The Oregonian

PORTLAND, OREGON.
Entered at Portland, Oregon, Postoffice as second-class matter.
Subscription Rates—Invariably in advance:
(By Mail.)

Daily, Sunday included, one year	$8.00
Daily, Sunday included, six months	4.25
Daily, Sunday included, three months	2.25
Daily, Sunday included, one month	.75
Daily, without Sunday, one year	6.00
Daily, without Sunday, six months	3.25
Daily, without Sunday, three months	1.75
Daily, without Sunday, one month	.60
Weekly, one year	1.50
Sunday, one year	2.50
Sunday and Weekly, one year	3.50

(By Carrier.)

Daily, Sunday included, one year	$9.00
Daily, Sunday included, one month	.75

How to Remit—Send Postoffice money order, express order or personal check on your local bank. Stamps, coin or currency are at sender's risk. Give postoffice address in full, including county and state.

Postage Rates—12 to 16 pages, 1 cent; 18 to 32 pages, 2 cents; 34 to 48 pages, 3 cents; 50 to 60 pages, 4 cents; 62 to 76 pages, 5 cents; 78 to 92 pages, 6 cents. Foreign postage, double rates.

Eastern Business Office—Verree & Conklin, New York, Brunswick building; Chicago, Steger building.

San Francisco Office—R. J. Bidwell Company, 742 Market street.

PORTLAND, THURSDAY, APRIL 1, 1915.

BISMARCK'S CENTENARY.

Prince Bismarck, the greatest of modern statesmen, was born April 1, 1815, 100 years ago. In that year was held the Congress of Vienna which, under the domination of Austria and the presidency of Metternich, parceled out the territories of Europe after Napoleon's downfall to satisfy the hungry cravings of legitimacy and reaction. The next international congress of equal importance was held at Berlin in 1878. Bismarck was President and Germany's power was all-prevailing. Austria had been utterly defeated in the Seven Weeks War and expelled from the Germanic Confederation. France had been overthrown in the war of 1870 and William crowned Emperor in the palace at Versailles with a united Germany under his sway. The Congress of Berlin was called to moderate the demands of Russia upon Turkey, whom she had defeated in a great war. The Czar felt Constantinople almost within his grasp after the vain efforts of a hundred years and more. Bismarck, watchful for the aggrandizement of Prussia and fearful of an overgrown neighbor on the east, so managed the deliberations of the conference as to thwart Russia and save the Turk from deserved ruin.

He thus reversed the ancient policy of Germany, which had been at all odds to maintain good relations with the Czar. But Bismarck saw that the time had now come when Austria's friendship was worth more to his country than that of Russia and he had resolved to complete his work of uniting the dissevered Germans by cementing an alliance with his old enemy of the House of Hapsburg. The Czar was embittered by the decisions of the Congress of Berlin, but Austria was pleased, and the next year, when Bismarck made his famous trip to Vienna, he was able, without much difficulty, to lay the foundations of the dual alliance which not long afterward, by the adhesion of Italy, became the triple alliance. Thus the wounds of the Seven Weeks War were healed and the enmity between Prussia and Austria was allayed. That enmity in its ultimate venom was Bismarck's own work. From the beginning of his public career he had resolved to annihilate the influence of Austria in Central Europe and exalt his own country into her place, forming a united Germany under Prussian hegemony. To this end he first appeared as the advocate of the King's absolute power against popular representation. The democratic ideas which ran through Germany and Europe in 1848 received from Bismarck nothing but derision. He fought them with relentless determination and rejoiced when they finally seemed to die out in a ridiculous fiasco. Recurring to the subject in a speech which he made in 1862, he said that "the mighty problems of the age were to be solved not by speeches and majority votes, but by blood and iron," a celebrated sentence which has been quoted a thousand times and not always to the credit of its author. Andrew D. White, who knew Bismarck well and admired him greatly, says that at this early period of his career he posed as "the youthful apostle of reaction, despotism and disunion," but he favored present disunion only in order to bring about a more stable federation of the German states than any other man dreamed of in those troublous times.

