

The Oregonian

PORTLAND, OREGON.

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PORTLAND, SATURDAY, MARCH 6, 1915.

THE PRICE.

Mexico is our American Belgium. We send millions in money and food to the unhappy and ruined people of the war-torn kingdoms of Europe, but we shut our eyes and close our ears to the piteous plight of the fifteen millions of poor Mexicans at our elbow.

They ask for help, and we read them a peace tract; they ask for protection, and we turn our backs on them; they cry for bread, and we load a hundred ships and dispatch them to Europe.

We pay a pleasing tribute to our own National self-complacency when we give and give and give; but we shirk our plain duty when we refuse to act solely because Mexico's troubles are not ours, but theirs. So are Belgium's.

Mexico goes from bad to worse, because all outlaw Mexicans know we will not raise a restraining hand, and that we deliberately intend that they shall be left to welter in their own blood. Yet there is no hope for Mexico until we interfere, or permit some other to interfere.

Yes, we have avoided performing a disagreeable and costly task in Mexico, but we have peace and self-content, achieved through avoidance of plain duty, without the price we pay and must continue to pay.

HANDICAPS OF OUR SHIPS.

A correspondent whose communication is published in another column seems to imagine that the handicaps to building up an American merchant marine arise chiefly from the high standard of wages and of living which we have established for American labor and that removal of those handicaps necessarily implies lowering that standard. The assumption is not justified by the facts nor by the proposed remedies. We do not know of any success of an American merchant marine can be obtained only at the expense of the American sailor.

In an article published nearly a year ago The Oregonian quoted a statement of the burden of expense which our laws impose on shipowners. This was quoted from a letter written by Captain Robert Dollar to the New York Evening Post. Captain Dollar takes an 800-ton steamer as a basis of comparison between American and British law, and he thus sums up the extra cost of an American ship:

Our law requires more men in the engine-room than British law requires. Extra cost of wages and board, \$7736. We reckon a ship's tonnage differently, thus adding 24 per cent to British and 35 per cent to Danish measurement. This increases wharf, port and inspection fees in foreign ports \$3500 a year.

American boiler inspection costs \$2000 more on each ship than that of other leading nations.

Here is a total of \$17,236 a year in added expense which is imposed on American ships by our laws. The law was changed so as to save this sum it would not reduce the seamen's wages a dollar. It would at first put a few engine-room men out of a job temporarily, but the number of American ships would soon be increased by the reform and the number of men with jobs. The smaller number of men is found sufficient on British ships.

The British government is surely as careful for the safety of ships as is the United States, for there are many more British than American ships. There may be difference of opinion as to whether British shipping laws make as careful provision for safety and humane treatment of sailors as do American laws, but certainly more public attention has been paid to the subject in Britain. Samuel Pilsbry, long known as the "Sailor Friend," procured the passage of more than one law regarding ships, one result of which is the "Pilsbry mark," regulating the depth to which a ship may be loaded.

Germany also is known to be particularly solicitous for the welfare of workmen, and is not likely to have overlooked the sailor. We therefore infer that the United States could safely reduce the number of men required in the engine-room to the foreign standard. The method of boiler inspection could be changed also. These two changes alone would save \$11,736 a year on an 800-ton ship without reducing any man's wages.

Under the law of last August foreign measurement is accepted for foreign-built ships admitted to American register. The third item of extra expense is said as from them, but not as to all American-owned ships? A universal system of measurement is needed. If British measurement is good for some of our ships, why not for all?

The law of last August also permits employment of foreign watch officers, the reason being that the United States had not enough qualified men to command a sudden accession of new ships. The officers were therefore taken over with the ships. A saving is doubtless made under that head, but the American was thrown out of employment, or was caused to accept lower wages.

There remains the difference in the wages of seamen, which is considerable, but the seamen's bill signed by President Wilson on March 4 does much to remove that. It abolishes discrimination for desertion and gives foreign ships in American ports the alternative of paying higher wages or losing their crews. If after that law has had its effect a difference in wages still enhances the cost of operating American ships, it will remain for the market to decide to whom the "free" will have a merchant marine or not. They can only have one by competing on equal terms with

other nations or by paying a subsidy. If they pay higher wages to sailors than other nations pay, they cannot compete and there will be few jobs for our sailors. It would be better to have a merchant marine manned by foreign sailors than to have none at all. We could then trust to the seamen's bill to equalize wages until they reached the American standard.

