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PORTLAND, FRIDAY, MARCH 19, 1915.

BLOCKADE AGAINST GERMANY.

Great Britain and France have skillfully dodged when the United States seemed to have put them in a corner on the question of shutting off Germany's food supply. They bring their naval policy within the limits of international law by calling it a blockade. They then take credit for studied moderation by renouncing some of the rights they might have exercised under the rules of blockade. They seek to calm the irritation of neutrals by recalling how much more they might have done.

Germany at first scored a point by apparently accepting the American suggestion that the submarine campaign and the planting of mines be abandoned on condition that food be permitted to enter Germany for distribution among the civil population under American direction. But Germany declines to forego the use of anchored mines for offensive purposes and stipulates that enemy merchant ships abstain from using neutral flags, from arming themselves and from resistance. She also asks that conditional contraband raw materials be admitted to Germany on the same terms as food.

These conditions are not acceptable to Great Britain and France, and are seized upon as a cause for declining the American compromise. These countries, however, apparently realize that they cannot persist in their original plan of shutting off Germany's food supply without either giving offense to the United States, by questioning the value of our guaranty, or revealing a direct purpose to starve Germany's civil population in violation of international law.

Britain and France therefore shift their ground. They no longer propose to cut off Germany's food as conditional contraband on the plea that food is a government monopoly. They propose a formal blockade of all German ports for the purpose of cutting off supplies of all kinds from Germany and of destroying German commerce by preventing sale of any German goods abroad. To quote the saying of Bismarck in regard to Paris: "Germany is to be left to stew in her own juice." This purpose is justified by quotations from Bismarck and Von Caprivi.

Modern warfare prevents a blockade from being conducted as in former times. If warships were anchored in close proximity to a German port, they would be quickly blown up by mines or torpedoes. It would also be possible for vessels to slip through at night. The allies therefore propose to extend the patrol radius of the blockading cruisers to the outer approaches to Germany. Hence the extension of the limits to all European seas, the Mediterranean being included doubtless with a view of shutting in Austria and of holding up at Gibraltar exports from Mediterranean countries to Germany. These limits are rather indefinite and include waters far remote from the German coast, but our Civil War furnishes a precedent. American warships condemned vessels bound for West Indian or Mexican ports on the ground that their cargoes were destined ultimately for blockaded Confederate ports.

Since no German merchant ships are abroad, neutral vessels are the only ones which will be affected by the blockade. Were the allies to exercise all the rights given them by the rules of blockade, they could condemn all ships and cargoes bound to or from Germany. They doubtless realize that this would raise a storm of protest among the neutral nations. They therefore agree to confiscate only contraband goods and the ships carrying those goods. Non-contraband goods which are the property of neutrals may be sold for the owner's benefit. If the property of Germans, they are to be sequestrated till the close of the war. Prize courts are to render decisions within eight days and ships are to be set free unless they carry contraband.

This blockade is designed to cripple Germany and as reprisals for cruelty to Belgium, for sowing of mines, sinking of merchant ships, bombardment of unfortified towns and ill-treatment of British prisoners of war. In fact, it will injure neutrals as much as it will injure Germany. It practically cuts the world in two and permits the American hemisphere to have commercial intercourse only with such nations as the allies choose to designate. It puts Holland and the Scandinavian nations in the same position as American nations. The entire supply of goods which is destined for or shipped from Germany is to be dumped on the British and French markets. An oversupply on those markets will certainly result and the surplus will surely be sold at a loss. American cotton-growers, who are just recovering from the initial consequences of the war, are again to be deprived of the German market. Two nations, because they, combined, have the strongest navy, assume the right to dictate with whom each other nation shall trade.

Notwithstanding all the allies' attempts to sweeten the pill, we greatly mistake the temper of the neutrals if they do not refuse to swallow it. No one or two nations have the moral right to make laws governing the sea. Only by the common consent of all nations can laws be made for the world. The allies rely on might, but the neutrals can bring to bear other pressure than that of might. They can stop commercial intercourse with the blockading powers. They would thereby add to the injury which the blockade inflicts upon them, but the injury to the allies would be so much greater that they would soon listen to reason. The allies are to such a degree dependent on neutrals for the necessaries of life for raw materials of manufacture and for munitions of war that they might find necessary the raising of the blockade in order to renew the supply of these commodities. An embargo on exports to the belligerents would paralyze American commerce, but it would cause great injury for a short time in order to prevent less injury extending throughout the duration of the war. The American people look to the State Department for unflinching maintenance of their rights against the arrogance of nations whose mental vision is perverted by the madness of war.