In order to work his will upon Austria and France, Bismarck needed an army better than his country had yet possessed. The Prussian Parliament, unsympathetic with his dreams of national greatness, refused the necessary supplies. Supported by the King, Bismarck governed for four years without a parliamentary majority and by that time had accomplished his purpose. His associates warned him that he was bringing upon the King's head the fate of Charles I and upon his own the merited punishment of Strafford, but he replied that he was willing to be a Strafford if only Prussia might be made supreme. With his troops in readiness and plentiful munitions in store, Bismarck began the tremendous drama of his achievements by seducing Austria into the war of 1864, in which the Schleswig-Holstein provinces were wrested from Denmark. For this war, as for all that he fought, Bismarck began by isolating his foe and perfecting his alliances. He easily found pretexts to quiet France. He enticed Austria by promises which he did not intend to keep. In the congress called to divide the spoils he openly defied his ally and with steady purpose provoked her to begin the war of 1866, the Seven Weeks War. Before the Austrians could make a move Bismarck's commanders overran the states friendly to her in South Germany and ended the war by ruining her armies at Sadowa. To obtain peace Austria was compelled to withdraw from Germany and Bismarck solidified his results by founding the North German Confederation with Prussia at its head. In these two wars he had gone far to accomplish his life's purpose. With the Danish provinces he had gained the Port of Kiel, with an outlet for the canal which he contemplated long before the present Emperor came to the throne. With the expulsion of Austria he had placed Prussia at the head of a great and firmly united confederation. But much more remained to be done.

Many German states had declined to enter the confederation and France was busy intriguing among them for destructive purposes.

It was essential to Bismarck's designs to obliterate the influence of Napoleon III in Europe and extend the boundaries of Germany to the Rhine. For these ends he deliberately provoked his third war, that of 1870, but he safeguarded his rear by moderating Austria's ill will through astonishing proffers of friendship. It was his unswerving policy to fight one foe at a time and no more. When France had been crushed it was a comparatively easy task to finish the construction of the German Empire and obtain its submission to William as the first Emperor. This done, Bismarck became the consistent advocate of European peace. He declared that Germany had nothing more to gain by war and that her future efforts should look to internal developments and the welfare of the people. Everything that Bismarck dreamed of in his youth he accomplished in his prime. His designs exceeded in splendor those of any modern statesman and he saw them all embodied, not in the evanescent structure of an Alexander or a Napoleon, but in the solid buttresses and walls of the German Empire. If we measure his deserts by his deeds we must account him the greatest statesman of the modern world.

OVERLOOKED, ALMOST.

The people of Oregon now have the consoling assurance that a part of the naval fleet, brought to the Pacific Coast in July under the leadership of the gallant Oregon, is to enter the Columbia River and come to Portland. The amazing news had come from Washington on Tuesday that the proposed itinerary of the fleet up the Pacific Coast did not include Oregon! But now Secretary Daniels says there was no intention of overlooking Oregon. We suppose so. Mere oversight. But the attitude of the Wilson Administration toward Oregon has at no time been marked by noticeable friendliness.

The original tentative itinerary of the battleship fleet included California and Washington, of course, for when the President and his Cabinet think or speak of the Pacific Coast it is always in terms of Washington and California. Let us see how the three Coast states have fared at the hands of a Democratic President in the matter of appointments to distinguished office, not including the local Federal jobs:

CALIFORNIA.

Secretary of Interior, Franklin K. Lane.
Interstate Commerce Commissioner, John H. Marble.
Ambassador to Russia, George T. Marye.
Assistant Secretary of Interior, Adolph C. Miller.
Federal Reserve Board, Adolph C. Miller.
Commissioner-General of Immigration, A. P. Caminetti.
Commissioner Industrial Relations, Harris Weinstock.
Commercial Attache, Lincoln Hutchinson.
General Superintendent Railway Mail Service, Alex H. Stevens.
Governor of Hawaii, L. E. Pinkham. (This appointment may not be credited to California, but Pinkham was a resident of California prior to going to Hawaii.)
Surgeon-General, Rupert Blue. (This may be regarded as a promotion, but the appointmeng was credited to California.)
Board of Indian Commissioners, Isidore B. Dockweiler.
Special Santo Domingo Commissioner, James D. Phelan.

WASHINGTON.

Assistant Secretary of Interior, Bo Sweeney.
Solicitor of Internal Revenue, Ellis C. Johnson.
Federal Trade Commissioner, Will H. Parry.
Civil Service Commissioner, Hermon Craven.

OREGON.

Minister to Siam, William H. Hornibrook.
Solicitor Reclamation Service, Will R. King.

The Siamese diplomatic post is the least consequential in the entire list. It was good enough for Oregon. It was a crumb given to the Oregon Senators for an unquestioning henchman who has no experience in or knowledge of diplomatic affairs. Mr. King openly boasts that he was given his job upon his own political merits and without the special influence of either Oregon Senator.

Yet Oregon gave its electoral vote to Woodrow Wilson, while California and Washington went for Roosevelt. Both Oregon's Senators are Democrats. Washington has a Republican and a Progressive in the Senate, and until March 4, 1915, California had a Progressive and a Republican.

The measure of Oregon's Senatorial influence at Washington is well illustrated by the record.

