

Oregonian

Entered at Portland (Oregon) Postoffice as second-class matter... Subscription Rates—Available in advance: Daily, Sunday included, one year, \$3.00...

that would ever fall on Saturday, which it did this year. There is a state law on the subject which puts both anniversaries in exactly the same category.

TWO VOICES.

The Oregonian has received in course of the mails the issues of two state contemporaries for Wednesday, February 23—the one the Salem Capital Journal and the other the Medford Mail-Tribune—both with elaborate discussion of the Portland-Astoria rate case.

ments of a swarm of bloodthirsty super-mosquitoes of the variety that thrives in Jersey. Wealthy residents have been driven out of the state, great enterprises have been frightened away. Even men whose personal comfort may not find themselves able to endure life in the vicinity of a Jersey salt marsh.

FOR YOUTHFUL DIGGERS.

As a matter of self-defense, The Oregonian feels compelled to say something about majority and minority leaders in Congress. Apparently some enterprising digger in and about the Senate has been inquiring into the subject, but whether to sound the pupils' knowledge of current events or test their ingenuity in digging for information is not quite clear.

PORTLAND'S CONTENTION CORRECT. Just and Intelligent View of the Rate Controversy. (Salem Capital Journal). We do not agree with The Oregonian on many things, mostly political, but its stand in the Astoria rate case strikes a responsive chord, for we believe it is correct.

Why should she not be allowed the advantages arising from this work? Astoria has an undoubted right to have the same rates as Sound ports, and indeed from a strictly honest view, really a little better rates for the reason the haul is shorter.

KEEP THE CARS MOVING.

It is intolerable that when the lumber industry is taking new life, delivery of its products should be obstructed by a shortage of cars. Were all the cars in the country used for their maximum efficiency, such as has been adopted by every civilized nation except our own.

EXTRAVAGANCE AND ITS CURE.

The necessity of increased expenditure on National defense imposes on Congress the imperative duty to practice economy in all expenditures, both for peace and war. By economy is not meant parsimony, but a wise restriction to such work and restriction of expenditure to the actual value of the thing desired.

Portland, Feb. 25.—(To the Editor.)—Duties of the year that I have been located on the Lower Columbia River building a railroad that would open up a vast timber country, I have constantly had it in mind that we would be greatly handicapped by the rates that prevailed here.

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SELF REPRESSION; NOT DEVICES.

The Pacific Coast is reasonably safe as long as the world is too busy with the war to permit any nation to invade the United States and as long as slides block the Panama Canal, but a Pacific battle fleet is the only sure defense.

CLUB MAN NAMES WHAT HE CONSIDERS PROPER BIRTH CONTROL.

Portland, Feb. 25.—(To the Editor.)—Referring to "Club Woman" reply to Father Black: The latter has been unfortunate in his choice of words, but is absolutely correct in his stand.

COLUMBIA HIGHWAY.

What meantest thou, O woman, that thou shouldst glorify Thyself for that thou hadst secured A shallow trench along This rugged way.

TO PEAK AND GORGE AND CRAG.

To peak and gorge and crag Thine own name give As if to honor And herald all thy deeds From east to west, from south to north.

REHOLD YON RAGED PEAK.

Rehold yon rugged peak, Whose jagged teeth the clouds contend: These waterfalls that spill From heights to become Naught but wind-tossed spray: Enter Oneonta's narrow cleft, Whose dripping sides but barely part, Or from the dizzy top of Multnomah Gaze below.

CONSIDER THEN THY WORK.

Consider then thy work, Nor deem to give a name To Nature's mightiness. For know, that he who gazed On the mountains that he might Has mirrored in his soul God's nature—name— Beyond expression—Infinite.

USING AVAILABLE ADVANTAGES.

A. S. Kerry Points to Industrial Opportunity That Awaits on Columbia. KERRY, Dr. Feb. 25.—(To the Editor.)—During the three years that I have been located on the Lower Columbia River building a railroad that would open up a vast timber country, I have constantly had it in mind that we would be greatly handicapped by the rates that prevailed here.

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FLYING BUTTRISS.

Portland, Feb. 25.—(To the Editor.)—Will you kindly explain the meaning of the term "Flying Buttriss" in your issue of the 23rd?

THE Y. M. C. A. AND BOYS' CLUBS.

A. S. Kerry. The Y. M. C. A. has been active in the "big-brother" movement and in organizing clubs for boys. Tomorrow's paper will carry an illustrated story explaining the work of the Y. M. C. A. in connection with boys' clubs.

UNCLE SAM'S MONEY MACHINES.

Dollar bills by the mile—that is the way Uncle Sam now proposes to print his paper money. A set of new machines that will turn out currency in long ribbons almost as rapidly as modern machinery can operate.

PARIS HAT SHOPS.

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BIRSKY AND ZAPP.

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Another trio of original drawings by Sara Moore, who sees life as others fail to see it, will appear among the other varied attractions of tomorrow's Oregonian.

