditions are righted. That she is proceeding dif-ferently, as she so eloquently and praiseworthily says, is because of ab-normal conditions that cannot be righted as long as she is forced to righted as long as she is forced to economic conditions into the struggle for her existence that precludes that desirable and natural sex function which is only hers to perform. It is indirectly and unconsciously, perhaps, for permission to readapt herself to this sex function that she is demanding the ballot. She may not see in this demand the termination of the issue, but it will develon itself as soon as condi-

mand the termination of the issue of the will develop itself as soon as conditions adjust themselves, though it be by way of the franchise right.

The tendency of the French as well as other nations to race suicide is the direct cause of the economic conditions that affilist both classes. Our tions that afflict both classes. Our ploneer mothers of this Nation, not having entered the modern struggle for existence, did not fall of their sex function. The ballot placed in the hands of

woman will permit her to restore her sex relation, from which she has been taken by the unbalanced advancement of civilization.

Having, in the beginning, been the primitive civilizer of the race and finding it now out of joint, she unconsciously, of known purpose, seeks the ballot to restore society to its equilibrium, with barself again placed in her

natural sphere.
This she will do by setting in order the things about her through a so-cialization of our lives, and that will

brium, with herself again placed in her

be Socialism, with the man and woman reconciled jointly to themselves. Had the dawn of April 15, 1912, found Had the dawn of April 15, 1912, found the woman so bereft of her relation to future life as to have forgotten the function of her sex, indeed would there have been "inaugurated a new era for her." It would have absolutely unsexed her, socially, and men might cease "to love and adore her."

Like the conception within her sex, the forces that lie behind the issue of

the forces that lie behind the issue of equal suffrage, unseen though they be by other than the student, contain the future perpetuity of the race and are not, as many suppose, wholly business competition in life. C W, BARZEE.

#### UNSINKABLE SHIP IS POSSIBLE Portland Man Says He Could Make

Another Titanie Diasater.

HILLSBORO, Or., April 22.—(To the Editor.)—The appailing disaster on the Newfoundiand Eanks has set everyone guessing as to cause and prevention of such a catastrophe. As usual, those who know the least about the matter, and see farthest in the direction of a remedy. While all are trying their hands at solving the problem, some good idea may come from the quarter least expected, so I'll hazard my guess. The path of these icobergs is well known, also the period in which they are likely to be encountered. We maintain expensive lighthouse service on all dangerous reefs and shoals, and a slight extension of the system could be made to take in the leaberg belt. Why could not vessels, similarly equipped to a revenue cutter or light-house tender, be sent out in the late of the folly of watertight comparts when the period in the leaberg belt. Why could not vessels, similarly equipped to a revenue cutter or light-house tender, be sent out in the late of the folly of watertight comparts when the leaberg belt. Why could not vessels, similarly equipped to a revenue cutter or light-house tender, be sent out in the late of the folly of watertight comparts when the leaberg belt. Why could not vessels, similarly equipped to a revenue cutter or light-house tender, be sent out in the late of the folly of watertight comparts while the proposed in the leaberg belt. Why could not vessels, similarly equipped to a revenue cutter or light-house tender, be sent out in the late of the folly of watertight comparts while the vessels, similarly equipped to a revenue cutter or light-house tender, be sent out in the late of the folly of watertight comparts while the very passenger ship unsinkable. I have a large at the head of his grave. It can be seen at Young's Marchel Editor, the foll of the very tender to build an unsinkable type but do it at once, the path of these folly of watertight comparts of the path of the pat maintaining lights either on them or near them, and sending out wireless warnings so that no vessel need approach without an exact knowledge of the danger. This might take quite a fleet at times, but the cost of one Tifleet at times, but the cost of one Titanic would go a long way toward if such was the case, should not the maintaining it for half a century, to say nothing of the lives that may be saved.

of the ship. This has been the case and the case, should not the vossel, supposing her after bulkheads to have held, have come to the surface for now and remained, affloat, bottom

up' I think if I had to design a ship, I could give sufficient head room and yet make every floor a pontoon that would easily carry all the passengers and domestic fittings. Of course a certain amount of the present-day, lofty spaciousness would have to be sacrificed. Surely safety should be thought of before elegance. A mind that never served an apprenticeship to La-Urt & Sothis might go further and fill the pontoons with cork as far as buoyancy demands.

I am not a draughtsman, but I could use a compass or pencil suffi-I think if I had to design a ship,

could use a compass or pencil suffi-ciently to demonstrate the feasibility of building unsinkable ships and so perhaps could others not nearly enough related to owners, underwrite E. B. CLARKE.

#### CALAMITY DEVELOPS HEROES None Nobler Than Mr. and Mrs. Islder Straus, Who Die Together.

PORTLAND, April 23.—(To the Editor.)—The heart-rending hiprors of the Titanic distaster will clutch at our hearts less fearfully as time wraps its hearts less fearfully as time wraps its mantel of passing days about us. Humanity, having paid the priceless toll of loved human lives, will certainly act in substantial manner to protect the men and women of future days, that a repetition of the catastrophe be in great

measure forestailed.

Too soon will the calamity be a matter of history, to be spoken of as a remarkable occurrence of a remarkable

tal principle laid down by this order is that no grange shall nominate candidates for any political office, and that no grange shall indorse the candidacy of any man who seeks public or political office. These grange principles of nonpartisan action have held good in Oregon from the time of state grange organization down until now.

