The Oregonian

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PORTLAND, MONDAY, FEBRUARY 21, 1916

A ROW OF BRICKS.

The gratuitous opinion expressed by the Interstate Commerce Commission as a part of the ruling in the Astoria rate case on an issue not yet formally raised by Portland is disappointing but not altogether surprising. It was foreseen by The Oregonian, at the time of the Astoria rate hearing, that the Commission would do either one of two things. It would deny Astoria's petition for a parity of rates with Puget Sound or it would grant that parity and include Portland in the same rate group. It has done the latter. Perhaps not conclusively, but with a degree of positiveness which will likely make more difficult the realization of Portland's ambitions than if the city had intervened in the Astoria case and there entered a plea for lower rates on the strength of its superior advantages over either Astoria or Puget Sound.

The conditions that would cause the Interstate Commerce Commision to decide against Portland in advance involved the unscientific method of rate adjustments now employed by the Commission and the demolishment of the entire rate structure of the Northwest that would be presaged by Portland's claim of right to lower rates than Puget Sound's. What The Oregonian said in July, 1914, on that phase of the issue is reproduced in part in another column, to which those who are interested may readily turn.

Those who have read the opinion of the Commision carefully will have observed that it comments upon Portland's failure to intervene or participate in the Astoria case, although Portland was presumably aware of the pendency of the contest. The Commission anticipates that it was the expectation of Portland, in case of a reduction of the Astoria rates to a parity with Puget Sound's, to call attention to its closer proximity by 100 miles to the Inland Empire and assert a claim to rates lower than either Astoria's or Puget Sound's.

One sentence in the order, taken alone, seems to imply a more or less open mind as to the justice of this anticipated claim. "A reduction in the Portland rate, to and from the Inland Empire," says the Commission, "does not necessarily follow as an inevitable consequence of a reduction in the Astoria rates to the basis of the Seattle and Tacoma rates." But taken in connection with what follows this expression seems to have been merely preliminary to a discussion of that issue and to the conclusion that Portland should remain on a common rate basis with Puget Sound ports and Astoria. A little farther along in the order we find this definite ruling:

> It is clear that the carriers in their present rate adjustment unduly discriminate against Astoria and unduly prefer the Puget Sound ports. We also conclude and find from the records that there is such a relationship between Seattle, Tacoma, Astoria and Portland as to require them to be considered as forming more or less of a natural rate group with respect to much of the traffic in question.

It is not the purpose of The Oregonian to accept this as a conclusive finding or as one wholly discouraging an attempt to obtain a reduction of railroad rates to and from Portland. The ruling is based on inaccurate premises. The Interstate Commerce Commission assumes that the rates to and from Puget Sound were made to meet the rates to and from Portland, regulated in the latter case by water grade and close proximity to the Inland Empire. The rates to and from Portland were first established because Portland was the first Northwest port to obtain rail connection. These rates may have governed the rates on the Northern railroads when they were first opened to traffic, but in later years the reasonableness of rates charged on the Northern roads has been the basis for rate-making to and from Portland.

The Washington State Railroad Commission was the first public body to inquire into the reasonableness of grain rates from the interior to the coast. After an exhaustive hearing and investigation it ordered a reduction in intra-state rates on the ground of their unreasonableness. The Commission also ordered establishment of joint rates between competing lines. Reduction in grain rates to Portland to the level of the Puget Sound rates followed as a matter of protection to the railroads serving Portland and also as a protection to the shippers to this port.

The basis of grain rates from the interior to Puget Sound is, conclusively, their reasonableness, in defining which a longer distance and transmountain transportation are taken into consideration. They are not rates compelled by competition with Portland's water grade and shorter haul. The contrary may have appeared in the record as submitted in the Astoria case, but if so, the fact that it went in unchallenged is due to failure of Portland to participate in the controversy. It ought still to be subject to correction. Once it is corrected one of the chief props that hold up the Commission's ruling in respect to Portland rates is knocked down. There remains little to support it other than the wholly arbitrary assertion that Portland is in a natural rate group with Puget Sound ports and Astoria.

Those who have forecast nothing but benefits from Astoria's success have failed to take into account one condition. The rate structure is a row of bricks. Topple one brick over and it carries down many others. Naturally the Interstate Commerce Commission is farseeing enough to foretell at least approximately the larger consequences of any order it may enter. It will avoid if it can the leveling of the whole row if that result threatens to put the Commission into deeper entanglements. It has apparently endeavored to forestall an action that would cause it future trouble.