SCANDINAVIAN FIREMEN.

Here is a story of the way they handle fires in the Scandinavian cities, where fires are so rare that they are made occasions of social festivities.

GET READY TO PAY INCOME TAX.

Inasmuch as the time for filing the annual income tax statements is drawing near, this story is of timely interest. It explains the processes by which the Government keeps track of all citizens who are subject to provisions of the new tax law.

CARPENTER'S ALASKA STORY.

Alaska still bears many outward signs that reveal its former relations with the Russian Empire. Frank G. Carpenter will describe them in a story tomorrow.

ANOTHER PAGE OF POEMS.

Watch for your favorite poem in tomorrow's Oregonian. A whole page of old-time favorites will appear.

A BILLIE BURKE PAGE.

This shows how Billie Burke passes her time at home. It also gives something of her philosophy of life. A new set of Billie Burke pictures goes with the story.

THE OREGONIAN TRIP RETOLD.

Eva Emery Dyke, Oregon's celebrated author, has written a new story on the historic trip of the battleship Oregon around the Horn 18 years ago this Spring. The tale, as it will appear in tomorrow's paper, will be illustrated with photographs of the Oregon and a picture of Rear-Admiral Clark, who commanded the vessel in 1898.

ADDITIONAL ATTRACTIONS.

Other Sunday features will include Donahy's page of entertainment for the little folks, the comic supplement, in which Polly and Horace are prominent, several pages of late sporting news, the usual array of society, dramatic, motion-picture, automobile, real estate and church news.

In Other Days.

Twenty-five Years Ago. From The Oregonian February 26, 1891. Washington, Feb. 25.—Representative Wilson is expected to call on the President during the last few days of the session for the purchase of a site for a public building at Spokane Falls.

Olympia, Wash., Feb. 25.—The special House committee which has been daily-dallying with the alleged bribery of John L. Metcalfe by Harry A. Clarke in the sum of \$500, by which taken Metcalfe was to vote for W. H. Calkins for United States Senator, has reported at last. The report accuses Metcalfe on the ground that although he exposed the bribe immediately and turned over the money given him to the Speaker of the House, he actually endeavored to keep the bribe hidden from the public.

The commission provided for in the act to incorporate the "Port of Portland" and provide for the improvement of the Columbia and Willamette rivers, passed by the last Legislature, had its first meeting yesterday. The board consists of W. S. Ladd, Henry Fallin, C. H. Lewis, James Steel, T. M. Richardson, John McCracken, G. B. Markoe, E. D. McKee, J. E. Lombard and Ellis G. Hughes, of Portland; Cyrus Buchanan, Day Rafferty and Simon Joseph, of East Portland, and William M. Kill, of Astoria, and John H. Stearns, of Albina.

Berlin.—The secretary of the Admiralty yesterday made a statement before the Reichstag naval committee that it was imperative that Germany should have a first-class navy or none. He pointed out the possibility of a joint attack by France and Russia.

Half a Century Ago.

From The Oregonian February 26, 1866. The principal difference between the President and Congress is upon the question of the admission of new members. The President steps out of his own proper sphere and insists that Congress shall practically give up its constitutional rights of judging the qualifications of its members and receive into its body those whom the rebellious states have sent from the Confederate Congress or from the headquarters of the late rebel armies to the National capital. The admission of these men would, in the judgment of the President, be the finishing stroke in the annihilation of the Constitution.

The San Francisco Bulletin.

The San Francisco Bulletin has just printed a lengthy account of the manner in which W. L. Adams, the Astoria collector, was robbed of \$20,000 in gold coin while on a recent trip on the steamer Oregon from Astoria to San Francisco.

Washington, Feb. 25.

The radical press says that no such meeting as was reported in the Oregonian by the Astoria and in front of the White House has ever been held in public. Lincoln was denounced by one speaker, it is said. Taylor, in consequence of the President's subsequent speech the proceedings of the day, it is said, were beyond all precedent.

Republican editors of Illinois.

The Republican editors of Illinois have voted in convention at Peoria to sustain, unanimously, the stand of Congress.

Captain S. J. McCormick.

Captain S. J. McCormick, head of the Boston Branch of the Oregon, has received \$20,000 worth of bonds of the Irish Republic to be offered for sale.

GERMANY'S PLANS TO INVADE EGYPT

THE SUNDAY OREGONIAN

Historians have related how Moses led the Israelites out of Egypt into the so-called promised land, and now comes a present-day writer and describes with intimate detail the elaborate plans made by Kaiser Wilhelm of Germany to lead an army of 500,000 soldiers back over the route taken by Moses and his followers, but in the reverse order. The start is to be made at Constantinople, according to this authority, and the army is to march across the Arabian desert to the Suez Canal and thence into Egypt. The account will appear in tomorrow's Oregonian and will be illustrated in colors.

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