PASSABLE? OR IMPASSABLE?

The Oregonian is informed by a contemporary which has heretofore given abundant evidence of its confidential relations with State Highway Commissioner Bowlby that it has misquoted the letter written by that official to the Seattle Automobile Club in an important particular. The correct reading of the paragraph in question is said to be:

> Replying to your letter of March 3, relative to the Pacific Highway in Oregon, I will state that the route through the Willamette Valley via Grants Pass to Medford will not be in good condition any time this year. It will be passable after the first of June.

The final sentence, as printed in The Oregonian yesterday, had the word "not" inserted between "will" and "be passable," so that Major Bowlby was made to say that the road through the Willamette Valley would not be passable after June 1.

The text of the extraordinary Bowlby letter was taken by The Oregonian from the Salem Capital Journal, which enterprising newspaper, located at the seat of government, had special opportunity to obtain a copy of the original document. The Oregonian regrets that it has, through too great trust in the accuracy of a contemporary's columns, been led into any kind of misrepresentation of Major Bowlby's strange outgiving to the Seattle club. As it stands, he is on record as saying that the road to California south through the Willamette Valley will be passable after June 1, but not before. The Oregonian dissents emphatically from the Bowlby statement, and affirms that the road will be better than passable after June 1, and will be passable long before that. It is passable now.

Let us make another quotation from State Highway Commissioner Bowlby:

> Leaving Seattle, if you do not care to go to Portland, you can cross Snoqualmie Pass and go thence to Mabton; thence over to Brickleton and Goldendale, across the ferry at Maryhill, up to the state road at Wasco; thence south as before. This road is open today and at all times of the year, except perhaps Snoqualmie Pass.

Obviously State Highway Commissioner Bowlby desires to have the traveling public think there is a fine route from Seattle to San Francisco via Maryhill and Eastern Oregon at all times of the year ("except perhaps Snoqualmie Pass"). He seeks, too, to have it understood that the Willamette Valley route is impassable before June 1 and merely passable after that. It is a deliberate effort to divert travel to the eastern route. It is not surprising that the Willamette Valley counties and towns are up in arms.

THE DIFFERENCE.

PORTLAND, Or., March 18.—(To the Editor.)—The Oregonian says that it approves President Wilson's policy of neutrality towards all the warring nations of Europe; but it finds bitter fault with the President for his similar policy of neutrality, or non-interference, with Mexico. It would seem that an attitude which is correct toward Europe ought also to be correct for Mexico. What is the difference?

A WILSON MAN.

The difference is that we have a plain duty to keep out of European quarrels, and we have an equally plain duty to keep the peace on the North American continent. We have proclaimed to the world our adherence to the Monroe Doctrine, which warns Europe to keep its hands off all America, and we have necessarily assumed a benevolent protectorate over the weaker nations to the south of us.

So we have definitely accepted our responsibility for Mexico before the world; we have more than once laid down the doctrine that there be no interference with Mexico by any foreign power. Yet we have attempted to satisfy the reasonable demands of the world's opinion and expectation by "moral suasion." It has failed, miserably—so miserably that our diplomacy has come to be lightly regarded everywhere and our threats are openly scorned in Mexico.

The most effective way to provoke trouble with another nation is to make it clear that you fear trouble. If the Mexican nettle had been firmly seized there would have been peace in Mexico and the consciousness of duty done in the United States.

NEW LAWS FOR THE WEST.

The most important legislation of the Sixty-third Congress for the West was the Alaska Railroad law and the Alaska coal leasing law, but several minor laws have been passed, making concessions to homesteaders and in aid of agriculture.

The reclamation fund is no longer apportioned by the Secretary of the Interior. Congress makes direct appropriations from the fund for each project on the Secretary's recommendation. For the next fiscal year $14,000,000 has been appropriated.

A board of review in the Interior Department has been created to decide land cases and will greatly hasten decision of contests.

Changes in the homestead laws include acts allowing the husband to select the residence in case homesteaders marry; allowing division into two parts of the five months' absence each year allowed under the three-year homestead law; allowing a female homesteader to perfect her claim, although she loses her citizenship by marrying an alien; allowing a homesteader's deserted wife to prove up on his claim and obtain patent; allowing a person who has partly exhausted his rights under the 160-acre homestead law to make a further entry under the enlarged homestead law.