THE RAILROADS' PLEA AND THE ANSWER.

The application of the railroads to the Interstate Commerce Commission for authority to reduce freight rates on certain commodities from Eastern interior points to points in the intermountain country is a practical abandonment of the attempt to compete with the Panama Canal on coast-to-coast business. It is an attempt to gain compensation for the loss of that traffic by building up interior producing centers in the East and interior distributing centers in the West at the expense of Atlantic Coast producing centers and of Pacific Coast distributing centers. It is also an attempt to drive the Interstate Commerce Commission to accept the logical conclusion from the illogical position taken by the Commission in the Spokane rate decision. This move warrants a greater degree of apprehension in the cities north and south of us than in Portland itself, for a month hence we shall open the Columbia River waterway for a distance of 500 miles inland. Relief from the consequences of a possibly favorable decision on the railroads' application will then be within our own power. We shall need to ask no aid from the railroads or the Commission.

The Commission established the basis for this latest move of the railroads when, in deciding the intermountain case, it deprived the Pacific Coast cities of the advantage given them by nature and relieved the interior cities of the handicap under which nature had put them. Natural law dictated that the overland rate from the Atlantic to the intermountain country should be the same as the water rate to the Pacific Coast, plus the rail rate from this coast to the interior. In the effort to build up distributing centers in the interior, where natural conditions were adverse to their establishment, the Commission set aside this natural rate basis and established an arbitrary one of its own. It created zones, one of which, following the Missouri River, paid the same rate to Spokane as to the Pacific Coast; another, consisting of Chicago and common points, pays rates 7 per cent higher to Spokane than to the Coast, and another, consisting of Pittsburg, Buffalo and common points, pays rates 15 per cent higher to Spokane than to the Coast.

When the railroads began to feel the pressure of competition with the Panama Canal, they asked further relief in the shape of permission to make rates from Chicago to the Coast 15 cents less instead of 7 per cent less than to Spokane, on certain commodities which move largely by water. They also asked leave to reduce rates on other commodities, so that they could almost meet the water rates to the Pacific Coast. The Commission granted this application, but ruled that the roads must make rates to intermediate points bearing a certain relation to Coast rates, though the railroads wished to be left free to adopt such rates to the business as it develops.

The railroads now realize that they cannot carry transcontinental traffic in competition with water lines at paying rates. They also realize that the canal has increased the volume of traffic from Pacific terminals to the interior and has increased the already large proportion of empty cars they were hauling westward. They therefore give up the attempt to compete with water lines and aim to cultivate the interior points which are dependent solely on railroads and which may compete with Coast towns. Thus they will build up traffic which cannot be taken away from them and will secure loads, at least part of the way, for cars which are now hauled empty. Any revenue they derive from this source, even though not sufficient to pay operating expenses, will be so much to the good, compared with present conditions.

The Commission has already proved to the Pacific Coast cities that logic is wasted upon it in discussion of the relation between water and rail rates. If the latest application of the railroads should be granted, the interior cities will become more serious competitors in wholesale business with Pacific Coast cities, though there is no reason to fear that the latter would be driven entirely out of the interior field. This competition will be more acute with those Coast cities which can reach the interior only by rail than with those which can reach it by water.

Portland has an undisputed advantage in this respect. In fact, her salvation is in her own hands. This city has in the Columbia River a waterway extending 500 miles inland. By means of tugs and fleets of barges freight can be carried up this stream at rates which railroads cannot touch. Modern wharves, equipped with modern machinery, can transfer freight at a great reduction on present cost. True, the interior cities are generally at some distance from the river, and the railroads by which they are reached cannot be induced to act as feeders to the competing waterway. But every day we have clearer demonstration that the rails have become superfluous to the hauling of heavy traffic by mechanical means over a road. We only need solid, hard-surface highways from the river ports to the interior, and lines of auto trucks to traverse them, in order that we may become independent of the railroads and of the Interstate Commerce Commission. The answer to the latest move of the railroads in their effort to deprive the Pacific Coast cities of the advantages derived from their location on the water will be given at the opening of the Celilo Canal and the Willamette locks a month hence. That answer is river transportation, good roads and motor-driven vehicles. In these days of modern industry as in the days of the free-traders, nearly a century ago, the Columbia River is the great highway of the Oregon country.

THE END.