But Portland has chosen its road. It is too late to turn back. And let it not be forgotten that if that road leads to a stone wall there is still a means at hand to gain the advantages that are rightfully Portland's by reason of its location. The Columbia River can be made to wash away any barrier that the Commission orders or railroad tariffs erect ahead of its march to greater progress and greater prosperity.

WHO BLOTTED OUR HONOR?

The Colombian treaty is defended by the New York World as removing "the only blot on the National honor within the lifetime of this generation." The grievance of Colombia consists only in the fact that President Roosevelt maintained free transit across the Isthmus of Panama in 1903 in precisely the same manner as President Cleveland maintained it in 1885 and in strict conformity with the treaty with Colombia as construed by Cleveland. Panama, an independent state which had been subjugated by military force, regained its independence. The United States recognized it as a sovereign state and made a canal treaty with it, ignoring the expelled conqueror, Colombia, in the transaction. That is the extent of our offense.

Panama revolted in order to regain the rights which had been guaranteed when it entered the Colombian confederation in 1861. That agreement reserved its sovereignty, its autonomy, freedom from military occupation without its consent and enjoyment of its own revenue. In 1885 a military dictator forcibly transformed the federal union of Colombia into a centralized republic, violated this agreement in every particular and provided that "the department of Panama shall be subject to the direct authority of the government and shall be administered in accordance with special laws." In 1903 Panama threw off this oppressive foreign yoke and regained its independence.

For recognizing this republic it is proposed that the United States offer Colombia an apology and $25,000,000, in order to remove "the blot on the National honor." The United States did not apologize to and compensate Spain for recognizing the independence of Cuba; why should we compensate Colombia when that country suffered the penalty of its tyranny? The blot on American honor was put there, not by President Roosevelt but by President Wilson when he permitted Americans to be murdered in Mexico without bringing the murderers to justice.

IN THE INTEREST OF ALIENS.

How hollow is the pretense that the seamen's law was passed for the benefit of American seamen is proved by the statistics of seamen who have received certificates of seamen who have received certificates under that law. Of the total number passed, 9118, only 17 per cent are native-born Americans, 8 per cent naturalized Americans and 75 per cent are aliens. The American flag has been driven from trans-Pacific commerce in the pretended interest of a class three-fourths of whom owe no allegiance to the United States and rely for protection of their rights on foreign governments.

The disparity between the number of American and alien seamen is still greater on the Pacific Coast than in the United States as a whole. Of seamen who received certificates at Puget Sound 97 per cent are aliens and only 3 per cent Americans, native or naturalized. For Portland the respective percentages are 76 and 24 and for San Francisco 75 and 25. At all three Pacific Coast ports combined 81.3 per cent of the seamen are aliens and only 18.7 per cent Americans.

Even were the seamen's law beneficial to the seamen, there would be slight obligation upon the United States to sacrifice its merchant marine in the interest of a class three-fourths of whose members are aliens. Since the effect of the law is to substitute for American ships, paying high wages and affording good conditions of work as to food and everything else, Japanese and other foreign ships, paying low wages and imposing more unfavorable working conditions, the action of Congress in yielding to the impertunities of the Seamen's Union, composed mainly of foreigners, seems little short of imbecile.

ANNOYANCES OF ILL BREEDING.

Now that the subject has been brought up somewhat forcibly by an exasperated musician, it is well to note that these temperamental artists are not the sole victims of a lack of consideration at public gatherings nor the only sufferers from ill-bred acts committed in public places. What serious or cultivated person has not been driven to the point of distraction by the vacuous chatter and idle commotion going on about him in the most absorbing moment of a public performance? Who has not had an evening at the theater spoiled by the noisy comment and gossip in the seats just ahead or just behind?

There are many varieties of these boorish disturbers of the peace of mind of audiences. Perhaps the worst offender is the clownish knave who persists in interjecting noisy comedy of his own making at the most serious moment of a drama. In a popular election, conducted by well-bred persons, he might run a close second, however, to the feminine offender who gets launched upon some frivolous discussion between acts and continues to chatter after the play has been resumed. No matter how great the artist, how majestic the composition or how rich the execution, there are those who will find something to say in an audible tone at the very moment when the thoughtful person seeks to give every bit of concentration to the stage. A boor of even worse degree is found in the person who persists in whistling or humming an accompaniment to the orchestra at a symphony concert or even during the celestial rendition of some masterpiece by an artist of renown.

