

The Oregonian

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PORTLAND, THURSDAY, AUGUST 12, 1915.

THROUGH TO THE SEA.

A through road—a practical highway for all ordinary vehicles—from the great Inland Empire to the Pacific Ocean has been the dream of far-seeing men for more than a century. One hundred and ten years ago, when Lewis and Clark claimed a continent from its native wilds and dedicated it to civilization, they paddled down the Columbia in canoes. Fifty or more years thereafter no other means of travel. Then came along the old Barlow road—a rough way to avoid the necessity of transfer to boats at The Dalles and the passage at the Cascades. Then there were steamboats and a crude transfer at the Cascades; and finally there was a railroad from Portland on the south bank of the great Columbia. Within ten years another railroad had been constructed from Portland along the north bank, and a little longer ago railroad connection from Portland to Astoria and Seaside was established.

But in all this long history no firm, class wagon road has been built from The Dalles to the ocean along the natural river route—not until now. Busy men are pushing through a broad and durable highway from Portland up the river to the interior; and today the great Lower Columbia River Highway is not to be officially opened. It is to be done with motor cars, or motor-trains, or farm-wagons, or any of the devices of locomotion and carriage used by our sturdy forebears, but by the most modern of land vehicles—the automobile. A brigade of cars is to bear from Portland and adjacent points neighboring to the thriving cities and counties of the Lower Columbia. Some months ago, other excursions went from Portland to help along the movement for good roads in Columbia and Clatsop counties. Now this effort, due to the enterprise and magnificence of the state, is about to be consummated. It is an occasion for congratulation all around.

CONFERENCE FREE AND OPEN.

The insinuation that the forthcoming conference of Western states on water-power legislation is committed in advance to any particular policy and that opportunity will be denied those who disagree with that policy is without justification. The conference is to be free and open. The best evidence of that fact is the invitation to all the water-power states to send delegates, without regard to the political complexion of their administration or to the policy which they might favor. Moreover, it is to be represented by its Democratic Governor and its two Democratic Senators; Idaho, Washington, Nevada and Wyoming by Democratic Governors or by delegates appointed by them or by both. California is to be represented by its Democratic Governor and its two Democratic Senators; Idaho, Washington, Nevada and Wyoming by Democratic Governors or by delegates appointed by them or by both. California is to be represented by its Democratic Governor and its two Democratic Senators; Idaho, Washington, Nevada and Wyoming by Democratic Governors or by delegates appointed by them or by both.

SECULATION IN WAR STOCKS.

The decided improvement in American foreign trade and lesser improvement in domestic trade, combined with the strengthening of our financial position and with the prospect of still further trade improvement in the next year, no doubt justify a material rise in value of stocks. A warning has already gone up as a result of the speculation in Wall Street. This fever was accompanied by transactions in 5,358,866 shares in the last week of July, compared with 3,629,955 in the same week a year ago.

The figures contain evidence of artificial manipulation such as has caused investigations by the state and by Congress. Manipulation has made Wall Street anonymous in public estimation with all that is evil in speculation, and has caused that indiscriminate condemnation of big business which has confounded the public with the fact that it had an injurious effect on business in general. Profuse promises of reform have been broken, and so staunch a defender of Wall Street as the Financial Chronicle has been moved to say:

It is not uncommon to find the share of aggregating one-half the share capital and even more in special cases. This, of course, is not a fair representation of the average of investment buying, or even confident speculative buying, but it is a fact that the movement would hardly keep up in the same volume if it were not for the artificial manipulation. It needs no great powers of discernment to perceive from a study of the accounts of transactions that such a large amount of the business is done by the use of the facilities of the Exchange with the deliberate purpose of inflating about a tremendous amount of price.

price, and, in the case of Bethlehem Steel common, a rise to nine times last year's price is beyond all comparison. The source of power behind the war stocks is purely artificial and temporary. Though Russian reverses may, by prolonging the war, continue this prosperity much beyond earlier calculations foretold, the conclusion of peace will cause a collapse in war stocks. It can be set down in large letters that the third annual Buyers' week in Portland is a pronounced success. That does not merely mean that a golden stream is pouring into the cash boxes of wholesalers and jobbers. That would be a narrow view. To think that a balance can be struck Saturday night next and the success of the week told by the total sales made is far from the standard which may be called successful.