The shocking death in an automobile accident of several notable Washington pioneers leads to curious reflections on the strange mutations of life. Thomas W. Prosch and Mrs. Prosch and Miss Lenora Denny, who lost their lives, were among the best known of Puget Sound's early-comers, for they had settled in Washington when it was part of Oregon territory. Arthur A. Denny, father of one of the unfortunate women, was one of the founders of Seattle, and his name, and the name of his family, has for more than sixty years been identified intimately with the development of that active city. Mr. Prosch, a son of Charles W. Prosch, well known through long years to the newspaper fraternity, of which he was a worthy member, was himself a pioneer of 1855, a newspaper man by inheritance and by early profession, and a historian of territory and state. He was president of the Washington Pioneer Society

These three people were used to the old ways of transportation—the ox-team and the schooner—yet it was reserved for them that they should die as victims of the most modern of all land vehicles.

It would appear that Puget Sound, and particularly Seattle, has more than its share of automobile accidents. Numerous tragedies have occurred on the trestles south of the city, and a well-known physician, Dr. Reniger, was a few years ago run down by an interurban train, while crossing the track in his motor car, near the scene of the Prosch-Denny happening. The State of Washington has done much for good roads, but it has done little in safeguarding its bridges.

ORGANIZING FOR PROSPERITY.

Oregon is organizing for prosperity, and Portland, as usual, has taken the lead. To this end Portland is organizing the new Chamber of Commerce; Multnomah County has joined with Clark County in constructing the interstate bridge; Multnomah, Hood River, Columbia and Clatsop Counties are building the Columbia Highway; Multnomah County proposes to pave its highways; the Port of Portland has deepened the Columbia River channel; and the Government is deepening the bar channel, has built the Celilo Canal and has bought the Oregon City locks. To these works are to be added the building of the Willamette Southern Railroad in the Willamette Valley and of the Willamette Pacific Railroad to the Coast; construction of harbor improvements at several Oregon ports, erection of the docks at Flavel and inauguration of the Great Northern Pacific steamship line to San Francisco.

These improvements are significant not only of a desire to provide facilities for business, but of confidence that business is coming. There is evidence of prosperity in the willingness of people to invest money individually as well as in their capacity as members of communities and corporations. The report of the state banking department shows an increase of loans and a decrease of deposits in the last year. This fact implies readiness to borrow for investment and improvement. Money beyond a safe reserve lying idle in a bank is buried money. It earns nothing, and is a sign of distrust. Money borrowed for productive use is a sign of confidence.

There is good reason for confidence that prosperity is returning. Farmers receive high prices for wheat and livestock and remunerative prices for wool, dairy products and other yield from the land. Fish command good prices. The fruit industry is organized as never before to utilize all its product and to reach every market. Life is returning to the lumber industry. We have every assurance possible thus early in the season that crops will again be good and prices high. The facilities for cheaper transportation which have been provided will enhance profits, broaden markets and prompt increased production. Oregon has good cause to believe that the industrial revival which has come to the East and Middle West has already reached to the Pacific Coast.

STILL DRIFTING.

The present status of the Mexican question, from the standpoint of our invertebrate diplomacy, is thus clearly set forth by the well-informed Washington correspondent of the Chicago Herald, Mr. O'Laughlin:

1. The European powers, Japan and the Latin-American states are urging President Wilson to bring about a settlement in Mexico, somehow.
2. The European powers and Japan leave the means to Mr. Wilson. They don't care how it is done, so it is done.
3. The Latin-American states oppose and decline to join in a military intervention. They suggest, however, another plan. This is to pick out some strong Mexican leader, recognize him as "the government," make it clearly understood that he has the full support of the United States and let him do the rest.

The world's war occupies chiefly the world's attention, else the great powers would scarcely content themselves with merely "urging" any Mexican policy upon the President. Except for the war, Mexico could be the liveliest issue of the times.

The inane and hopeless policy of drifting, euphemistically known as watchful waiting, leads certainly to the rocks and whirlpools.

R. B. Haggard, or Harry E. Lovell, as he is of record in a few penal institutions, is an incorrigible criminal whose abiding place is by choice within the barred gates at Salem or Walla Walla, as circumstances direct. A quarter-century ago he was "a kind of a printer," as the more fortunate in the trade-elect classify that manner of workmen. This he forsook for greater opportunities waiting on the restaurant table, with occasional responses to the call of the smell of ink, always in the country shop. Once, east of the mountains, he cleaned up all the cash in the office and depleted the bank balance of the boss by forgery. Later he repeated the trick down the Columbia. Arrest is so common as to be a joke. He is not a bad man in the vicious sense of the word. During confinement he is "a good dog" and is rewarded with a parole, which he breaks as soon as possible, and this may be accounted for by longing for the only "home, sweet home" with which he is familiar. When he told the arresting officers the other day he had eighteen or twenty years to his discredit, he showed a sense of humor. He will be "out" after awhile, to start another cycle.