Such offenders against good taste and the common rights of others are common. It is next to impossible to attend a public performance without suffering at their hands, or rather at their mouths. The man who sneezes on the back of your neck is less of an annoyance because he is less common. One may escape with one or two such experiences in a season. The spectacle of an artist stalking indignantly from the stage because of inattention is not a new one. There are few of our great musicians who have not done this. Some of our actors have rebuked offenders openly. Their powers of artistry may be impaired by such interruptions but the capacity for full appreciation on the part of an intelligent and responsive audience likewise is hampered. The hopeless aspect of it is that there is no use scolding. The offenders are not given to reading. Otherwise they would know better than to make nuisances of themselves. Perhaps the only solution is to provide monitors in the theaters to suppress the disturbers. If some eminent artist should insist upon such a service at performances given by him the innovation should spread rapidly.

CONFISCATING STATE TAXES.

Land Commissioner Tallman's opinion coinciding with that of Will R. King that states cannot lawfully tax public land until patent has been earned is clearly in accord with the Supreme Court decisions which he quotes. If the leasing bills were passed as they now read and if these decisions were strictly applied, there can be little doubt that the leased land would be held non-taxable. This conclusion is supported by the broad terms of Supreme Court decisions in other cases that the states in which public lands are situated can in no wise lawfully interfere with, disturb or embarrass the United States in the administration of the public land laws.

These decisions, however, relate to taxation of homstead land prior to patent. In that case the interval between entry and patent is only five years, and the settler's rights lapse as soon as he ceases to occupy and improve the land. It is morally certain that the land will be patented and become taxable within a few years. The law in that case has this result in view. But if power sites should be leased, the lessee would have acquired a definite right in the land for fifty years, a right far superior to the homesteader's right of occupancy until he becomes entitled to a patent. The law itself would be a declaration that the Government intended never to patent the land.

The Supreme Court might hold that the act of admission prohibited each Western state to tax public land, no matter what disposal of it the Government might make other than absolute alienation of title. In that case it would never become taxable, and Congress could by a system of long-term leases grant all the essentials of ownership with the great advantage of exemption from state taxes. The rent which the Government could obtain would then be enhanced by the amount of taxes which the lessee would escape. Thus the Government would in effect appropriate to itself the annual revenue which the states could otherwise justly collect in taxes.

The injustice of such legislation is so monstrous that one would expect the sponsors of the leasing bills to hasten forward with an amendment plainly declaring that public land should become taxable upon being leased. They refuse to do so. In contradiction of the opinions we have quoted, they say leased public land would be taxable without further legislation. They propose merely to confirm whatever right of taxation the states may already have, that is, the right which is in controversy between the states and the Interior Department's lawyers. They can settle that controversy in accordance with their own contention and with justice. If their purpose is as fair as their words, they will do so. If they continue to refuse, the states will be justified in resisting such outrageous laws by all conceivable means.

BRITAIN'S COMING MAN.

The one man above all others in Great Britain who has gained reputation through the war is David Lloyd George. This fact is strikingly illustrated by the fact that he has become the idol of the Conservatives without losing the confidence of the Radicals. A few months before the war he was excoriating the dukes on the platform; now the dukes can find nothing too good to say of him. Two years ago he was the particular target of the London Times' verbal assaults; now the Times acclaims him as the one Minister who has had the courage to tell the nation unpalatable truths and to acknowledge errors, as the one man who has the insight to see that all the forces of the nation—industrial and scientific as well as military and financial—must be organized to win the war. He has forgotten all political differences, all the domestic controversies of which he was the storm center, in the one supreme purpose to win.

To him is mainly due the harmonizing in the national cause of those elements which two years ago were ready to involve the three kingdoms in social revolution and Ireland in civil war. To the radical workingman he has preached that the war is between the principles of democracy and military despotism, and that internal class contests must be deferred until this issue is fought out. To the Irish the same argument appeals, reinforcing that of John Redmond that Ireland's interest in this case is identical with England's and that Ireland must stand by England for the further reason that she will thereby disprove the charge that home-rulers are disloyal to the British Empire and that home rule is but a step toward independence.

He has won the co-operation of the manufacturers by his persistent and gradually successful efforts to overcome labor's dogged adherence to union rules—a task in which probably no other man could have succeeded. He has put women and unskilled men to work beside union men, has converted the country into a vast arsenal and has constantly speeded up the output of munitions to the point where it is confidently predicted that in a few months the allies' supply will exceed the Germans'. His work has won such unstinted praise in the army that the little daughter of a Tory General, home from the front, said on hearing her parents talk of him in a laudatory strain: "Mother, is that the same Mr. Lloyd George you used to hate so?" He is now hailed by all parties as the great organizer for war, and is so much talked of as a future Premier that he is accused of seeking to supplant Mr. Asquith, though no act or word of his has given cause for the suspicion.