The Oregonian has long supported the seamen's bill and rejoices that it has become law. We have always opposed subsidies as vicious in principle and as ineffective. We have recommended a searching inquiry into our shipping laws with a view to a revision which will enable Americans to compete on a level playing field with all the world, but which will not degrade American labor. We believe such a revision is possible.

WHOSE PROMISES?

The Morning Astorian resumes its discussion of the plight of Clatsop County over its roads, and makes a definite call upon the state to come to its aid. "What is Clatsop going to do with its forty-five miles of uncompleted roads, left in our hands through no fault of our own?" asks the Astorian. "When this county voted a \$400,000 bond issue for roads, it was with the understanding that the state would provide a similar amount."

It would add greatly to the general enlightenment if the Astorian would inform the public of the exact nature of the "understanding" by which the state was to provide a corresponding amount. If a promise was made, let us know by whom, and when and where made.

It is obvious that if Clatsop County devised a system of roads, and arranged for the expenditure of \$400,000 on them, only to have on its hands now, with its money gone, and its roads at \$400,000 plan, and there was a tremendous miscalculation has been made somewhere by somebody or several somebodies. If \$400,000 was the maximum sum to be spent, clearly the original estimate should have been cut accordingly. The county had an arrangement or promise that the state would match every dollar put up by the county, surely the records of the Highway Commission, or of the Clatsop County Court, ought to show it.

The Oregonian does not object to state aid for Clatsop County roads. It will indeed approve any practicable effort of the State Highway Commission to solve the Clatsop County road muddle by substantial assistance. But it insists that if the state has any special obligation or responsibility there legal or moral, the facts ought to be made known.

CARL SCHURZ.

Tuesday, March 2, was Carl Schurz's birthday. This great man fled from Germany to the United States among "the exiles of 1848." The liberal movement which they had promoted in their native land was crushed and they were obliged to flee for their lives and liberty. Carl Schurz became a true American. He adapted himself to our institutions, mastered the English language and took a zealous part in the public life of the United States. His efforts were to further the best interests of America, not to involve us in the intricacies of foreign politics.

When he ran for Governor of Wisconsin it was as an American, not as a European exile. At the head of his command in the Civil War he fought as a patriot whose heart knew no loyalty except to the Stars and Stripes. Carl Schurz was a man of first-rate ability whose services to the United States were rewarded by high political honors. One of the early pioneers of the Republican party, he helped elect Lincoln President and in recognition of his loyal ability was made Minister to Spain. Seward, by the way, protested against his appointment, but Lincoln knew his mind and then as ever held to his purpose.

When the war broke out Schurz returned and received a commission under Fremont. Later he was elected United States Senator from Missouri and held that office from 1869 to 1875. His record as a statesman was an honor to the state that elected him. He stood unwaveringly for the better side in all controversies. Politics cut but a small figure in his mind. He analyzed each question, decided where the merits lay and acted accordingly.

Carl Schurz was a true patriot and an eminent statesman. His life stands as an eternal example to those who come from other lands to take upon themselves the obligations of American citizenship. He realized fully that no man can serve two masters. Either he is an American or he is not.

OREGON'S ROAD TAX.

Before another Legislature convenes in Oregon it is probable that financial conditions will encourage greater liberality in appropriations. It would be fortunate indeed if in the interim some compromise between conflicting views in the matter of road taxation could be attained. The way might better be cleared for an enlargement of state highway construction.

At the last session the same strife that has heretofore existed between those who insist that state road money shall be expended on highways and those who are enamored of trunk lines was revived and helped defeat attempts to increase the state road levy. Oregon's quarter-mile road tax will produce barely more than \$200,000 a year for the next two years. Washington has just apportioned nearly \$2,000,000 of road money for the ensuing biennium—money raised by a state tax. The fund goes into the construction of trunk lines or "public highways" as they are known in the neighboring state.

It is possibly to appease the demands for pure market roads, the Washington has adopted the pleasant little device of imposing a state tax for "permanent highways" in addition to that for "public highways." The permanent fund is raised by a state-wide levy, but it is apportioned to each county in the same ratio that it is contributed. It is in fact a county road tax collected by the state and expended in each county under state supervision.

We do not know that adoption of such a plan would bring the opposing road elements together in Oregon. In fact we doubt it. And in any event there is one phase of the plan that is not wholly well to emulate. Apportionment by the Legislature of the funds accruing for trunk lines sometimes makes for legislative combinations which virtually control all other laws.