The President has been authorized to provide a method for opening land restored from reservation or withdrawal. Rocky Mountain National Park near Denver has been created, and land for public parks has been granted to Denver. The Secretary of the Interior is now authorized to withdraw land in reclamation projects for public parks, playgrounds and community centers.

Locations of phosphate rock hitherto made in good faith under the placer mining laws have been validated.

Appropriations have been made of $80,000 for investigation of Western irrigation agriculture, partly on reclamation projects; $40,000 to aid agricultural development of Government reclamation projects; $35,000 to permit Dr. Rittman to continue research and experiment with petroleum and natural gas; $635,000 to provide a free water supply to Indians on the Yakima reservation.

The really important measures have been held over until the new Congress meets. These are the Ferris water power bill, the Adamson dam bill, the general land leasing bill and the plan of Secretary Lane to entrust development of Alaska to a commission. Consideration of these measures promises to make the next session extremely important to the West.

UNGRATEFUL.

"Why," asks the Portland Oregonian, "do the Southern Oregon papers talk of the Southern Oregon counties seceding from Oregon to join California? Is it to rob Oregon or to enrich California?" Neither. It is to benefit themselves. It is to get out of a state, where they are evidently not wanted, a state without a development programme, a state that denies a square deal, a state where co-operation is denied, a state where the knocker is always swinging the hammer against progress, into a state that does things, that co-operates, constructs and upbuilds.—Medford Mail-Tribune.

The Oregonian cannot subscribe to a doctrine that the counties of a state have no duty but to benefit themselves. Notwithstanding the harsh and false impeachment of Oregon by this ugly little Medford cry-baby, the state has done well, considering its limited financial resources, in its plan of development. It is not so rich as either California or Washington, yet its public institutions, supported by state taxation, compare favorably with its neighbors', and the march of progress and development by the whole Coast has not left Oregon behind.

We shall probably hear from Medford that the state has spent little for good roads. Yet the recent Legislature, in its desire to favor Jackson County, passed a bill instructing the State Highway Commissioner to expend 20 per cent of the state highway fund in that county. Neither Multnomah, nor Clatsop, nor Columbia, nor Hood River, where active road work has been done, was similarly favored.

It would appear that the Legislature had given Jackson County a "square deal," and had not denied co-operation, nor swung the hammer.

WILLAMETTE'S NEW PRESIDENT.

Dr. Carl Gregg Doney, the new president of Willamette University, is a man of broad scholarship and varied experience in the affairs of education and life. Before entering the ministry he prepared for the bar, and doubtless he has found his reading for that purpose of great value in his later activities. His success as a pastor was exemplary. Among the pulpits where he preached to great congregations was that of the Hamline Church in Washington City. It was from this church that he was called to the head of the Wesleyan University in West Virginia, where he won distinguished success as an administrator.

It is believed that a man of Dr. Doney's capacity will bring Willamette University rapidly forward to the position which it should occupy among the educational institutions of Oregon. The endowment which it has recently acquired, together with other sums likely to be raised before long, make its financial condition promising. But in order to compete with the flourishing state institutions it needs a strong faculty.

This, of course, implies careful selection and advancing salaries. It is far more important to a successful college that its professors should be men of distinguished ability than that it should have a great many departments. Williams College has been rather disposed of late to decrease the number of its departments and strengthen those that remain. The best college work is intensive. Developing along the lines of broad scholarship and thorough work, without too much attention to denominational limitations, Willamette University will find that there is a noble place for it to fill in the future development of Oregon. We can no more spare it than Massachusetts could spare Amherst and Smith, or New Hampshire could spare Dartmouth, or Maine Bowdoin. None of these institutions rival the great universities in the number of teachers or students, but the departments they have are adequately filled by men of high standing, and their graduates take rank with the leaders of our National life. So it will ultimately be with the small colleges of Oregon.

THE OUTSIDE OF THE CHILD.