SAD EXPERIENCE.

To say that the loud cry for greater economy in municipal affairs is a call for the city to go to "piggy standards" is both offensive and senseless. Even that is in effect what the Portland Evening Journal charges. It is true enough that large numbers of worthy citizens have cut and trimmed their personal and domestic expenses, and are not living in pigsties, nor will they need to live there. They have been prudent and saving and they have stopped waste, and they—or some of them—have got off the automobile bandwagon and gone back to the bicycle. They are living comfortably, cheaply and respectably, and are far—very far—from any mythical pigsty.

If there is another institution in Portland, or in Oregon, that has not put on the brakes in the past year, it has succeeded admirably in keeping its affairs from the public attention. The fact that the government of Portland has lately been a feeble effort in that direction, but it has not gone far. We have high expectations of Commissioner Baker, and we think, he understands that a real economy is not to be achieved by a paper efficiency. The burdened taxpayer is still called upon to meet the immense municipal payroll.

The vast army of inspectors is still on the job, so thick that they step on one another's toes. The superfluous quarterly bills for fire rates are still made out by the thousands. The entangling and complicated maze of red tape is strangling every healthy symptom of a movement toward direct action. Everywhere there are waste and leakage, and nowhere a concerted and determined purpose to cut down.

If the people of Portland two years ago had understood that they were to pay far more, rather than less, for a spurious efficiency under the direction of five brain-new Commissioners, who among them would have been elected? The subject is one demanding the President's immediate and closest attention, and the hope is that he will reach the broadest possible conclusion and launch a military policy worthy of a great and wealthy power, which, after having run to idealism, suddenly awakens to find itself all but defenseless in a militant world which seems altogether unwilling to accept American peace ideals.

However, it must not be assumed that the United States will legislate itself into an effective military policy at one stroke. Adequate defensive measures are a matter of growth requiring time and careful development. What President Wilson and the next Congress do, even if they provide for an immense force, can serve as nothing more than a first step. Necessarily this first step should be taken in a direction leading to an ultimate goal. Intelligent beginning and persistent progress may serve to put us in readiness without the disaster of learning our lesson in the paths of invading armies.

GERMAN PURPOSE UNCHANGED.

There is a disposition in some quarters to regard the modification of German submarine warfare as a tacit concession of American demands. In support of this view are cited the admission that the Nebraska was attacked by mistake, the removal of the Leelanaw's crew before that ship was sunk and the opportunity given to crews of other ships to escape before torpedoes or shells were fired. It is suggested that Germany having thus abandoned the practice of murdering American seamen and passengers, settlement for the Lusitania massacre may be permitted to hang fire until the war is ended, and then may be reached in the same manner as the Alabama claim was settled. The German has not abandoned the practice of attacking passenger ships carrying Americans, and she gives no warning of attack. One of her submarines, without notice, pursued and shelled the Cubanese Mesquita. Another attempted to torpedo the American liner, the Santa Rosa, while on her way westward, and therefore carrying no war munitions. When the latter attack was made the last American note to Germany was about to be dispatched.

Germany has not changed her purpose to sink at sight any American liner, contraband or not. So long as Germany continues to defend the sinking of the Lusitania, so long as the head of the German government does not distinctly disavow all such unlawful acts and pledge himself to permit no such attacks, the United States will continue to regard the practice of attacking passenger ships carrying Americans, and she gives no warning of attack. One of her submarines, without notice, pursued and shelled the Cubanese Mesquita. Another attempted to torpedo the American liner, the Santa Rosa, while on her way westward, and therefore carrying no war munitions. When the latter attack was made the last American note to Germany was about to be dispatched.

NO CAUSE TO SQUABBLE.

The new law consolidating the offices of State Highway Engineer and State Engineer is a muddle. There is no question about that. It makes the State Engineer the highway engineer and confers upon him the duties, powers and work previously performed by that official. But it also authorizes the chairman of the State Highway Commission (the Governor) to appoint one chief deputy in the office of the State Engineer, this deputy to be authorized in scientific and technical matters. The State Highway Commission is authorized to prescribe his duties.

The statute thus presents an apparent conflict of authority, but, even so, it ought to be possible to conduct the engineering work on the state highways in harmony. We fancy that if the State Engineer had been authorized to appoint the deputy who should act as highway engineer and to prescribe his duties, the State Engineer would have chosen someone in whom he had confidence and the State Engineer would thereafter have been highway engineer only in respect to title and formality.