Appropriations of public funds are the best trading material that can be offered the Legislature. It is detail of

road taxation that can be guarded against only by constitutional enactment. Unless provision be made in the fundamental law, one Legislature may place a tax on highways and the next may take it away and assume that duty itself.

To lay and allot state road taxes in a state so sectionally developed as Oregon is bound to be a difficult problem. Its consideration is one that should not await the rush hours of a time-limited legislative session.

ANOTHER "SPOILSMEN'S BILL."

Two years ago, upon the recommendation of Governor West and other state officers, the Legislature created the State Board of Control "for the purpose of managing and governing" various state institutions. It consists of the Governor, Secretary of State and State Treasurer. The board is bound to be a difficult problem. Its consideration is one that should not await the rush hours of a time-limited legislative session.

The executive heads of the Oregon State Hospital, the Eastern Oregon State Hospital, the Oregon State Training School, the Oregon State School for the Deaf and the Oregon Tuberculosis Hospital are known as the "spoilsmen's bill." The bill is a "spoilsmen's bill" as it is the act of 1913 creating the Board of Control. It is a "spoilsmen's bill" as it is the act of 1913 creating the Board of Control. It is a "spoilsmen's bill" as it is the act of 1913 creating the Board of Control.

The custody of the Capitol and Supreme Court buildings who is excepted from the sweeping operations of the act is the Secretary of State (now Mr. Olcott).

If the Moser act is a "spoilsmen's bill"—as it has been characterized by the Democratic press of Oregon—what is the act of 1913 creating the Board of Control? If the one is the product of the cunning machinations of the spoilsmen, so is the other. The power to hire and fire is designedly given to the Board. There is no appeal. There is no safeguarding civil service. The action is in the hands of the Board. The Moser act, heatedly and vituperatively denounced by the Democratic press as a "spoilsmen's bill," merely confirms the authority of the Board of Control over its appointees—a power it has heretofore had—and the power of the Governor over the Board of Control. The power he has undoubtedly had also.

The clamor of the "non-partisan" papers is partisan buncombe. The Moser act gives no new power to anybody. But it confirms and strengthens existing authority. The Board of Control has the power to hire and fire. The Moser act, heatedly and vituperatively denounced by the Democratic press as a "spoilsmen's bill," merely confirms the authority of the Board of Control over its appointees—a power it has heretofore had—and the power of the Governor over the Board of Control. The power he has undoubtedly had also.

The Moser act appears to worry our Democratic friends greatly. But they protest too much. This is no day for the Moser act. That is what is the matter with them.

OLD FACES LOST TO CONGRESS.

With the expiration of the term of the Sixty-third Congress the country loses the services of some of its most distinguished public men. This is particularly true of the Senate, for it loses Root of New York and Burton of Ohio, two men who tower above their associates in ability, industry and devotion to the public. Both men retire voluntarily rather than go through the ordeal of a campaign for popular election.

Mr. Root's and Mr. Burton's services have been National in their scope, hence their retirement is a loss to the Nation as well as a loss of distinction to their states. Mr. Root brought to the discussion of legislative and foreign affairs a well-earned reputation as one of the first lawyers in the land and an experience as Secretary of State, as Secretary of War and as representative of this country before arbitration tribunals which gave him an unrivaled knowledge of foreign affairs, of legislative affairs and of our National defenses.

Mr. Burton was the highest authority in Congress on river and harbor improvement. As chairman of the House committee on that subject he inaugurated a new method of making appropriations, by which much "pork" was cut out. Congress having relaxed to the old method, he led a historic and successful filibuster at the session which ended last Fall, winning over many Democrats by his irresistible logic and his dissection of the old method. He dissected every item in the river and harbor bill, and was so full of his subject that he was ready with a rejoinder to any question. His three-day speech on the subject was a liberal education on the entire subject of the merchant marine, and was such a merciless dissection of that measure that little of it remained when he had finished.

Next in rank to Burton, among the retiring Senators is Brewster of Kansas, who has settled back into the Republican ranks after a brief excursion into the Progressive party. He is a keen, incisive speaker and is well informed on postal affairs, on the merchant marine through his investigation of Panamanian Canal trade, and on road and anti-trust legislation. He greatly aided Burton in his assaults on the ship-purchase bill and assisted Reed in his exposure of the anti-trust law's weaknesses. He had a large part in framing the parcel post law. Perkins of Colorado, who stands third in length of continuous service, and Stephenson of Wisconsin, who stands first in age, also retire.

