GRAHAMONA BOUGHT; 2 OTHER DEALS PEND

Portland Navigation Company Has Two Options.

START EXPECTED APRIL 20

Steamers Pomona and Oregona Also Considered for Purchase by Newly-Formed Line.

The Portland Navigation company, incorporated April 1 by Dean Vincent, V. A. Crum and Captain Clyde Raabe, has purchased the river steamer Grahamona and taken options on the steamers Pomona and Oregona and expect to begin operating by April 20, it was announced yesterday by Dean Vincent, vice-president of the Portland Trust company and president of the new steamboat company.

Captain Raabe, a veteran navigator and manager of river boats, has been made vice-president and general manager of the Portland Transportation company and V. A. Crum, a Portland attorney, is secretary and treasurer.

Grahamona to Operate First.

The Grahamona will be the first vessel placed in operation by the company. A crew of men is now working on the vessel making her ready for service. Captain Raabe is negotiating with the oil companies, and if a sufficient supply of oil will be available, the Grahamona will be converted into an oil burner. Otherwise she will use coal for fuel.

The route to be traversed by this vessel has not yet been determined. Her district of operations, according to Mr. Vincent, depends upon the degree of interest manifested and the business in passengers and freight offered on each of three proposed routes. One of these is up the Willamette to include Salem, Independence and Albany. If this route is chosen freight and passengers will be taken all along the line except at Oregon City.

Other Routes Considered.

The two other routes under consideration would have as their terminals Lewiston, Idaho, on the Snake river, and Priest Rapids, Wash., on the upper Columbia.

The Portland Navigation company, according to telegraphic advices from Salem, where the articles of incorporation were filed, has been formed with a capital stock of $50,000. Mr. Vincent yesterday said no stock in the new concern was for sale.

Arrangements have been completed with the commission of public docks for the use by the steamers of this line of municipal terminal No. 2, at the foot of East Washington street.

NAME "ECOLA" IS SELECTED

New Schooner Will Be Launched When Water Permits.

The name Ecola has been definitely decided upon as the one to be borne by the five-masted schooner being completed by the Monarch Shipbuilding company at the north Portland yard of the G. M. Standifer Construction corporation. The name, which means "whale" in the Chinook tongue, has been selected by W. J. Burns of Balfour, Guthrie & Co. and will be conferred upon the new windjammer at her launching, which will take place as soon as there is sufficient water before the launching ways.

Mr. Burns said yesterday that the Ecola will probably be operated by Balfour, Guthrie & Co. to carry lumber to Australia.

Pacific Coast Shipping Notes.

SAN PEDRO, Cal., April 2.—(Special.)—The steamer West Norranus will be launched from the yards of the Southwestern Shipbuilding company April 20. It will be the 16th hull to be launched from the yards. There are but 18 hulls contracted for by the shipbuilding company in the yard. Work on the steamer Argonne, which company is building for its own account, is progressing rapidly.

The tanker Tamanus is having nine furnaces installed and heating coils in its fuel tanks installed at the Southwestern yards.

The dock trial of the steamer West Calera will be given April 8 and probably three more steamers from the Schaw Batchelor yards of San Francisco will be towed here.

Henry Robinson, former member of the United States shipping board, declared that the board was a failure, in an address before the world traders of Los Angeles. He says that government operation could not be a success, and that the government should sell its ships at a value of approximately $150 per ton, which is what it would cost now to build them.

SEATTLE, Wash., April 2.—(Special.)—Twenty-day service between Seattle and Tacoma and ports on the west coast of South America was the schedule announced today by the newly-organized General Steamship corporation of Seattle. The steamships Meriden, Wallingford and Silverdale, and a shipping board steamship will be assigned in the future to the line. The steamship Meriden, purchased from the government, will begin leading April 26 at Seattle for the first trip of the new schedule. E. McConalogue, formerly with Bush & Co. and the American-Hawaiian Steamship company at Seattle and San Francisco, will be traffic manager of the new concern. Captain H. A. Birkholm, ex-Seattle representative of the San Francisco board of marine underwriters, now Puget Sound representative, has opened offices in suite 284 Colman building.

Riley McCoy, veteran Seattle waterfront man, is recovering from an operation at the general hospital Wednesday, made necessary by injury received in attempting to lift a sack of sugar.