Many mothers care more for their children's clothes than for the children themselves. As long as the frock or cloak looks pretty all is well, no matter whether the poor infant inside it is miserable or happy. Little Tommy is gaily decked out in frills and embroidery when he should, by good rights, be wearing a blue denim blouse and bib overalls. If he tries to frolic about as a boy must in order to grow up properly he is beset and harassed by a hundred maternal "don'ts." He mustn't run and jump lest he rumple his nicely starched frock. He mustn't play in the dirt, for fear he will soil his white jacket. He must wear a heavy, unhygienic hat, for without its protection the wind will tousle his lovely curls and bleach them. Thus Tommy never learns how to use his limbs. He passes his babyhood in flabbiness and his young boyhood in keeping out of the dirt. He cannot throw a pebble into the brook without falling in after it. He cannot run along the path without stumbling and barking his precious little nose. He never learns to swim, play ball, fight, or any other accomplishment suitable to his age and sex.

Miserable is the boy whose mother is unwisely affectionate. Better were it for him if he had no mother and grew up in the street, for then he would at least learn to use his muscles and his wits. "Mother love" is an expression that should sometimes be translated ignorance and vanity. Feminine fondness for silly adornment frequently overflows upon helpless children. The poor little creatures are beautiful to look upon but miserably unhappy.

Occasionally a woman may be seen fondling an infant in the streetcar. It is clad like the lilies of the field in glorious attire, but an inquisitive glance will reveal that its legs are bare and shivering. When will mothers learn that children's legs are sensitive to cold? The spectacle of a child with its head wrapped in a huge bundle of finery and its lower limbs like icicles from exposure is enough to make one despair of the human race. Shall we ever be governed by common sense instead of vanity?

It is said that active efforts are under way to provide for South America a better news service from the United States. South Americans' ignorance of our affairs is only equaled by our ignorance of theirs. The most we know of them is their revolutions, which are not half so common as we imagine. The most they know of us is our trusts, which are not half so evil as they are pictured. More knowledge will probably generate more friendship and trade.

A neighboring journalist, commenting facetiously on the no-breakfast idea, says he has cut down his own breakfast to "a slice of ham, two fried eggs, three slices of toast, potatoes, wheat cakes and a glass of milk." We are surprised at his moderation. We had supposed, from reading his "colyum," that he was in the habit of eating rather heavily and writing immediately afterward. His wit seems to flow from a full stomach.

Prohibition and war advance step by step across the map of Europe. After Russia, France takes up the fight against the demon rum. The French Chamber has voted, 481 to 52, to forbid the sale of absinthe. It is pitiable to imagine what the habitues of the boulevards will do without their favorite tipple. But there is a still more hideous thought. Paris will lose most of its charm to visiting American gentlemen of culture.

The pause in the attack on the Dardanelles fortresses does not necessarily imply that the allies are discouraged. When the ships have done their work something no doubt will remain for a land force to complete. Nor is it likely, in view of the pervasive submarine, that the time and place of shipping the land force would be widely published.

Those Americans living in Austria who want a shipload of provisions from this country, to be carried in an American vessel, will get what they want, convoyed if necessary, or the people of this country will make things very interesting for somebody at the National capital. Americans abroad are not going hungry, with a plenitude at home.

From time to time the world is soothed by denials that there is such a thing as the white slave traffic. Such denials come from quarters so authoritative that they almost compel belief. And yet the news has just been published that young girls can be bought in New York for $25 apiece. The two stories do not seem to jibe in every particular.

Out of three columns of editorial matter in one of our esteemed contemporaries all but about half a column discuss military matters. Is it to be believed that war fills our thoughts as completely as this would indicate? Have we no business of our own to mind that we can think of nothing but the insane squabbles of Europe?

The Briton's reputation for bravery stands unchallenged now as always, confirmed by the report that 305 officers fell in the four days' battle at Neuve Chapelle. The British officer may be somebody's dawdling darling when in drawing-room and palace, but he never shirks danger on the firing line.

Viewing the multiplicity of candidates for other offices, it is refreshing to note the confidence voters generally are placing in City Auditor Barbur for business administration of an important branch of city government. All seem to refrain from running against him for re-election.

The blockade causes the Government to lose $100,000 a day in customs, according to report in official quarters. More proof of spineless diplomacy. The powers have learned from recent experience that it is perfectly safe to trifle with us.

The 3-year-old chap found sitting on a curbstone at 7:30 the other night, "just waiting for mamma," was a philosopher. "Mamma" and home might be lost; not he. That is the kind of lad that grows up to help run his country.

Moses Alexander, of Idaho, was a business man before he became Governor, and the manner in which he is trimming the appropriations shows his knowledge of the value of the dollar.