The House loses many members, though its loss is partly the Senate's gain, for Underwood and Broussard go to the upper house. Chas. McNary, who retired in 1908, and the Progressive leader, Palmer, the President's particular confidant; Hobson, the prohibition champion and anti-

Japanese alarmist; and Barthold, champion of the German-Americans. Others are Bulkley, chief mover for rural credit legislation, Neely of Kansas, the two bright Burkes of Pennsylvania and South Dakota, Stevens of Minnesota, Henry George, Jr., who carries on his father's single tax propaganda, Metcalf, Bowditch, the foggy, a veteran Tammanyite, Knowland of California, who tried to be associated with Monterey and Reach de la Palma, died in New York, December 31.

New men are likely to rise to leadership in both houses with the retirement of these men. That is particularly true of Republican Senators, for Gallinger, Lodge and Nelson are all growing old. Underwood may acquire a high position in the Senate as in the House, and may become the Administration's chief steersman in the new Congress.

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MORE SHIPS UNDER THE FLAG.

Foreign-built vessels owned by Americans continue to seek refuge under the American flag. Down to February 13 the number was 128 with a gross tonnage of 461,000. Three steamers and a bark were transferred during the week ended on that date.

If the Administration would remove the menace of Government-operated lines, private shipowners would quickly gather in every available ship to carry American commerce. They are now waiting for the United States to take the initiative in engaging in trade and would doubtless give as liberal orders abroad and at home for ships to carry foreign commerce. Although the war has added greatly to the cost of operation, high freights are a sufficient bait to tempt men into the shipping business. The risks are considerable, but these men are willing to take them, provided they are not forced to compete with Government lines, which recoup losses from the United States Treasury.

Abandonment of the ship-purchase bill and probably that it cannot come up again till next December may encourage shipping men to go into business without further hesitation. There is little, if any, prospect of an extra session, and before December the war may have worked such changes in the situation that all changes in the ship-purchase bill may have passed away.

"Freckles are healthy" is an old saying used to console the wearer of them; nevertheless the woman so adorned is willing to take any risk to be rid of them. A New York widow, a state of the Vienna, as result of heart failure produced by anesthetics. The fatality will not affect the business of the beauty doctors.

The imperial gardens at Vienna are to be set to growing cabbages to feed the multitude, and if only some Austrian Burbank will make two heads grow on a stalk the Vienna will remember him with fullest gratitude.

Another newspaperman in Eastern Oregon has been given a profitable job. J. R. Gregg, many years editor of the Ontario Democrat, will be postmaster of the thriving city in which he has lived since boyhood days.

The Middle West is having one of its late winter blizzards, but when Spring opens in that country the people forget all their cold-weather troubles and dig new cyclone cellars.

A local holdup blames "boozie" for his troubles, which is slapping old John Barleycorn on the wrist, and is a pretty poor excuse. When he gets out he will think up another.

Peace rumors again disturb the Chicago wheat market. Must refer to some purely local activities of the Chicago young people's peace league or something of the sort.

British reports are that a big forward movement will begin soon. Maybe it's another report like that one about the Russian armies passing through England.

Why do not the journalistic chameleons of our spineless foreign policy continue to chortle over the Administration's "great moral victory" in Mexico?

"Keep well" is the motto of the British army. Good advice, but rather difficult to follow at times when an intrenched position is being stormed.

"Russians are pressing-on," says a headline. Must refer to the activities of the Russian army in the establishment at Moscow.

A Lane County man just dead at the age of 79 left twelve children and fifty-six grandchildren, a typical old-time Oregon family.

Between jits, roller skates, motor-cycles and walks for exercise, the lot of the traction magnate is no longer a happy one.

Turkey's appeal to Austria for help fell on deaf ears. Austria has her own troubles.

The local morals squad will be made a rotary affair, by which temptation to dereliction will slide off before it can stick.

Jitney men probably think of the bright days when something will be doing at Twenty-fourth and Vaughn.

The British say they are fully confident of early victory. But the Germans are equally confident.

Just now hoary old Winter begins to figure on how long he can linger in the lap of Spring.

Speaker Clark says there will be employment for all by July. And in the meantime?

More blizzards in the Middle West and more roses and sunshine in Portland.