R. H. Mattison, head of the chamber of commerce industrial bureau, received a telegram from Washington, D. C., today advising him that "no consolidation of the Seattle and San Francisco offices of the ship construction and repair division has been ordered as contemplated and Seattle's status with the shipping board is now something of a mystery, due to the fact that those offices were consolidated several months ago. Seattle is protesting against the Northern Pacific district and placing repair and construction work of Washington and Oregon under the San Francisco office.

The motorship Libby Maine of the Libby, McNeil & Libby fleet, battling a 65-mile gale five miles off Taloose's Island, sent out wireless calls for aid this morning. Before the life-saving tug Snohomish of Port Angeles, reached her the Libby Maine signaled "Everything O. K."

COOS BAY, Or., April 2.—(Special.)—The steamer Yellowstone with freight from San Francisco, arrived at 11 o'clock this morning and will load lumber at North Bend.

The steamer City of Topeka is due to arrive from San Francisco and Eureka tomorrow at noon and will sail in the afternoon for Portland.

The steamer C. A. Smith is expected tomorrow to load lumber at the C. A. Smith mill, and the Johanna Smith will be ready to sail with a cargo of lumber this evening or early in the morning.

ASTORIA, Or., April 2.—(Special.)—The strong northwest wind outside today was still interfering with the movement of shipping and every vessel en route from San Francisco was reported several hours late. Off the mouth of the Columbia, as well as all along the coast a nasty sea has been running for several days, but incoming craft report that in the dredge channel at the entrance of the harbor the water was smooth.

The British motor schooner Malahat from Honolulu will be due tonight or tomorrow. She comes to load lumber at the Hammond mill and Prescott.

The motor schooner Oronite, lumber laden from Westport for Sydney, which has been delayed here about three weeks for repairs to her engines, shifted to the lower harbor today and will sail as soon as weather conditions will permit.

The steam schooner Florence Olson shifted today from Westport to Wauna, where she will complete her cargo of lumber.

The steam schooner Multnomah shifted last night to St. Helens to load lumber.

The steam schooner Wahkeena finished loading lumber at St. Helens today and sailed for California.

The steamer Angeles was due tonight from San Francisco and comes to load lumber at the Inman, Poulsen mill.

The steam schooner Klamath was due from San Francisco with freight for Portland.

The tank steamer Frank H. Buck, laden with fuel oil from California for Portland, has been off the mouth of the river all day, awaiting better weather conditions.

A four-masted schooner was reported at 3 o'clock this afternoon about 15 miles off Northhead. Her identity was not known.

PORT TOWNSEND, Wash., April 2.—(Special.)—The steamer San Juan, recently purchased by Libby, McNeil & Libby from the San Juan Packing company, was caught in a gale in the straits early this morning while en route to Taku bay, Alaska, towing a crib of fish trap poles, and was compelled to return here on account of the crib starting to break up. The crib is being strengthened.

The Japanese steamer Orondo Maru, after discharging a portion of her original cargo at Vancouver, arrived today and proceeded to Seattle, where she will load outward.

Tempestuous weather and heavy snow squalls while off Cape Flattery were reported by the Japanese steamer Africa Maru, of the Osaka Shosen Kaisha fleet, which arrived this morning. She brought a large and valuable cargo for discharge at Seattle and Tacoma. The larger portion of her cargo is destined for the east. After passing quarantine inspection she proceeded up the sound to discharge and load outward.

Preparations are being made to tow the big sectional drydock, recently purchased by the Moore Shipbuilding company of San Francisco from the Skinner & Eddy corporation, to San Francisco. The work is being supervised by L. S. Rosene, chief engineer for the Moore Shipbuilding company, also recently arrived from San Francisco. The big tugs Storm King and Hercules will be sent from San Francisco and each tug will tow a section. There are five sections. The tugs, after delivering two sections at San Francisco, will return for two more. It is expected that the five sections will be delivered about May 1.

Passenger traffic to southeastern and southwestern Alaska is the heaviest for many years. The Pacific Steamship company has booked all its accommodations for nearly three months while the Alaska Steamship company has booked its accommodations for all sailings for three months.

TACOMA, Wash., April 2.—(Special.)—Reports received by local shipping men this morning that the Libbey Maine was in trouble just outside the straits caused considerable uneasiness, as there was a 64-mile breeze reported at the cape. The vessel has some freight for Tacoma. Later reports that the vessel had passed in caused a feeling of relief.