If women generally should exercise the right of retaining their maiden names after marriage, conceded to them by the gallant Attorney-General Brown, it would not make much difference, provided they use the prefix "Mrs." Even now it is impossible to infer from a woman's name and title whether she is a wife, a widow or a grass-widow.

For the last quarter century the public schools have been teaching the evils of drink to millions of pupils, many of whom are now voters. The results are patent. Those who distrust the efficacy of education are invited to investigate the causes of our "prohibition wave."

It is a good thing to shout over baseball. It is better to go out in the fields and actually play that or some other game. Americans are a little too much inclined to take their outdoor sport and exercise vicariously.

The great revolt which was to break the British power in India is discouragingly delayed. A spasmodic outbreak here and there only emphasizes the general loyalty of King George's Oriental dominions.

Perhaps the Australian cruiser Sydney, which smashed the Emden, is in search of the Kronprinz Wilhelm, the only German cruiser remaining in the open sea, and hopes to complete the clean-up.

The people of Linnton believed they were right and held to that belief. So did the owners of the United Railways. The result this morning is an April fool joke for somebody.

This being the dull season at Washington, the correspondents occupy themselves in disrupting the Cabinet and in publishing official denials of the disruption.

Secretary Bryan to the Kaiser: One of your submarines has drowned an American citizen. Any kind of an explanation you choose to make will be satisfactory.

Secretary Daniels did not discover the Columbia River until 123 years after its discovery by Captain Gray. That is about how much he is behind the times.

If Lincoln Beachey had stayed on earth literally, he might also have done so figuratively and derived some pleasure from that $50,000.

Those redskins who shot up the town in Northern California boozed on jamaica ginger. That beats the near-beer idea for next year.

It is to be hoped that the war college and the baseball fans will not come into collision in front of the bulletin boards.

Annihilation of 4000 Austrians in one hour Sunday shows they can fight. Russians could not get them that way on the run.

The stork is taking care that there shall still be a supply of Hohenzollerns in spite of the casualties of war.

Those without violent prejudice rather hope the Prinz Eitel makes the dash and getaway.

The allies are again wasting ammunition on the villages at the Dardanelles.

When the F-4 shall have been recovered her log will show how heroes died.

The Sunny South crawled under a blanket of snow yesterday.

Perhaps the jitney men did it at Seattle.

This is the month of showers.

Will it rain Easter Sunday?

Stars and Starmakers

BY LEONE CASS BAER.

A NEW YORK judge has just decided that a wife's earnings belong to her husband. Now Nat Goodwin can begin to collect from Maxine Elliott, Edna Goodrich and a few others.

* * *

Mary Edgett Baker opines that her idea of the high cost of living is Billy Sunday.

* * *

A New York exchange says: "Leonora Pols, who as a chorus girl for ten years had charmed the chappies, and who was a familiar figure in the Seaside Girls and the Broadway Beauties, when arrested in Bridgeport, Conn., was found to be a man.

* * *

Gee—Leonora makes Julian Eltinge look like a bearded lady.

Also think of those stage-door Johnnies who splashed around in bubble parties for the fair Leonora's delectation during her decade of deception. How d'ye reckon they feel?

* * *

A mistrial was declared in a breach of contract suit brought by an actress, because a juror is alleged to have told the plaintiff in court that she "looked like a cockroach." Perhaps the descriptive gentleman said "cocktail" instead, and the lady merely misunderstood. Still, it seems improbable that an actress would make a mistake of that kind.

* * *

Formal announcement has been made of the engagement of R. C. Ferdinand Schumann-Heink and Margaret M. McCann. Ferdinand is the fifth son of Madame Schumann-Heink and the two met several years ago, when Miss McCann was a pupil at the Convent of Mount St. Vincent. One of her classmates and chums was Marie Schumann-Heink, Mr. Schumann's sister, and it was through her that the two then became acquainted.

Last Autumn Miss McCann was the guest of Madame Schumann-Heink at her country place at Grosmont, Cal. Mr. Schumann, who is in business at El Cajon, a neighboring town, near San Diego, again met Miss McCann and the friendship thus renewed rapidly developed. The marriage will take place in June. Miss McCann is a society girl in New York, and made her debut last year.

* * *

E. D. Price, further known to attention as Catherine Countiss' husband, and who has been acting as business manager of "The Poor Little Rich Girl" all season, has joined the staff of Joseph Brooks and will be one of the executives in charge of the "Trilby" revival.

* * *

Frank J. McGettigan, assistant manager of the Empress, received a telegram from Bert Leslie, "The King of Slang," yesterday announcing that Leslie would appear at the Orpheum here in "Hogan in London" toward the end of April or early in May. "Hogan in London" is the sketch in the writing of which Mr. McGettigan collaborated with Leslie. Leslie already has traversed the Keith circuit twice with the act and a fortnight ago "Hogan in London" filled a week's engagement at Hammerstein's for the second time since last September.