Mr. Lloyd George's success is the more remarkable because he is one of those lawyer-politicians whom H. G. Wells and other critics chiefly blame for the allies' egregious blunders and unreadiness. It has been said that lawyer-politicians are responsible for the democracy's inefficiency in peace, and that in war they have led it to the brink of destruction; that they may be merely irritating in peace, but that in war they are exasperating through their elocution in place of action, their flattery, wire-pulling, logrolling, compromise and above all procrastination, all of which may spell irretrievable disaster. There has been a cry for a soldier or a successful business man or a scientist to lead the British nation in war.

But these types of men also have their weaknesses. A soldier's reliance on force without regard to other considerations than immediate military success might have drawn the United States and other neutrals into war against Britain. Supremacy of the military power in Germany caused the invasion of Belgium, which arrayed Britain against the Teutons and caused the submarine campaign, which might have caused a breach with the United States. Civil control is needed to check the soldier's propensity to ignore everything but force. The business man is apt to look at public affairs from the narrow viewpoint of his own class, as when that class demanded barbarous reprisals for Zeppelin raids and clamors for destruction of German commerce after the war, and opposed prohibition and other efficiency measures, or as when during the Spanish war seaboard cities demanded that the Navy be scattered for their protection. The labor leader would be apt to take an equally narrow, class view of his duties, while the scientist is better qualified to work out problems in the laboratory than to apply them in the stress of war.

Government in a democracy consists as much in harmonizing conflicts of class and interest, so that action may be possible, as in the preparation and administration of the measures in which that action takes form. To a certain degree the classes must be organized for teamwork. A member of one class is not as well qualified for this work as is one who approaches it from the outside, for he is less capable of adopting the viewpoint of another class and, if he were, he would lack the confidence of other classes. Success in this organization of classes into a team is most likely of attainment by those arts in which the lawyer-politician excels and therefore by a man of that class. If such a man can recognize his own limitations and can be the one who sees the essentials of a problem, who has the driving force to get his ideas adopted, while he leaves to others the details of working out the problem and putting in practice the idea, he will succeed. Mr. Lloyd George gives promise of being that type of man. Upon him may fall the task of reorganizing that nation for peace after having organized it for war.

By and by the state will fix the age at which a man shall marry. Then there will not be such unfortunate incidents as that of the boy of 18 who committed suicide because his sweetheart's mother objected to the ceremony while he was earning $8 a week. In this case the boy lacked the stamina that would have made him a good husband when older. Very likely he did not know that a man never marries his first love and is all the better for it the rest of his life. The girl's mother was right. She has been scraping the bottom of the flour bin, and no mother wants her daughter to have that experience.

Voters must heed the advice of Secretary of State Olcott and register at once. Very little time is consumed—possibly a wait of five minutes in line. The "operation" is simple and easy. People are asked the names of both parents and city, county and state of birth, which may tax the knowledge a trifle.

"Simple spelling" is at best a fad and will benefit nobody but the poor spellers, whose faults shine brightly in these days of typewriters, for each can have his own style of doing it phonetically. The University of Oregon can find better business than tinkering with the work of Noah Webster.

It is difficult to sympathize with the British cartoonist who was heavily fined for ridiculing Tommy Atkins. The British soldier may have his shortcomings, but he is fighting bravely under adverse conditions which the British public created.

A heavy deficit occurred in the Chicago grand opera season. But grand opera deficits are expected and the public-spirited subscribers make up the necessary balances cheerfully. One day grand opera will be self-supporting in America, we hope.

Greece, to relieve a national stringency of funds, may take over a percentage of the salaries of all officials. Great idea! Why not try it upon those National office-holders who have rolled up our own debts and decreased our income?

After waiting with more or less patience for fifteen years, an Alaska pioneer is about to sell a copper mine for $50,000. He is fortunate. Many men have been waiting more than fifteen years and cannot see fifty thousand cents.

Federal relief is due the many thousands of colored people, flood bound in the Lower Mississippi Valley. Their misfortune is not due to lack of thrift, and aid should be speedily rendered.

Intensity of the tong trouble is shown by the amount of collateral—$70,000—put up for release on bail of an alleged gunman. Keep away from the Chinese district.

Again has a Holstein broken the world's record for butter in a week. The Jersey always will be the family butter cow, however, for the black-and-white animal is a wholesaler.

Seattle evens the score by giving a long penitentiary sentence to the Japanese druggist who sold the wood alcohol that killed a white man.

For a country not at war this Nation is hard put for schemes to raise money for expenses. "Tariff for revenue" is the keynote of "bunk."