The Javary, Captain Poindexter, sailed late this evening for Shanghai. The Javary has a full cargo of steel, cigarettes, tobacco and general cargo out from here this voyage.

To load a part shipment of lumber here consigned to the Sinzuki interests in Japan, the Liverpool Maru is due here about April 20, according to local shipping dopsters. Madame Sinzuki is the richest woman in Japan and possibly has a knowledge of the lumber shipment out of here.

The Inconium was due here this afternoon to discharge. The vessel will return down sound and go in drydock, after which she comes here to load for the orient.

Heavy west and northerly winds tied up local tugboats last night and today. So far reported locally, no damage was reported to Tacoma craft.

The steamship Hyades of the Matson line arrived in port from San Francisco to take on a cargo here last night. The Eastern Guide sailed Wednesday after taking on a total of 1500 tons of general merchandise from local firms. The Hyades expects to load approximately 3000 tons while here. The Delwood is due in port to load for the islands the latter part of next week.

After discharging her cargo here at the Milwaukee docks the Eastern Admiral shifted down the sound and completed unloading, after which she will be turned over to the United States shipping board. The Eastern Amiral is a Japanese-built vessel.

THIRTEENTH SHIP LUCKY ONE

Remarkable Recor Made by Vessel Built in Tacoma.

TACOMA, Wash., April 2.—(Special.)—The thirteenth vessel built by the Todd Drydock & Construction corporation, the steamer Olen, is proving one of the most remarkable ships in operation built in the United States. The Olen, which sailed from the sound last August, is due back this month after making a trip around the world. The Olen has covered 28,000 miles with a repair bill of $2700. She is now in Philadelphia loading rails for San Francisco.

The Olen was launched June 25, 1919, and was sponsored by Miss Rosetta Nichols, daughter of Andrew Nichols, one of the Todd force. That there is nothing in superstition in this case is shown by the fact that the Olen likewise was the thirteenth ship turned out at Tacoma yards after the armistice was signed.

Movements of Vessels.

SAN PEDRO, Cal., April 2.—(Special.)—Arrived—Hoquiam, from Grays Harbor, at 8 A. M.; Colonel E. L. Drake, from Portland, at 5:30 P. M.

Sailed—Trinidad, for Astoria, at 5 P. M.; Daisy Freeman, for Grays Harbor, at 6 P. M.; Shasta, for Portland, at 5 P. M.; Admiral Sebree, for British Columbia, at 10:30 A. M.; Svea, for Grays Harbor, at 2 P. M.

PORTLAND, April 2.—Sailed at 9 A. M., steamer W. F. Herrin, for Gaviota. Arrived at 8 A. M., steamer Rose City, from San Francisco.

ASTORIA, April 2.—Stormbound outside, steamer F. H. Buck, from Monterey. Left up at 10 last night, steamer Rose City, from San Francisco.

POINT REYES, April 2.—Passed at 11 A. M., steamer Davenport, from Columbia river for San Pedro.

CRISTOBAL, March 31. — Sailed—Steamer Ossa, from Portland for New York for orders.

SAN FRANCISCO, April 2.—Arrived—Steamers Chehalis, from Grays Harbor; Admiral Schley, from Seattle; Captain A. F. Lucas, from Seattle.

Departed — Steamers Dillworth, for Prince Rupert; President, for Seattle; Mukilteo, for Seattle.

HONGKONG, March 30.—Sailed—Monteagle, for Vancouver.

SEATTLE, April 2.—Arrived — Steamers Admiral Rodman, from Southeastern Alaska; Africa Maru, from Manila; Orido Maru, Eastern Admiralty, from Kobe.

Departed—Ural San Maru, for Kobe, via Yokohama; motorship Apex, for southeastern Alaska.

TACOMA, Wash., April 2.—Arrived—Steamer Iconium, from Kobe.

Departed—Steamers Javay, for Shanghai, via Meadow Point; Phyllis, for San Francisco; Alameda, for Alaska.

Marine Notes.

The government dredge Colonel P. S. Michie was lifted yesterday in the Port of Portland drydock. She is expected to be refloated Monday.

The passenger liner Rose City arrived from San Francisco at 6 o'clock yesterday morning after a rough trip up the coast.