The Admirals of the allies are to be commended for their intention to use prudence in forcing passage of the Dardanelles. The land batteries deserve a dose of absent treatment.

The Anchor liner that got into Liverpool by escaping three submarines was in luck, if the "larboard watch, ahoy" did not mistake porpoises for the real thing.

California will grin to find the Federal Government in a tangle with Japan, recalling the time when Washington put a crimp in legislation at Sacramento.

Postal receipts are barometric sign of rising tide in business, and the February gain over last year is assurance that Portland is all right.

Japan announces that an early adjustment of all differences with China is in prospect. No doubt China has given in completely.

In the matter of the arrest of the German Consul at Seattle, King County may learn the Department of State is somewhat bigger.

A German submarine made an attack off the coast of Ireland. Probably in celebration of St. Patrick's day.

The Portland girl just awarded $150,000 by a Montana court would better get a larger mail box.

The suit of the Government to dissolve the Shoe Machinery Corporation has run down at the heel.

As a reminder, how are you getting on with that savings fund for the fair trip this Summer?

Reports that foreigners are fleeing en masse from Mexico must be music to Bryan's ear.

Foreigners are fleeing from Mexico City, realizing that hope of protection is futile.

"Painless" Parker received his verdict of $1 without taking an anesthetic.

The real attraction in a jitney ride is speed, and that element displaces safety.

The Sick Man, noting passage of events, is convalescing.

About season now for a real big battle.

ALASKA TO PATAGONIA BY RAIL.

Writer Says Romantic Project Not Dream, but Near-Reality.

Ernest Peixotto in the World Outlook.

Alaska to Patagonia by railroad—Dawson to Puerto Montt in a sleeping car! Does it seem like a dream? Can you realize that in our own generation it may well come true?

I have traveled over thousands of miles of this so-called Pan-American railway and I do not find the scheme at all chimerical.

What a trip it will be from the frozen Arctic through the tropics to the frozen Antarctic; from the ice and snow of Alaska through the wonderland of our own great West, to the emerald palms of Panama, then on over the vast Andean tablelands to temperate Chile and frigid Patagonia!

We shall see every kind of vegetation, sparse, rich and rank; experience every variety of climate; see primitive peoples just waking to the call of civilization and cities where civilization reaches its height; see nature's treasures — silver, copper, gold — being forced from her by giant machines and in other regions lying dormant in untouched mines; rush through vast plains of waving grain and through others, just as fertile, awaiting the touch of the agriculturist. All these will be along the gigantic railway which has been, and is today, the dream of many a sober-minded, practical man. The dream has in part materialized. More than half of this romantic route joining the ends of the earth is already a fact.

Of the Pan-American 12,000 or 13,000 miles, more than 7000 are now in operation, and, if we leave out the long stretch through British Columbia, only a few thousand miles remain to be built in order to connect the great cities of the United States directly with the railway systems of South America. We may ourselves some day buy a through ticket by rail from New York or Seattle or Chicago to Valparaiso!

MISS JAHN'S DREAM UNDERSTOOD

Student Says It May Seem Wonderful but He Believes in Visions.

PORTLAND, Mar. 16.—(To the Editor.)—With reference to the story of Miss Jahn's dream mentioned in The Oregonian, it was a very clear vision, instead of a dream. As she said it seemed different from any other dream. They are very different. One is real and the other a delusion, because they are not seen by the same mind—the dream from the objective mind and the vision from the subjective mind. At this time it might be in line to call this subjective mind the periscope mind, as it is the sub-mind and has to come to the surface to see. I have been a long ways in this line and have had some valuable information that I trained to get, both in visions and through the line of telepathy, not at all times when asleep.

I made it my business for years and am going into it again. You may ask what has training the body got to do with it? Everything. One most important thing is to put the objective mind in subjection, in a passive condition, and that is one of the essential things work is for.

This seems wonderful to a person that has not seen, but it is true.

C. E. B.

Property Rights.

BORING, Or., Mar. 16.—(To the Editor.)—1. Is a deed legal that has been properly made and signed before witness, but has not been recorded within ten days after signing?

2. What right does the Oregon law give the husband in the wife's property at her death when there are children?

3. What right when there are no children?

4. What right does the Oregon law give the wife in the husband's property when there are children?

5. What right when there are no children?

6. What disposition does the law make of an unmarried person's property?

OLD SUBSCRIBER.