But in accordance with the law the Governor has appointed the deputy and the Commission has prescribed his duties. Mr. Cantine's competency has not been questioned. It is perfectly safe to trust him to conduct the work. Even if it were not safe, any mistakes he might make would not cause criticism of Mr. Lewis, the State Engineer, but of Mr. Cantine and the Highway Commission. While the wording of the statute is contradictory, its intent is obvious to everyone who followed the proceedings of the last Legislature. The design was to consolidate two engineering offices and thereby promote economy in the matter of maintaining of force and records. It is recognized that highway engineering is a profession in itself. There is a Highway Commission responsible for proper conduct of highway construction. Therefore it was intended to preserve the position of highway engineer, but as a deputy in the office

of the State Engineer under the control of the Highway Commission. If Mr. Lewis will now forget technicalities and work in harmony with the Commission, the good roads cause will be advanced and he will lose nothing in public estimation.

Half a Century Ago

From the Oregonian of August 12, 1865. Editorial.—It was announced some days ago that the vessel which was to lay the telegraphic cable between the coasts of Ireland and Newfoundland would sail on their errand about the middle of July. We have no news from the East of a later date than that appointed for the work to begin, if the weather proved propitious and no accident befell the expedition. Europe and America have for some days been in telegraphic communication with each other. We can hardly doubt that the cable was successfully laid.

A prospector who arrived at The Dalles on Wednesday last reports the discovery of new and rich diggings on the north side of the Columbia. He says the mines are the same that Nathan Olney has been looking for all Summer and that they will pay big. With a mortar and pestle \$20 a day is easy work. This is in the quartz hills. There are also indications of placer diggings that pay well.

The regular weekly meeting of the Common Council was held at the Court rooms last night, Mayor Falling presiding. An ordinance to prevent the running at large of horses and cattle within the city limits during certain hours at certain periods of the year was read a third time and passed. It will take effect from and after its approval by the Mayor.

The basin to be formed by the works of the P. T. Company at the Willamette Falls for the better transportation of freight and passenger boats that place will connect the boats to within 50 feet of each other, but there will be an incline of 54 feet to obtain the upper 10 boats can enter and discharge freights at the basin landings.

For three months past the losses by fire and marine disasters have been more than double the amount for 10 years previous to those directly inferable to the loss of the industry, the great fire at Idaho City, at The Dalles, the wreck of the Brother Jonathan and the loss of the ship, the W. W. Wallis amount to at least \$1,840,000.

Austin, Nev.—Ten wagons passed through town this morning for the arduous journey across the plains. This party left the Missouri River on the 1st of July and have not since had any trouble from the Indians. They confirm the statement of previous arrivals that the bulk of this year's immigration will be from Oregon and the northern territories.

Twenty-Five Years Ago

From the Oregonian of August 12, 1890. The Administration is now looking for a bright Western man to be made First Assistant Postmaster General in place of Clarkson. There is now no man of prominence in the Postoffice Department west of Cincinnati. In going West there is a suggestion of making the position of the same as the one prominently mentioned is Judge E. H. Calkins, of Tacoma, Wash.

A dispatch from New Orleans, signed by Theodore Peterson, president of the Olympic Club, of that city, says: "A resolution was passed by the Olympic Club of directors of the Olympic Club a resolution was passed to offer a purse of \$4500, \$4000 to the winner, \$500 to the runner-up, a gold medal to the victor and a silver medal to the runner-up. The winner of the championship of the world."

The City Park is beginning to loom up in great shape, said a prominent Portlander yesterday, "and in a few years more Portland will have a park second in size to the city of New Zealand, middleweight champion of Australia, and Jack Dempsey, of Brooklyn, N. Y., and the middleweight champion of the world."

Washington almanac soaring over British Columbia are in danger of being brought down by accident by the vigilant Canucks who fear invasion. They would better come this way, where any kind of bird is made welcome.

The kangaroo court at the top of the Courthouse must act on the matter of insect pests up there. To be afflicted with cockroaches and bedbugs is cruel and inhuman punishment.

The automobile excursion impressed on the minds of the people the fact that the Columbia River Highway runs both ways from Portland. It takes one either to the Cascade Mountains or to the ocean.