An Italian who loses his deposit in the failure of a bank owned by a countryman reverts to the primitive in brooding over his loss.

Woman's screams continue to be the best burglar alarm. It's a pretty bold yeggman who does not stampede when they begin.

If ever the one-man streetcar gets into Portland it will require a deaf and dumb motorman under the present law.

Washington shingle mills are resuming operations despite the increased trade in patent roofings.

The Marcola lad who swallowed quicksilver has the making of a good local forecaster.

The Russians have captured Mush and will discuss the rest of the bill of fare later.

The Willamette is beginning early to take toll of lives.

Powdered "booze" does not go in Oregon.

How to Keep Well

By Dr. W. A. Evans.

Wet Brain.

The man who takes a social drink should know of a new danger that lies in store for him. It is wet brain. He has probably heard that drink lowers the moral tone, that it weakens resistance, that if he indulges presently he will be unable to resist, that it makes his judgment poor, and that, finally, he develops delirium tremens. Delirium tremens was the veil beyond which nothing lay.

Drs. Sceleth and Beifeld now come forward with the warning that beyond delirium tremens lies wet brain and that only one man in four attacked by wet brain recovers. And Drs. Sceleth and Beifeld ought to know, for the former has been physician to the bridewell for many years and he has cared for about 2500 drunks a year during all of that time. A great many of these drunks have had delirium tremens. Many of them have had wet brain. Most of the wet brain cases have died and autopsy has been made on them.

After a man has been drinking whisky for seven years he becomes subject to delirium tremens. I do not intend to use space describing delirium tremens, for many have had the monkeys, and practically all the remainder have seen one or more drunken men or women fighting off the demons which haunt people with the D. T.'s.

For a while before D. T.'s develop the drinker eats lightly or not at all. During the attack of D. T.'s he does not eat. As the wild delirium of the D. T.'s passes off the long continued heavy drinker is liable to develop symptoms of wet brain.

Delirium tremens lasts from three to eight days. Somewhere between 10 and 15 per cent of people with delirium tremens develop wet brain. The man lies in a quiet stupor. His eyes are closed. He mutters meaningless. Questions are not answered. He has delusions and hallucinations, but he is not wildly afraid of his visions as in delirium tremens. He may swallow food, water, and medicine, but he does so without rousing. His muscles are stiff. In some cases the neck is so stiff that meningitis is suspected. The patient may be limp in mind, but his muscles are not limp. His skin is very sensitive. Pinching causes the patient to frown and draw the pinched arm away, but he does not wake up.

In the condition of stupor, similar to what the old-time people called the typhoid state, the man lies from two to 12 weeks, if he does not die from pneumonia or some other disease in the meanwhile. Seventy-five per cent of those who develop wet brain die, many from pneumonia, some from Bright's disease, and some from other conditions.

Every drink is a mixed drink. There are no other kinds. When a man takes a drink, however simple it may be, he mixes in some degeneration of his nerve cells, some chance of delirium tremens, and a few other ingredients. Let him understand that he also pours into the glass about one finger of wet brain.

Contracting Pyorrhoea.

Mrs. L. A. writes: "I never fail to read your articles and interesting answers and always notice you are not afraid to speak the truth.

"I was dumfounded this morning when I went to the dentist to have him tell me I had pyorrhoea. Have always taken care of my teeth. Have neglected one tooth the last few years on account of not recovering rapidly from an operation; could this be the cause or could I have caught it from my husband, who neglects his teeth, and they are very bad? Seems I have read that the only cure is to remove the teeth. As I am a little past 33 and only lost a few, I hate to lose them. If this is true, by treating the gums and filling teeth, how long will they last?

"Hope you will answer soon and tell me more about it and what to do. You will never know how thankful I am."

REPLY.

It is almost impossible to tell where pyorrhoea starts or from what. The most important thing is to secure a complete cure, even if you have to sacrifice your teeth. No two cases get well in the same length of time. Be sure you go to a competent dentist, and then, as he says to you: For the remainder of your life keep close watch of the condition of your gums. Use thought and will power in daily life. Proper exercise, diet, and rest will hasten the cure very greatly.

Inguinal Hernia.

E. H. H. writes: "I wish to ask your opinion concerning my 3 months' old boy baby, who has an inguinal and umbilical hernia. He has quite a good deal of trouble with the inguinal hernia. It seems to become strangulated. Would it be practical to operate at this age?"

REPLY.

It is practicable to operate on a baby 3 months old. If you are right in your opinion that the hernias get caught in the sac and do not slip back readily, operation should be done. In many cases hernia can be held back by binders, but this is not easy with an inguinal hernia in a squirming baby.