1. Yes. There is no requirement that a deed be recorded at all.

2. All of the property during his life.

3, 4 and 5. Same answer.

6. It goes to the parents or, if there are none, then to members of the immediate family of the deceased.

Wreck of the Olympian.

PORTLAND, Mar. 16.—(To the Editor.)—Will you kindly inform me through the columns of your paper as to the location of the wreck of the old sidewheel steamer Olympian, which left Portland some years ago for New York, in tow of another steamer?

G. E. HALL.

Masters of vessels that used the Straits of Magellan previous to the opening of the Panama Canal say that the wreck of the Olympian is in plain sight in Possession Bay, just through the narrows or near the eastern end of the Straits. The Olympian was in tow of the steamer Zealandia and, as the story goes, they anchored in Possession Bay one night. A smaller line than the towing hawser that had been used was made fast to the Olympian and that parted during the night when a blow came up, so the sidewheeler brought up on the beach.

Use of Postoffice Box.

KELSO, Wash., Mar. 16.—(To the Editor.)—Will you please answer the following question through The Daily Oregonian:

Two parties living in the same town rent a lock box at the postoffice, can they exchange small articles through that box without paying postage or violating any Federal law, rule or regulation?

SUBSCRIBER.

It is forbidden by the postal regulations for a postmaster to rent a postoffice box to any two individuals, save business partners or members of the same family. It is stated by local postal officials that the department would, undoubtedly, prohibit the interchange of unstamped parcels or articles as suggested by the correspondent provided it was found out, as it is in violation of a regulation that only properly stamped articles may be handled through the mails.

Yamhill-Street Dock.

PORTLAND, Mar. 16.—(To the Editor.)—Is the dock at the foot of Yamhill street public?

JOHN HASLETT.

The Commission of Public Docks has jurisdiction over all street ends and is privileged to collect wharfage. As no regulation has been placed in effect regarding Yamhill street, the public would probably be permitted to use that as a landing until a schedule of charges is adopted, but persons intending to land small boats there should first take up the matter with the Commission.

Unsightly Spot Pointed Out.

PORTLAND, Mar. 18.—(To the Editor.)—While the powers that be are looking to the cleanliness and "city beautiful" of our surroundings I should like to call the attention of the health officer to a spot right in the heart of the city, and that spot is located bounded by Fifth and Sixth, Pine and Ankeny streets; it is ornamented with billboards but they do not fully hide the filth, trash and putrid water from the accumulation of rains. I have noticed this spot for many moons and it still remains the same dirty spot.

CITY BEAUTIFUL.

HOOSIER HEALTH INSTRUCTIONS.

Union County Commissioner Starts in to Educate the People.

From the Journal of the American Medical Association.

Common sense is an uncommon quality. Those who, in their early youth, read and enjoyed the William Henry Letters, will recall that this was a refreshing characteristic of that young hero. When sent away to a boarding school, he was told that he would have to take dancing lessons in order to learn how to enter a room. He could not see the need of taking lessons for this purpose. He said, "Just walk right in."

One of the most difficult lessons to learn is that the way to do a thing is to do it. The County Health Commissioner of Union County, Indiana, feels that one of his duties is to teach the people of the county how to keep well. He has accordingly prepared a little 75-page pamphlet, made up largely of material published by the various state boards of health. The board of County Commissioners made an appropriation to send a complimentary copy to every home in the county. The pamphlet is simply but forcibly written, and contains chapters on the home, contagious diseases and the baby. In the first chapter, the people are told how to keep their homes clean and healthful, how to dispose of their garbage, how to care for their food and how to take care of their bodies. Directions for disinfection and especially directions for various contagious diseases make up the second chapter, while the third and most important contains directions to mothers for the care of themselves and their children.

We have been a long time in learning that if the teacher of good health would compete with the patent medicine man, he must meet him on his own ground. Instruction of the people on health topics is a public duty. It should not be left to professional zeal or to philanthropy. The publication and distribution of such pamphlets as the Union County Health Book are directly and solely for the public good and will yield large dividends in the form of better health and prosperity for the people. If each county in the Nation had a health officer as wide-awake and a board of commissioners as broad minded as those of Union County, Indiana, the problems of the prevention of disease and the prolongation of life would be immensely simplified.

REDDY PROBABLY JAMES MACKEY

Veteran of First Infantry Seeks to Identify Scout of 50 Years Ago.