The day before the primary election last Friday, I received an electioneering and boosting document, favoring the nomination of Jonathan Bourne, Jr., for IV. S. Senator, and urging the necessity for instant, active and continuous effort, to arouse the farmers to fight for the retention of Senator Bourne in the Senate. And I was astonished to find that the booster budget was authorized by several state granges through their masters, as follows: C. B. Kegley, massense when the senate woman on the Titanic, clasped

Too well do we know that many, many others must have gone down that many others must night the same way. There is something wonderfully great about us all—let us call it godliness, but as our lives pass quickly on, it is so beautiful and helpful to think that greatness may be within us all and to know that there are men and women that can live and die as did Mr. and Mrs. Isidor Straus. OBSERVER.

Canal Boat Worked by Trolley. Germany has a canal-boat operated taken to San Francisco. by a trolley. It works to perfection,

#### The Unburied By Dean Collins

wander o'er the landscape And my soul was glad and free: thought of fishing and baseball,

And whistled merrily.

"Since primaries are past and gone,
With all their din and strife.
I'll ditch all politics," I thought.

"And lead the simple life."

No more I'll be annoyed by men Who seek to lure my vote.
I'll heave their useless cards from out
The pockets of my coat.
Tra-la! Tra-la!"—But here I stopped, For, face to face I found, 'A dappled fence, and o'er its sides Were posters posted round.

A thousand thousand posters said
"Vote for ——" and showed the faces
Of scores of those who got the hook In last week's 'lection races.
"Oh, must I gaze at these?" I sig.
And bowed my head in gloom,
Choking a sob, for it was like
A message from the tomb.

Oh must it be that, ten years hence My mournful eyes must greet Pictures of those who, just last week. Were swallowed in defeat?

Must the dead past unburied leave
Its dead on every wall?"
The moral is: Please take 'em down-At least before next Fall.

### Half a Century Ago

From The Cregonian of April 24, 1862. Corvallis, April 18.—The so-called Democratic convention assembled in this place on the 16th inst. There were but four persons present from South-ern Oregon. Mr. O'Meara constituted the 12 delegates from Jackson County. The platform presented by Dr. Loryea, amended by Pat Malone, was adopted. It assumes that the present war is an abolition war and, as a necessary impilcation, those who support the war are abolitionists. Judge Wait was agreed upon for Congress. Governor Whiteaker was nominated for re-elec-tion by Mr. Snelling. Mr. O'Meara and another member objected to Whiteaker, ecause the people were displeased with his appointment of Stark and his proclamation. John F. Miller was put in nomination and after a few ballots chosen as the candidate. Miller has been a most decided pro-slavery parti-san in Oregon. Noltner was nominated for State Printer.

The following gentlemen were elected delegates to the Union County convention: St. John's precinct, Dr. William laples; Willamette precinct, Anthony Whitaker and John Powal; Powells Valley, Jackson Dowell, James Wilson, Gilmore Kelly.

The Metropolis Hotel-Yesterday we paid a visit to this newly fitted-up ho-tel, and we can assure our readers that tel, and we can associate the property of the make it a first-class house. Every room in the house has been newly rainted and carpeted, and furnished with beautiful furniture and the best kind of bedding. The kitchen has had new hearths and ovens, and the proprictors promise to supply the table with the best the market affords.

The friends of the late Mike Mitchell o this city have had made a beautiful

# As "Ed" Howe Sees Life

Can't you get along better with those

We are all in favor of reform; why are we unable to put it into effect?

In politics, a thing that should be done promptly, is placed on the table, or ruled out of order, or referred to a ommittee

If Abe Lincoln had the right to be-

come the greatest statesman of his time, had John D. Rockefeller the right o become the greatest financier of his It may be all right to recall the judges; but give us a chance, also, at the vicious clients and lawyers who

bring unjust suits which result fa costs to the public and annoyance to busy men summoned as jurors. You can pleasantly speculate and plan for tomorrow; but in practice, to-morrow will turn out very much like

today. I can get along with nearly any man until he begins telling that he doesn't care for himself: that it is the general good he is seeking.

With many people, opportunity means to more than a chance to earn \$2 a day, providing they work hard.

A good many of us don't know much; that's another trouble.

# AN ECHO OF CIVIL WAR DAYS.

Veteran Sailor Gives an Account of New Orleans Attack SCAPPOOSE, Or., April 23,-(To the Editor.)-In an editorial in The Ore-gonian of recent date, as to the capture of New Orleans, during the Civil War. I don't know what is meant when it is stated that the Hartford and the

Brooklyn "remained behind

I was a seaman on the Hartford and one of the crew of the Independence. The Itaska did not break the chain that stretched across the river; neither did the fleet proceed to New Orleans on the same day that we passed the forts. In regards to the Independence, she was a side-wheel boat, not much larger than the Potter, but without guards, except to protect the wheels. She was except to protect the wheels. She was not set on fire by the impact when she struck the rock. She had but one boiler of the double return fine pattern and that was placed in the bottom of the hold. When she struck the rock, it broke a hole in her and as soon as they found she was filling, the men threw tallow in the furnaces to make steam to try and beach her. They found a little sand beach her. They found a little sand beach some 300 or 400 feet long, which they ran to nearly head-on. When she was beached, the water was nearly filling the lower flue, which led to the smokestake. As soon as that was full it cut off the blaze and smokes and threw the coal out of and smoke, and threw the coa out of the furnaces. This set her on fire and she burned up quickly. She did not have more than 500 passengers on board and they reported 125 lost, but I think there were more than that. The survivors were taken off the island

by a whaleship in Magdalena Bay, and G. F. MERBALLA