Sincere: A new Congressional berth with no session ahead for nearly a year.

Warden Lawson is not bigger than Governor Withycombe.

These are unhappy days for the un-speakable Turk.

Congressional vocal chords will now get a rest.

The Northwest is the big feature at the Fair.

On to Constantinople!

Half a Century Ago

From The Oregonian, March 6, 1865.
There are 205 rebel flags stowed away in the War Department office at Washington.

Colonel Charles A. May, the brave and dashing cavalry leader of the Mexican War, whose name will ever be associated with Monterey and Reach de la Palma, died in New York, December 31.

The following authors died during 1864: Nathaniel Hawthorne, William M. Thackeray, Walter Savage Landor, George F. Morris, Park Benjamin, Henry R. Schoolcraft, Thomas Colley Grattan, Alaric A. Watts, Charles Sealsfield, John R. McCulloch, Amper, Catherine Sinclair and Mrs. E. W. Farnham.

George B. Mattoon, the New Hampshire boy, although only 18 years old, has been in 43 battles and 27 skirmishes, had two horses shot from under him and, during his entire three years' service, has not sustained a wound or injury and hasn't been absent from duty in that time.

It is said that the entire line of General Grant's breastworks and fortifications from General Meade's extreme left to the extreme right line is not less than 35 miles and taking the sinuosities and supporting lines into consideration the whole works total more than 100 miles in length.

H. W. Corbett has made public a letter from Hon. J. W. Nesmith, concerning the movement for the location of the branch mint in Portland. Instead of The Dalles, Senator Harding, who arrived on the Sierra Nevada, says there is no doubt the location of the branch mint has been chosen. Portland had the Congress received a memorial from the recent Oregon Legislature.

We see by Sandusky papers news of the death of Hon. Eleutheros Cooke, of that city, aged 77, on Christmas day. One of his sons is Jay Cooke, the National financier, so well known in connection with Government loans. E. N. Cooke, Esq., our State Treasurer, is his nephew.

Among the passengers on the Sierra Nevada Dr. David Wall of the United States Army, who came from San Francisco to Portland to General Alford, in charge of the District of the Columbia. Dr. Robert Collis, also of the United States Army, and also J. W. Pierson, J. W. Morrill, Miss M. Sherwood, Major Marston, United States Army, J. A. Kleiser, E. J. Northrup, Colonel Babbitt and many others. Some of the passengers complained of overcrowding the vessel.

The increasing business in the telegraph office has made necessary an assistant and A. S. Strong, late of the Salem office, has been stationed with Mr. Plummer.

J. A. Wetmore, plasterer, is appreciated by the good people of this community for his name with that of A. A. Wetmore, who was committed to the Recorder's Court last week. Hence this.

LINK IN EVOLUTION NOT MISSING

Fossils of 3-Toed Horse Years Ago Discovered in John Day District.

PORTLAND, March 5.—(To the Editor.)—In The Oregonian, February 27, section 1, page 1, appears a telegraphic news item from Berkeley, Cal., to the effect that a missing link in the evolution of the horse has been discovered in the Miocene strata of the Sierrita Mountains by John H. Buxwald, of the University of California.

One is led to believe that Buxwald made great discovery in finding the fossil form of a three-toed horse. The eastern section of Oregon is exceedingly rich as a geological field. The John Day River region is the most valuable specimens of extinct animals ever unearthed are found. It was here that the late Professor Thomas Condon, a recognized geological authority and for many years teacher in the Oregon State University, discovered the tiny skeleton of the three-toed horse from which it is believed the present day horse was evolved. The museums of Harvard and Yale have been enriched by tons of fossil treasures secured from this locality.

Professor Condon is the author of an interesting book, "The Two Islands and What Came of Them," published in 1902 by J. K. Gill & Co., of Portland, Or. On pages 124-7 of this volume he says: "The form of horse that most abounded here in the early Miocene period (the first period of the age of mammals) was a genus of horse of four species. It was a small animal, from a Newfoundland dog 23 to 27 inches in height to that of a small donkey. The result is that the living horse has but one hoof while our Anchiitherium had three functional hoofs for each foot.

"Many of these fossils indicate a really beautiful little animal of graceful outline about the size of an antelope, bringing to that early period a truthful prophecy of the highest type of our modern horse. It is abundant that fragments of skeletons are found in nearly all its fossil beds."