Ex-Senator Burton does not propose to have his tender little boom injured in the eyes of labor by associating with the heads of the National Manufacturers' Association. Mr. Burton is a cautious man.

Another consignment of British gold, only \$2,899,000 this time, is on the way from Halifax to strengthen British credits in New York. John Bull is a good payer.

The British at Hooge showed what they can do when they have ammunition. They gave the munition workers a hint to keep busy.

As to whether Germany violated the treaty of 1825 by sinking the Freya, the United States and Germany agree to disagree.

About 200,000 bushels of Oregon wheat went to the bottom in the war zone yesterday, torpedoed by Germans. As it was paid for and a big crop is at hand, we should worry.

At the rate at which Russia is abandoning cities the government will soon take to the woods.

The chief criticism of the movie censors is that they are too censorious.

Europe greeted by our extremity during the Civil War. Now it is our turn, half a century later.

Maxim's device to counteract effect of deadly gases in the trenches is just another kind of perfumery.

Funston sees nothing alarming in border reports and Funston has good eyes.

The pathfinders start early this morning for the ocean side.

This is Eastern weather—not Oregon's.

Drowning Net at Sunset Beach. SUNSET BEACH, Or., Aug. 10.—(To the Editor.)—I would appreciate it if you would correct the statement that Miss Margaret Platt was drowned at Sunset Beach. While she and her friends were guests near here, the party was spending the day at Del Rey Beach, three miles south of here, and it was there that the accident occurred. BRIGIALL HANKEL.

Washington Marriage Laws. PORTLAND, Aug. 11.—(To the Editor.)—Kindly print the marriage laws of the State of Washington. This information has been searched for in the City Library, but no avail. It is necessary to have a witness to obtain license and how many witnesses are required at the marriage. JONES JAKE.

It is necessary to have one witness to secure a marriage license, one who is personally acquainted with those so marrying. He must take oath concerning whether he has been divorced within the past six months and that they are not nearer than second cousins and that there is no other legal impediment to the marriage and that neither is an habitual criminal.

Two witnesses are necessary to the marriage ceremony, though they do not have to know those being married. The person performing the ceremony usually will furnish witnesses to the marriage.

Seattle Directory. PORTLAND, Aug. 11.—(To the Editor.)—I would like to look up an address if possible. INTERESTED READER.

Apply to R. L. Polk & Co., Beck building.

Deep Into Mission Work. BALTIMORE, Md., Aug. 11.—(To the Editor.)—I asked rich old Millryns if he would donate some hundreds to our charitable mission. "What did he say?" you may ask. "A cent! The cessna old thing!"

FUTURE OF PROHIBITION PARTY

Liquor Question Will Cause to Be Chief Plank Once Traffic is Abolished. PORTLAND, Aug. 11.—(To the Editor.)—I wish to thank you for your kindly editorial and for the pleasant surprise to my letter. While I have but small hopes of converting the Oregonian at the present time to the philosophy of the Prohibition party, I am, nevertheless, compelled to acknowledge the fair-mindedness as well as the exceptional literary ability displayed in the conduct of its editorial columns. It is a pleasure to make these acknowledgments, even though I seldom find myself in full agreement with the sentiments expressed.

Perhaps you will pardon me if I make a few brief remarks in answer to today's article. I agree with you in your statement that pronounced public sentiment is necessary for successful enforcement, but I do not think anyone will deny that public sentiment is only in Oregon but in our whole Nation and throughout the world, is now in favor of prohibition. I also agree that it is necessary to organize a political party to defeat the traffic in liquor, but I unhesitatingly claim that if a "traffic" in either whiskey or moonshine ever attains such proportions that its leaders commit such heinous and corrupt our elections as the liquor traffic now does, it would undoubtedly be necessary to organize a political party to defeat the traffic in liquor, but I unhesitatingly claim that if a "traffic" in either whiskey or moonshine ever attains such proportions that its leaders commit such heinous and corrupt our elections as the liquor traffic now does, it would undoubtedly be necessary to organize a political party to defeat the traffic in liquor, but I unhesitatingly claim that if a "traffic" in either whiskey or moonshine ever attains such proportions that its leaders commit such heinous and corrupt our elections as the liquor traffic now does, it would undoubtedly be necessary to organize a political party to defeat the traffic in liquor, but 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