COSMOPOLIS, Wash., Mar. 16.—(To the Editor.)—I saw an inquiry in The Oregonian, March 5 about one "Reddy," of Company F Cavalry. W. M. Hilery was the inquirer, having read some mention of "Reddy" in the Half a Century Ago column.

I was on the scout with "Reddy" when he was shot, but he was shot in February and not in October. I think his real name was James Mackey, but of that I am not sure. I heard it often but it has been a long time ago. He was not shot while on guard but as he was going to relieve the guard. There were two Indians right close together. One of the Indians shot at "Reddy" and hit him in the elbow. "Reddy" then shot at that Indian and the other one then shot "Reddy" in the side.

I doubt if "Reddy's" grave could be found as all signs of it were destroyed.

GEORGE W. MOORE, Member Company H, First Oregon Infantry.

Council Crest Line.

PORTLAND, Mar. 18.—(To the Editor.)—1. When was Council Crest streetcar track completed for use?

2. What is most perpendicular grade?

3. What is the name of the high bridge about half way up?

4. What is length of track to Crest from Twenty-third and Washington.

5. How many mountains can be seen on a clear day, and what are their names in order from Mount Hood?

MRS. E. H. MEYER.

1. Council Crest streetcar line was completed and put in operation in the late Summer or early Fall of 1906.

2. The steepest grade on the carline gives about 12 feet rise in 100 feet distance; or a grade of about 12 per cent.

3. The name of the high bridge crossed part way up the line is Ford-Street bridge and it is the crossing over Canyon road.

4. The length of the carline from Twenty-third and Washington streets to the entrance of the park is 2 3-8 miles.

5. On a clear day may be seen the tip top of Mount Jefferson far to the right of Mount Hood, being in a southwesterly direction. To the left of Mount Hood may be seen Mount Adams, then Mount St. Helens (which shows more prominently than the others) and to the left of it is a double peak in the far distance which is Mount Ranier, it showing just over the shoulder of Mount St. Helens.

Number of Cards to Leave.

PORTLAND, Mar. 16.—(To the Editor.)—Will you kindly answer the following questions in the columns of your publication?

When a married woman calls on a new resident in the neighborhood and finds no one at home what cards should she leave? If she finds her new neighbor at home, what cards should be left?

Thanking you in anticipation for your attention.

A. E. B.

If the woman you call on is married, leave your own card, and two of your husband's. If she is single, leave your own card only. The same rule holds good whether she is in or out.

Fourth-Class Postmaster's Salary.

PORTLAND, Mar. 17.—(To the Editor.)—Please inform me through your paper the salary for postmaster of fourth-class postoffice.

A SUBSCRIBER.

The salary of postmasters of the fourth class varies with the office. In lieu of a fixed salary, each is allowed the value of the stamps cancelled at the office. In no case is this to exceed $1000 a year.

Academy of Science Secretary.

ROCHESTER, Wash., March 15.—(To the Editor.)—What is the address of the secretary of the Portland branch of the American Academy of Science?

C. L. DRAKE.

W. T. Foster, president of Reed College, Portland, acts as Pacific Coast director of the American Academy of Advanced Science.

Audubon Society.

DEE, Or., Mar. 16.—(To the Editor.)—Please inform me how I can get in touch with "Our Audubon Circle of Bird Lovers." I am an ornithologist and think I can reveal wonders in bird life.

EDGAR W. WINANS.

Write to Dr. Emma J. Welty, 331 Montgomery street, Portland.

12 and 21 Problems.

ONTARIO, Or., Mar. 16.—(To the Editor.)—Here is a modified "How old is Ann?" that perhaps mathematical experts would like to work out: When Mary was Ann's age Ann's age was 1-7 of what Mary's is now; when Ann reaches Mary's present age, the sum of their ages will be 51 years. How old are the girls?

W. P. L.

Twenty-Five Years Ago

From The Oregonian of March 20, 1890.

The residence of F. Augustus Carll and wife at Austin, Minn., early settlers in the county, was burned Saturday night and the old folks perished, according to dispatches from Minneapolis.

E. H. Lohman, one of the owners and general manager of the Gurney Cab Co., left last evening for Oakland, Cal., where he is to be married.

It is definitely announced that Bill Nye and his musical stars, including Ollie Torbett, the young violinist, will appear here at the New Park March 26 and 28.