RIGHTS OF THE FOREIGN-BORN

Principles Governing Status of Naturalized Citizens in Europe.

PORTLAND, Feb. 20.—To the Editor.)—(1) If I am a naturalized American of German birth and of military age and should return now to Germany, can the German government, by law or custom of theirs, force me to do military service for my fatherland?

(2) If so, would the same law or custom apply to a son of mine born here either before or after I took out naturalization papers?

(3) Has France or England such a law or custom?

(4) If so, in what way did such a law or custom affect the relations of England and the United States about 1812?

B. L.

(1) If he came to the United States before he became liable to military service in Germany, his naturalization would protect him from being compelled to serve. If he emigrated after attaining military age or in order to evade military service, he may be compelled to serve on returning to Germany and may be punished for the evasion.

(2) No.

(3) The same statements apply to British subjects, but not to French citizens. France maintains that a man born a Frenchman is always a Frenchman and that his children are French, though he may have been naturalized in a foreign country; hence both father and son are liable to military service in France. Though it is French law, it is not always strictly enforced, if a naturalized citizen protests and invokes the aid of the State Department.

(4) One cause of the war of 1812 was Great Britain's refusal to recognize the right of its subjects to renounce their allegiance and to become citizens of the United States. Persons of British birth who had been naturalized were forcibly taken from American ships and compelled to serve on British ships.

Imports of Butter.

SHEDDS, Or., Feb. 19.—(To the Editor.)—Please tell me how much butterfat is imported yearly to the United States. LESTER H. JACOBS.

The imports of butter and butter substitutes for the past four years were as follows:

	Pounds.	Value.
1915	1,544,158	$ 446,251
1914	7,200,669	1,670,532
1913	3,726,417	841,712
1912	875,655	225,664

The large imports for 1914 were due largely to shipments received from Australia.

POINT NOT IN ISSUE DECIDED.

Interstate Commission Rules as The Oregonian Predicted in 1914.

Following the Astoria rate hearing The Oregonian published an editorial in which the prediction was made that the Interstate Commerce Commission would either deny Astoria's petition or grant it and include Portland in the same rate group. The Commission has now granted the Astoria prayer and has sought to determine Portland's rate position although that was not in issue in the case. In the light of results, the following from The Oregonian, published July 16, 1914, is deemed worth reproducing:

> If the decision by the Interstate Commerce Commission accords with the strict letter of Astoria's application, Astoria will have the same rates as Puget Sound. It will follow almost without question that Portland will then have acquired a basis on which to demand and obtain lower rates than either Puget Sound or Astoria. Portland has every reason to hope that the decision may be so worded, but hope and expectations are not one and the same.
>
> The outcome of the latter order is obvious. If the northern railroads made the rate to Puget Sound the same as the new rate to Portland, they would automatically reduce Astoria's rate and in turn reduce Portland's rate, leaving the relative positions of the several ports the same. Portland would, thus having an unassailable lower rate than any rival, ultimately get all the traffic from the competitive territory.
>
> But this possible result, it is reasonable to suppose, will be considered by the Commission. Volume of traffic affects the cost of haul. The mountainous railroads with a heavy traffic may find its cost of operation per average train lower than the water-grade road with light traffic. Just now the mountainous northern railroads have a greater volume of traffic than the water-grade Columbia Valley roads. A lower rate on the latter would doubtless increase the traffic of the water-grade route to the further loss of the northern railroads. The ability of water-grade roads to reduce rates without impairment of profit would increase progressively, while the ability of the northern roads to handle traffic at the rates now in force would diminish progressively. The potential effects of the Astoria rate on traffic and railroad securities and upon the prosperity of localities are enormous. It is likely that not only the earning power of the northern railroads, but the probable results to shippers who do not have access to the water-grade railroads will be considered by the Commission.
>
> Two elements now prevent both Astoria and Portland from acquiring the full benefits of the water grade. One is the existing method of fixing railroad rates which takes small or no account of the cost of haul and the other is the lack of water competition. We think water competition is nearer than if reformation of ratemaking. What the Interstate Commerce Commission may seek to avoid in making rate orders, the opening of the Celilo Canal and the encouragement of river transportation will forcibly accomplish. The Oregonian expects to see the day when both Astoria and Portland shall have lower rates than Puget Sound, at least on grains and other bulky freights.
>
> If Astoria obtains terminal rates, it is altogether probable that the Commission will see to it that the order puts Portland on the same plane as Astoria and Puget Sound. As heretofore observed, what is Astoria's gain will then be Portland's loss, for Astoria will get no new business except that which otherwise would have been Portland's. The last is a plain statement of fact, not an argument against Astoria's petition.