The tank steamer W. F. Herrin, of the Associated Oil company, left down from her dock at 9 o'clock yesterday morning in ballast for Gaviota.

The steamer The Angeles, coming from San Pedro to inaugurate the North China service of the Columbia-Pacific Shipping company, will be due at the mouth of the Columbia tonight and should reach this city tomorrow morning.

Tides at Astoria Saturday.

High.	Low.
0:38 A. M...8.7 feet	7:19 A. M...0.0 foot
1:11 P. M...7.8 feet	7:24 P. M...1.2 feet

Columbia River Bar Report.

NORTH HEAD, April 2.—Condition of the bar at 5 P. M.—Sea rough; wind northwest, 40 miles.

Phone your want ads to The Oregonian. Main 7070, A 6095.

STANDARD OF VALUE CHANGED IN INDIA

Gold Basis of Currency in Place of Silver.

PAPER MONEY TO ISSUE

System of Using Bonds and Metal as Security Same as Method in United States.

DENVER, Colo.—The importance of the action recently taken by the British council for India with respect to the value of silver as compared with gold can hardly be over-emphasized by owners of mines in the pioneer camps, where the white metal is the leading item of value in the ores.

Under the action referred to the empire of India (the sink of the precious metals) has changed from a sterling and silver basis to a gold basis. The secretary of state for India in council has announced the adoption of a report by the Indian exchange and currency committee and its recommendations go into effect at once as far as possible.

* * *

The main feature is that gold in the future will be the standard value in India and silver will remain a legal tender with the fixed ratio of 1 rupee for 11.30016 grains of fine gold. The committee recommended that the British pounds, which now is rated by law in India as worth 15 rupees, should be made legal tender in India at the revised rate of 10 rupees. This provision, however, is not to be adopted at once because disruption would ensue in commercial affairs. For the time being, therefore, gold imports will continue to control and will be converted into rupees at the rate of 15 to the pound.

* * *

The reorganization of the Indian currency system assumes great importance because of the huge volume to which foreign trade has grown and the consequent inconvenience in making payments to and taking payments from the outside world, when silver, was the only metal that could be tendered in payment.

The currency report also goes into the matter of popularizing paper money in India. A system will be adopted providing for an issue of paper currency with a legal minimum metallic reserve of 40 per cent the balance to be based on government securities. The amount of this class of paper money necessarily will be rigid, expanding and contracting only as the metallic reserve or government securities fluctuate. Such fluctuations might tend to contract the currency at the very time when active trade demanded expansion. To provide for such seasonal currency requirements an issue of paper currency by the presidency banks based upon commercial paper is to be permitted.

* * *

From this outline it will be seen that India's new system resembles that in vogue in the United States, because part of the currency is backed by government bonds and metal, while the balance is based on commercial paper and is regulated in quantity by the needs of commerce.

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The panc of 1893, following the failure of the Barings in London on account of too much credit to Argentina, was accentuated by the British council for India, which contemplated to establish the gold standard among that 400,000,000 of silver-using people. The attempt has registered only a partial success. Gold is used for bank reserve (high value in small bulk), while silver-based currency, with the silver coins, is the money of circulation. China aims at a similar plan, and has recently bought gold n New York.

DEINODON BONES FOUND

LIVED IN ALBERTA 60,000,000 YEARS AGO.

Tiny Tree Opossums Finally Exterminated Breed by Sucking Eggs Laid in Swamps.

NEW YORK.—The skeleton of a prehistoric deinodon, calculated to be 60,000,000 years old, has been installed in Dinosaur hall at the American Museum of Natural History. The deinodon, which is also known as "terrible-tooth," is described as perhaps the most swift and powerful creature of its time.

The skeleton stands 11 feet 5 inches high and measures 20 feet from the nose to the tip of its tail. It is supposed to have weighed several times as much as the largest lion of today.

Dr. W. D. Matthew, curator of the museum's department of vertebrate paleontology, says that our prehistoric ancestors perhaps did not have to contend with the deinodon, which likely was extinct before the earliest caveman. The deinodon lived during the cretaceous period of the age of reptiles, according to calculations based on the alteration of radio-active minerals.