The confirmation of John M. Lewis as postmaster of East Portland has been received.

Charles N. Waite, who for some time as Deputy United States Marshal has been a terror to evildoers, having retired with Marshal Myers, was attacked Saturday night by two footpads on Clay street, between Sixth and Seventh streets, in the shade of W. S. Ladd's hedge. Mr. Waite put them both to flight.

Berlin.—Prince Bismarck tendered his resignation last night and the young Emperor has decided to accept it. The rupture has created a veritable earthquake and every one is asking what will become of the German empire without Bismarck. The Chancellor and his master disagreed on every point. The difficulties began with the Chancellor's refusal to accede to the request by Dr. Windthorst, leader of the clerical party in Germany, to restore to the Duke of Cumberland, claimant to the throne of Hanover, the larger portion of the Guelph fund. The Emperor opposed Bismarck in the matter and soon after Bismarck's resignation the entire Prussian ministry tendered their resignations also.

P. B. Cornwall, one of the owners in the Black Diamond coal mines in Washington, is at the Esmond.

About 2 o'clock yesterday afternoon some kind of a missile, probably a bullet, struck the window of the office of C. W. Johnson, superintendent of the Union Pacific, in the third story of the Ainsworth block. Ed Norton, assistant superintendent, whose desk is near the window, was showered with the fragments.

Mrs. T. F. Kane slipped on the steps at her Mount Tabor home Monday afternoon and the fall resulted in breaking her right arm near the wrist.

C. B. Bartel, the former street commissioner, probably will sue the city for $2200 back pay unless he can secure an adjustment.

PROCESS NOT NEW IN PRINCIPLE

Cheap Method of Making Gasoline Now Used in West to Make Gas.

CORVALLIS, Or., March 16.—(To the Editor.)—Last Sunday The Oregonian gave a meager description of the process used to produce "cheaper gasoline." If this be authentic there is nothing new in the process, at least in principle, and it cannot properly be classed as a new discovery.

Such a process as described has been in use for at least four years in the production of illuminating gas from crude oil, and without doubt it has been known for some years before that. A number of gas-making plants are using the same process, especially plants located on the Western coast.

In its essentials the process for making gas is this: The crude oil, which is of the variety known as "asphalt base," is forced under heavy pressure into the generator, in the form of a fine spray. This generator, previously heated to an almost white heat, is lined with firebrick and contains several baffles around which the sprayed oil must pass before escaping from the generator as a gas. In its passage from the nozzle of the injector to the exit valve the oil is so highly heated that it becomes what is technically known as "cracked," i. e. the large complicated molecules are disintegrated into smaller and simpler molecules, though the smaller molecules are sufficiently compound. Of course, this must take place in absence of air.

When the generator has cooled to a certain point and it can no longer sufficiently "crack" the oil, the injector is shut off, the generator emptied and again heated. The gas from the generator is washed free from the great quantities of porous graphite that is produced by the "cracking" of the compound molecules of the oil, led into the "desulphureter," where the gaseous sulphides are removed by the action of sulphate of copper, and from thence to the gas reservoir. The product is generally known as illuminants.

As you see, this process is identical with that described in The Oregonian, with the exception that instead of the gas going straight to the reservoir as a gas, in the Rittman process, it is stopped after being cracked, and condensed into some form of liquid. Even this liquid gasoline of the 56-degree variety is extensively used for the production of gas. Any gas-making plant using the process known as the "cracking" process undoubtedly could be used for the production of gasoline with but very little addition to its equipment. It would simply be a matter of installing a condenser and drawing off a portion of the "cracked" oil in the form of a vapor.

This is purely and simply a Western idea and one developed through necessity and so much so that even the most modern of the Eastern books on Industrial Chemistry contain no mention of it.

But in spite of all present known methods, or others to be invented, for making gasoline, this product will probably be very little cheaper than at present, as the sources must be considered, as well as the hands into which these sources fail.

JOHN FULTON,
Professor Department of Chemistry, Oregon Agricultural College.

Paying Phone War Tax.

PORTLAND, Mar. 16.—(To the Editor.)—Our firm being a subscriber of both phones has noticed that the monthly statements of the Home phone carry no internal revenue of one cent, while the Pacific States does. Who should pay this revenue, the phone company or the subscriber?

F. C. E.

The public is supposed to pay. If the Home Company wants to absorb it, that is its business. The law only demands that it be paid.