* * *

One of the pretty Peggy O'Neil's most cherished possessions is a rattan chair, every bit of it made by hand. It is the work of prisoners in the penitentiary at Joliet, Ill. Into the intricate pattern of the chair's back is woven the name of the little Irish star, and "Peg o' My Heart," the name of the play. Last Christmas day Peggy and her company went to Joliet from Chicago and gave a matinee for the convicts. Since then she has received hundreds of letters from the men. They tell her of the joy and sunshine the presentation brought to them.

* * *

Still speaking of Peg. Last November, in the Green Book, she had a great big story all about her early life, her longings to go on the stage when her mother was wanting to make a nun out of her, and her struggle to make a livelihood later as a seamstress in New York. Peg wrote the account and when the editors sent her the proofs for correction she almost passed out, she says. "Great big words I couldn't even spell they'd put into my story. It was all changed. I sounded like a dictionary, so I just wrote and told 'em either to print it like I wrote it, even if it was in words of one syllable, or else not to print it at all. I'm no Henry James."

* * *

Portland is home to Ethel Whiteside, who is with her pickaninnies at the Empress, as her mother and father, Mr. and Mrs. E. Pickrell, of Seattle, have come here to be with their daughter during her vaudeville engagement. Another home-like feature of Miss Whiteside's visit to Portland is the fact that she and her parents are the guests of an aunt of the actress, Mrs. A. Foss, at the Foss home, at East Nineteenth and East Morrison streets. As Miss Whiteside's Empress engagement marks her seventh vaudeville visit to Portland, she has many friends in this city. Mrs. S. C. Morton, of Portland, attended school with Miss Whiteside in Pittsburg, Pa., in their childhood days.

* * *

With his customary secrecy, David Belasco, for the past two weeks, has been rehearsing a new play, which at the present time is intended for only a preliminary out-of-town canter, but which might receive a metropolitan hearing if circumstances justify a late Spring premiere.

The piece is a comedy by Winchell Smith, author of "The Fortune Hunter," and is called "The Boomerang." Little is known of it, because it is Mr. Belasco's way, so far as possible, to take his public by surprise. Nevertheless, the play has been booked to begin its career in Wilmington on Easter Monday, whence it goes to Atlantic City for three days and then to Baltimore. At the present writing the plan is to withdraw it at the end of the Baltimore engagement and reserve it for Fall consumption on Broadway.

Among those in the cast are Arthur Byron, Martha Hedman, Wallace Eddinger and Louise Rutter. In order to obtain Mr. Byron's services, Mr. Belasco was obliged to negotiate with Harry von Tilzer, one of the owners of "Today," in which Mr. Byron has been appearing on tour. The arrangement was concluded by Mr. Belasco paying the transportation of Mr. and Mrs. Byron from Portland to New York and the transportation of Alexander Thompson, Mr. Byron's successor, from Grand Rapids, Mich.

Twenty-Five Years Ago

From The Oregonian, April 1, 1890.

Washington — Representative Carter and Captain Boutelle, of Montana; General Benjamin H. Bristow and Archibald Rogers, of New York, and Theodore Roosevelt and Arnold Hague, of the United States Geological Society, appeared before the House yesterday in favor of the bill for the better maintenance and protection of Yellowstone National Park. The result of the bill will be to give the railroads a strip along the edge but to exclude them from the park proper.

About 75,000 copies of Senator Dolph's speech on the tariff have been ordered by his colleagues in Congress.

London—Michael Davitt has compiled terms for the settlement of the Liverpool dock strike. Both sides agree to resume work immediately.

Olympia—Henry E. Reed, of Portland, correspondent for The Oregonian at the session of the Legislature just closed, was presented with a handsome gold watch, the gift of his friends and co-workers, just before he finished his strenuous assignment.

A. L. McCully, of Portland, has been appointed railway postal agent on the route between Portland and Airlie, Or.

Paris—It is reported that Saint-Saens is living quietly in Venice and that the body found on the banks of the Meuse is that of Eyraud.

Nine years ago M. McGifford, now living in the Palouse country, left his family in New Zealand and settled on a quarter section in Pleasant Valley, Washington Territory. Recently, after having secured title from the Government, he sent for his people, and last Tuesday they arrived, after a journey of one month.

Jack Dempsey's sudden return from San Francisco on the steamer last night is explained in the fact that a bouncing 10-pound baby—a girl—has arrived at the Dempsey household.