NO MORE OF ROOSEVELT FOR HIM

Candidate Must Be True Blue Republican or "All of Us for Wilson."

PORTLAND, Feb. 20.—(To the Editor.)—I heartily indorse the sentiments of W. G. Young, published in The Oregonian February 15, as to the unfitness of Theodore Roosevelt as a Republican standard-bearer. Surely, out of a population of over 100,000,000 people the party can find for President a capable, deserving, available, true Republican, and one worthy of the name. I have not been voting for President as long by several years as has Mr. Young, but, like him, I have never voted for other than a Republican for President, with the possible exception of when I cast my vote for Roosevelt. There is not one good reason why he should ever again be recognized as a Republican, but, on the contrary, many why he should not, and his nomination as such will insure another Wilson Administration. Real Republicans will not stand for Roosevelt after his selfish bolt of 1912, even as a compromise, and why should they? He has already indirectly compromised us all far too greatly.

I have never favored Bryan, nor have I been in accord with him from any standpoint, but as a Democrat he is certainly head and shoulders above Roosevelt as a Republican. Then, too, compare the men as to greatness; the one sidestepped the perpetual, as it were, desire of his life, doubtful of his own ability to win, and, seeing an opportunity to place his party in power, named a compromise candidate in his party and personally gave $1000 toward his election. What of the other, who had already enjoyed the honor Bryan so long coveted and the greatest consideration within the gift of his party, when told that his stand spelled Republican defeat and that we must name a compromise candidate? His gratitude and appreciation was evidenced in his reply, "I'll name the compromise candidate; he will be me." In other words, I'll rule or ruin; selfish ambition placed before party fealty.

There is not the slightest doubt but that Roosevelt firmly believed he could make new history by starting a new party and being made President by defeating all other candidates collectively, regardless of the old-established parties. He did—just not! And we are enjoying (?) a Democratic Administration as a result. As a reward for this Roosevelt may deserve the iron cross or the glassy stare, but, surely, not another Republican nomination for President. If measured by selfishness as a standard of greatness Roosevelt has Bryan outclassed, even though the latter should become President. Hundreds of thousands of voters feel as I do, and Roosevelt's nomination simply means another Democratic victory.

It is of infinite moment that a true-blue Republican become our standard-bearer or all of us for Wilson as the lesser evil. A. L. MacLEOD.

Increase in Land Values.

LA GRANDE, Or., Feb. 20.—(To the Editor.)—To settle a dispute, will you kindly publish in your columns the value of vacant property at Tenth to Fourteenth streets, on Washington street, 10 years ago and today? Of course there is no vacant property there today, but I desire the value of the lots without the improvements.

O. H. C.

The inquiry apparently relates to the value of land fronting on Washington street on its north and south sides and 100 feet deep, and extending from the west line of Tenth to the east line of Fourteenth. Such land was assessed, without improvements, at $[illegible],000 in 1906, and $2,296,000 in 1915, the year of the last assessment. Its actual value would be $1,450,000 in 1906 and $3,061,000 in 1915, when based on the relative differences in those years of tax and true values on business property in general.

Fine Class Record.

PORTLAND, Feb. 20.—(To the Editor.)—Three years ago there were 38 children in the sixth grade at the Failing School. Miss Kate Porter was their teacher. As the grade advanced Miss Porter was advanced with them and has been with them for the entire three years, according to the plan of rotating teachers now practiced in the Portland schools. The class graduated the other day with 38 pupils, one having dropped out and another having come in. A happier class you never saw. Every one of them is now in high school. School was real to every one of these pupils. They are making sacrifices to fit themselves for real life. CITIZEN.

In Other Days.

Twenty-five Years Ago.

From The Oregonian of Feb. 21, 1891.

P. B. Whitney, claim agent for the Southern Pacific Company, is very ill at his residence, 36 Eighth street.

A committee of the Grand Army of the Republic, having in charge the arranging for the memorial exercises in memory of the late General Sherman, have arranged to hold the same in Grace Methodist Church, corner of Tenth and Taylor streets, on Sunday evening next, at 7:30. Dr. Houghton and George H. Williams have kindly consented to speak.

The Oregon Improvement Company's coal mine at Newcastle is putting out about 18,000 tons per month.

The Terminal Company has let a contract to the Oregon Paving & Contract Company for the improvement of G street from North Front to Third street, by macadamizing.