According to Professor Condon the fossil bones of Oregon prove the former existence of the fearful looking mammoth, rhinoceros and camels. These and other strange animals lived all over this western country from Nebraska to Oregon.

Should not the discoveries of Oregon's late geologist, Thomas Condon, have precedence over those of California's geologist, John P. Buxwald?

ROBERT H. BLOSSOM.

WAR FILM CENSORS CRITICISED

Manager of Picture Say, Public's Rights Were Disregarded.

PORTLAND, March 5.—(To the Editor.)—After the local censor board of motion pictures viewed the first reels of the "German Side of the War" they decided to permit its showing under one condition, and that was to eliminate all German sub-titles, claiming that the German text would correspond with the English translation. As manager of these films I removed all the German sub-titles from the picture, as I did not wish to appear to give the German titles to some of the city's most influential German residents and they claim that the translation is absolutely correct.

I might state here that the women who are members of this censor board, who viewed this film, are the German faith and consequently their knowledge of the German language is very limited and they have proved in this respect that they are censoring films without giving them a thorough consideration, but are satisfying their own wishes without giving the general public the slightest thought.

There is a firm believer in censorship, but only when the censorship is fair and impartial to either race, religion or subject.

Manager of the film, "The German Side of the War."

Papers at Boise and Baker.

TOLEDO, O., March 5.—(To the Editor.)—Please publish the names of daily papers at Baker, Or., and at Boise, Idaho.

SUBSCRIBER.

At Baker, Or.—The Herald and the Democrat.

At Boise, Idaho: The Capital News and the Statesman.

HANDICAPS OF MERCHANT SHIPS

Should They Be Removed at Cost of American Sailors?

To the Editor:—Several items appearing in The Oregonian in the past few months have referred to the "burdensome restrictions" placed on American shipping by our present laws, and have urged that "relief" be granted to the vessel owners. One recent correspondence in particular mentioned "our obsolete shipping laws," and wondered how long they must be tolerated. I have looked in vain for any specific statement of what "relief" is sought, or of reasons to justify such relief, according to American standards. And, knowing something of the burdensome restrictions of a sailor's life, of the abuses to which he is constantly subjected in many cases, and of the difficulty with which even such protective laws as we have have been secured, I wonder if your correspondents have any definite idea of what "obsolete laws" or "burdensome restrictions" are meant.

Is it that an American seaman receives a minimum wage of \$30 a month instead of the foreign standard of \$67? Or that a vessel under American registry must carry enough men as crew to insure their own and the vessel's safety under unfavorable as well as favorable conditions? Or that the ship's officers, who are exars in their powers over the crew while aloft, just lacking the power of life and death, must be American men, who are held to American standards of conduct, instead of foreigners with presumably foreign standards?

Or possibly there are other requirements as to food and quarters for the crew, tending to humanize their life aboard ship as much as possible. I believe the seamen have already suspended the operation of one or two of the above laws. Is it at all likely that the success of an American merchant vessel can be obtained only at the expense of the American sailor?

I have also heard objection to the demand for American-built vessels for our trade. On this point I have too little knowledge to form any definite judgment. But I know that we are given the same information (often misleading) about nearly every American industry when the question of wages is at stake—namely, that manufacturing (of vessels in this case) is so much cheaper abroad, it may be true.

But this is not the question. Why should this industry be transferred to foreign shores any more than our other "expensive" American industries? Of course I do not know the answer, but double profit of low European wages and high-priced American trade would be highly pleasing to vessel owners of America, and the slight increase in living circumstances, foreign-owned vessels do "get this double profit, some American owners do not see any good reason why they, too, should not have it.

But, considering the questions involved and the underlying principle of American standards, it seems to me that we must decide, in answering the vessel owner's plea, just this proposition: Do we want to reduce any phase of American industry life to the lower or lowest level of European industrial life? Do we want any American industry built up at the expense of the welfare of the workmen engaged in that industry?

If The Oregonian can throw light on this subject by some definite information regarding what changes of law are sought, and who will be directly affected by those changes, I shall be pleased to see such information published. The shipowner's position is a complex one, and the application of our present laws, without adequate explanation, arouse suspicion as to the merits of proposed changes.

AN INTERESTED READER.

One Cipher Too Many.
FALLBRIDGE, Wash., March 4.—(To the Editor.)—There was a misprint in The Oregonian, March 4, in the statement that Fallbridge would issue