As F. V. Andrews was driving up Washington street yesterday his horse shied at an electric car, and Mr. Andrews was thrown out over the back of the buggy, alighting on his head. He suffered a scalp wound and severe bruises, but he was up instanter and made a chase of three blocks, finally catching the runaway animal. Mr. Andrews will not be laid up by the accident, but he expects to be a little stiff and sore—as much from the running as from the fall.

Dr. Ross Houghton's residence was visited while he was at church Sunday night and a number of valuable things taken.

Lawrence L. Idleman, brother, and M. J. Myers, brother-in-law of C. M. Idleman, have arrived from Marion, O., and expect to become permanent residents of Portland.

San Francisco—F. A. Carle, managing editor of The Oregonian, arrived here last night and will be a visitor of several days.

James O'Neill will play "Monte Cristo" at the Marquam Grand, beginning next week.

LABOR AND THE PROPOSED BONDS

Disturbing Elements Not Representative, Thinks Advocate of Work.

PORTLAND, March 30.—(To the Editor.)—Some time ago a man prominent in the ranks of labor in this community said to the writer: "Many of the most serious dissensions in the ranks of union labor and much of the unfair prejudice against union labor among people at large arises from the officiousness of labor politicians and walking delegates who spend most of their time attending meetings and adopting resolutions while the real laboring men are at home with their families."

This remark is recalled in reading, during the past few days, the reported declarations of certain persons who claim to carry the labor vote in their pockets and who insolently declare that as the price of their support of the road bonds they "have got to know" that common labor on the highway shall not be less than $3 per day. One committee is said to have boasted that it controlled 2000 votes.

There are thousands of voters in this city who will demand fair wages for labor in this matter who bitterly resent tactics of this kind. It is a matter of universal knowledge that there are thousands of worthy and industrious unemployed laboring men in this city with families dependent upon them. They need employment. Because of nonemployment their families are denied the comforts and even the necessities of life. A great public enterprise is proposed that will disburse among these people in the next few months nearly a million dollars in wages. The completion of that enterprise will bring other great developments that will mean many hundreds of thousands of dollars more.

Yet here is presented the spectacle of a few self-constituted guardians of labor, who claim to control the labor vote, declaring that unless they can dictate terms they will herd the union labor vote of this city in a solid phalanx against the road bonds and do what they can to prevent the disbursement of a million dollars in wages in this city among our unemployed laboring men and their needy families. Who has delegated this authority to them? Since when have they carried the labor vote in their pockets? When was there a referendum among the labor men delegating to them this authority? Past experience indicates that no set of men owns this vote. Self-respecting laboring men resent the suggestion. They need employment and they want the best wages possible, but they know that business in many lines is now stagnant. They know that business men generally are having a struggle. They are ready to welcome any step that means development and promises employment. Suppose the bonds are voted down and this million dollars is withheld from the pockets of dependent labor? Who suffers as a result more than the needy families of workers denied employment? What course can be more suicidal for labor than to oppose the road bonds and insolently to invite antagonisms by making vicious threats of opposition? The insolent labor politician and the grasping and heartless and exacting employer are the upper and nether millstones between which labor is always being squeezed and the great majority of the people who constitute the middle class are compelled to suffer with them.

There should be some way to get rid of both of these disturbing elements and to bring together the real laboring men and the great mass of the people outside of the ranks of common labor in a spirit of amity that will insure fair treatment and the best wages for labor that existing conditions will permit.

Action upon the road bonds should be based solely upon the question as to whether or not the best interests of the whole community demand the proposed improvements.

Among the intelligent and progressive people of Portland the sentiment seems to be practically unanimous that real economy and sane business judgment call for an affirmative vote on the bonds.

FAIR PLAY.

Tattoo Marks Not Removable.

PORTLAND, March 30.—(To the Editor.)—Will you please publish if it is possible to remove tattoo marks and, if so, who can do it in this city?

TATTOO.

It is impossible to remove tattoo marks, according to local authorities.

Half a Century Ago

From The Oregonian April 1, 1865.

We are indebted to W. B. Millard for copies of the Boise papers from which we learn that the tunnels run in the Banner Quartz district were striking the ledges very successfully and developing rich ore.

Walla Walla.—Among those aspiring to the position of delegate in Congress on the Democratic side are Colonel Tilton, of Olympia, and A. L. Brown, E. P. Dugan and J. H. Lasater, of Walla Walla. Mr. Brown is what is called in modern parlance a self-made man. He is quite a young man and said to enjoy quite a considerable mental culture. Of Mr. Dugan it may be said he is a lawyer by profession. He crossed the plains two years ago, and since that time has repaired watches, etc., and practiced law. He was Speaker of the House at the last session. Mr. Lasater located here three years ago from Oregon. He is a law partner of Mr. Langford. Besides these, Hon. George E. Cole writes the editors of the Walla Walla Statesman that he, too, will be in the field.