The pipe foundry of the Oregon Iron & Steel Company at Oswego is running full blast on water pipe and "specials," and is turning out 25 tons per day and also three tons of sash weights.

Mrs. S. M. Kern, president of the Baby Home, has made a public appeal for blankets, flannel for infants' clothing, table linen and towels.

H. C. Breeden, of the well-known firm of Forbes & Breeden, is back from a six weeks' business trip through the East.

Half a Century Ago.

From The Oregonian of February 21, 1866.

The executor of Abraham Lincoln's estate reports that Lincoln left about $85,000, $75,000 of which is in 5-20 stocks. He left about $4000 worth of real estate in Springfield.

Elwood Evans, secretary of Washington Territory, is at present in the city.

The semi-annual examination at the School Beth Israel will take place today and continue through tomorrow. The friends and guardians of the pupils are invited to attend.

Yesterday a farmer appeared on the streets of the city with a wagon said to be the first one ever built in Oregon. The end-gate bore the maker's name and the date 1849.

A number of Portland firemen, accompanied by Chief Engineer Young, yesterday paid a visit to Vancouver to witness the first trial of the new engine imported for the use of the Government troops at that post.

Our readers will remember the lecture this evening at the Methodist Church by Dr. Benson. His subject is "The War—The Evil and the Good." The theme is important and will be handled in a dispassionate way.

In 1853 there were 400,764 Indians in the United States and territories. In 1856 the number was estimated at but 307,800, of which number 61,500 were warriors.

MANY AUDIENCES DISCOURTEOUS

Admonitions to Be Polite Suggested as Result of Lind Incident.

PORTLAND, Feb. 20.—(To the Editor.)—Every music lover in the City of Portland should send to Waldemar Lind a vote of thanks for the display of courage shown by him at the music recital Monday afternoon in the parlors of the Portland Hotel, when he refused to continue an encore owing to the discourtesy on the part of some of his audience.

It is indeed hard to an artist, without mentioning the act of discourtesy, to have interruptions occur and mar the pleasure of those appreciating music and the atmosphere with which they are surrounded. Mr. Lind showed rare judgment and his course long ago should have been adopted by many more of our artists.

Along the subject of interference it would be a rare treat if the managers of our theaters could in some way bring to the attention of the audiences the fact that there are present others who do enjoy certain numbers and certain parts of plays. The idea seems to be in the minds of a majority of the people who attend concerts and theaters that they are on the same par with picture houses where the audience can talk at will and pleasure. In nearly every theater in the city there has been installed a lantern of some kind. Would it not be a good suggestion to have the theatrical managers advise their patrons by use of these machines that they should kindly consider the feelings of their neighbors and let them enjoy the performances with comfort. MRS. P. M. KIRKWOOD.

Authorship Freely Established.

ASTORIA, Or., Feb. 19.—(To the Editor.)—The writer has noted with interest the discussion in The Oregonian of the authorship of the poem variously entitled "The Sheepfold," "De Sheepfol' Bin" and "De Massa ob de Sheepfol'."

When beautiful fugitive verses are given to the world, it is, perhaps, immaterial who may have penned the lines, but since the question as to the author of these particular lines has arisen, it might be well to definitely settle it.

Glenn N. Ranck's interesting letter last Sunday names the real author, but leaves some doubt as to finality.

The late Edmund Clarence Stedman was doubtless as high an authority upon American verse and the authorship thereof as has lived in this country. In his "An American Anthology" (1900) this poem occurs, together with the following brief biographical sketch of its author:

> Sarah Pratt (McLean) Greene; born Shrewsbury, Conn., 1856. Educated at Mt. Holyoke, Mass. Taught school near Plymouth Mass., where she obtained the material for her "Cape Cod Folks," 1881. She was married to F. L. Greene and removed to the West. Since his death she has resided in New England. Among her books are "Towhead," 1884, containing her best-known poem, "Do Sheepfor'," "Last Chance Junction," 1889. C. N. R.

She (fond of ragtime)—Now that you have looked over my music, what would you like to have me play?

He—Whist or casino.—Boston Transcript.

Paying the Other Man's Bills

Sometimes you see in a store window a sign like this:

WE DON'T ADVERTISE,
HENCE OUR
LOW PRICES.

Of course, the sign is advertising and if the low prices are true, they, too, are advertising.

But generally the low [illegible] are not.

As a matter of fact, this store is helping to pay the bills for the merchants who do advertise.

It pays them by losing trade, lowering volume of business, and increasing overhead.

While the advertising stores, by increasing volume, are cutting their percentage of fixed charges to a healthy and profitable basis.