The Idaho Statesman says the prompt action of Captain Seidenstriker, in sending a detachment of men to check the raiding Indians on Catherine Creek, has enabled the citizens to keep their stock there without difficulty.

A new card appearing in The Oregonian today is that of H. C. Victor, consulting and designing engineer, draftsman and solicitor for patents. His office is located at No. 3 Vaughn's building.

One of the most prominent members of the bar in this city and a worthy deputy of the Sheriff's office, feeling the spirit of increasing nerve with the cheerful surroundings of a beautiful day, yesterday indulged in a few "passes" for sport at the Courthouse, and it proved a serious affair for the attorney. His right arm was broken above the elbow. Drs. Glisan and Chapman were called to dress the wound—and as he lay on a table in the Clerk's office the news spread over the city in a short time and a rush was made to know how bad he was hurt. We presume he will be "Stout" again in a few days.

Lansing Stout and C. H. Larrabee, attorneys, of the firm of Stout & Larrabee, have offices in Stark's building on Front street, opposite Arrigoni's Hotel.

Rev. Mr. Atkinson, who has been connected with the ministry of Oregon for about 16 years, with his family will leave for the East on the next steamer. On last Thursday evening his many friends and admirers gathered at his home, and one of the surprises was a purse of $625 presented to him as a token of the high esteem in which he is held and as an appreciation of his services. During his absence President Marsh, of Pacific University, will fill the pulpit of the Congregational Church.

Total Tank Pressure.

PORTLAND, March 30.—(To the Editor.)—Referring to the question in hydrostatics of two circular tanks filled with water, the writer begs to differ with Mr. Brown, who states that "the pressure depends entirely on the depth of water, regardless of the area of the tanks." This is true for the pressure per square inch or per square foot, but the question asked by your correspondent was which tank would have the greater pressure on sides and bottom, meaning apparently the total pressure.

The total pressure on the side of a vessel is equal to the area of the side multiplied by the mean pressure and, for a tank ten feet wide and four feet deep this is 31.41x4x62.4x2, equaling 15,650 pounds. The total pressure on bottom is equal to the total weight of water, or 19,600 pounds. In the tank four feet wide and one foot deep the total side pressure is 392 pounds, and the bottom pressure is 785 pounds. In all vessels holding liquids the total pressures and the tension in the sides depends both on the depth and the area. In the case of a dam the total pressure, of course, depends on the length of the dam, as well as the depth of water, but the distance the water is backed up has nothing to do with it. Next.

J. H. CUNNINGHAM.

Tubercular Cattle.

MILWAUKIE, Or., March 30.—(To the Editor.)—If a man sells a cow which has tuberculosis and does not know it at the time is there a penalty and if so what is it?

CONSTANT READER.

Cattle found to have tuberculosis will be slaughtered by the county authorities, but not without the consent of the owner, unless the animals are in particularly bad condition. The county and state pay indemnities for animals thus slaughtered. If kept alive, the animals must be cared for under the supervision of veterinary officers. "Guilty knowledge" is a fundamental factor in any crime. Not knowing his cow has tuberculosis, he could not be held liable.

Count in Pinochle.

CARLTON, Or., March 29.—(To the Editor.)—Would you please answer the following inquiry in the count in pinochle?

A man bids 210 in three-handed pinochle, melds 180 and has 130 to make, we are counting give and take on the 10's and in the final count of the hand he makes only 129. Does he count 130 or does he get set?

R. A. BERGEVIN.

If there is no previous agreement, the bidder must make the full amount of his bid. With the understanding to give or take on the tens, with 130 to make in the count, the bidder wins when he makes 126 or over.

No National Song.

BROOKLYN, Wash., March 29.—(To the Editor.)—Can you tell me which has been made officially the National song of the United States? The "Book of Knowledge" gives "America" as the National hymn and "The Star-Spangled Banner" as the National anthem.

O. W. BURKE.

The United States has no official National song. "America" has become known as the National hymn and the "Star-Spangled Banner" has become respected as the National anthem, but there is no official National song.

"We Won't Have Anything to Sell

A large store had advertised a shirt sale.

There was a great rush for the goods. During the morning the manager noticed one of the clerks hiding shirts under the counter.

"What are you doing?" he demanded.

"Putting 'em away. If we don't hide some we won't have any shirts to sell tomorrow."

This is a true story.

If it were a fable we would say that afterwards the clerk inherited a fortune, opened a store, bought a large stock of goods and then refused to advertise because it would compel him to buy more goods.