The skeleton of the deinodon was found three years ago by Charles H. Sternberg in the canyon of the Red Deer river in Alberta, the richest repository of dinosaur skeletons yet discovered. The geography and climate of that region was far different 60,000,000 years ago, perhaps warm and marshy as the broad interior sea, once stretching from the Gulf of Mexico to the Arctic ocean, was gradually receding and filling up with swamps and tropical growth.

Reptiles roamed the earth in those days and save for tiny opposum-like creatures in the trees, there was none of the higher quadrupedes or mammals. It has been suggested that the tiny tree-dwellers helped bring about the extinction of gigantic reptiles by sucking the eggs deposited in the swamps.

Port Calendar.

To Arrive at Portland.

Vessel.	From.	Due.
Str. F. H. Buck	Monterey	April 3
Str. Klamath	San Pedro	April 3
Str. The Angeles	San Fran.	April 3
Str. Nome City	San Fran.	April 5

To Depart From Portland.

Vessel.	For.	Date.
Str. Wahkeena	San Pedro	April 3
Str. Wonahbe	U. K.	April 3
Str. Rose City	San Fran.	April 4
Str. Eelbeck	Alexandria	April 6
Str. Boynton	Cuba	April 10

Vessels in Port.

Vessel—	Berth.
Bgs. Acapulco	St. Johns Lbr. Mill.
Bk. Berlin	Terminal No. 1.
Str. Boynton	Terminal No. 1.
Str. Col. P. S. Michie	Pac. Mar. Iron Wks.
Str. Eelbeck	Montgomery dock.
Str. Florence Olson	Wauna.
Bkt. Georgina	Inman-Poulsen mill.
Str. Johan Poulsen	East. & West. mill.
Bk. Levi G. Burgess	Clark-Wilson mill.
Str. Monagua	Terminal No. 4.
Str. Multnomah	St. Helens.
Str. Rose City	Ainsworth Dock.
Str. Tomiura Maru	Inman-Poulsen mill.
Str. Wahkeena	St. Helens.
Str. Wonahbe	Terminal No. 1.

KAISER VAIN AND TIMID

French Editor Tells of Conduct at German Headquarters.

BERLIN.—The former German Emperor William, while at the German great headquarters in Charleville, France, in the world war, surrounded himself with an army of lackeys, changed his uniform several times a day and had a strong objection to any but silk socks, according to a description of his conduct there by the editor of the Charleville Journal. The editor, M. Domelier, has just published an account of the former emperor's conduct at Charleville. He says:

"Everything he wore was intended to attain the greatest effect. According to the example of Napoleon he slept in a simple field bed, which, however, did not stand under a tent but in a wonderful villa which had every imaginable protection against airplanes.

"His fear of fliers was so great that he constantly changed his sleeping place and created a regular steel safe in which to sleep. In April, 1915, five bombs fell in the neighborhood of the imperial villa and at another time the court train was attacked, the kaiser's chief engineer, a cook and several court officials being killed. In the garden of the kaiser's villa there was an electrically-lighted dugout with a capacity of 30 men.

"Unlike his sons, the kaiser's meals were simple. His lunch consisted of some roast or cold meat and a dessert. Only on his birthday was there a better meal, such as caviar and pate de fois gras, roast, rice, fruits, omelette and choice wine. He usually drank beer or a light Moselle wine.

"By tearing down some of the walls in the villa, the kaiser had a wonderful bathroom constructed. Three of the big trees in the neighborhood he chopped down himself and distributed the wood to the poor families of Charleville. The inhabitants showed no appreciation for his kindness. They asserted that he was trying to gain their sympathies without paying a pfennig. The women expelled from Lille for compulsory work he permitted to do agricultural work."

FATHER OF 18 OPTIMIST

High Cost of Living Bunk Talk, Says Chicago Worker.

CHICAGO.—"You see, judge, he's the only one of my 18 children who ever has been in trouble—so I'm asking you to let him off easy.

Spectators in the court of domestic relations gasped and craned their necks to see the speaker. Judge Trude shifted his chair so he could get a better look at the father of 18 children.

"Eighteen children?" repeated the judge in a tone of awe. "What's your name?"

"Exor Matthews, printer by trade and father of 10 of the finest boys and eight of the sweetest girls in Chicago, or elsewhere. No—I've only been married once—"

"But how do you manage to keep up a family like that?" the judge asked. "You should have been decorated by Theodore Roosevelt."

"I was decorated by him—I have the letter at home. As for keeping up my family—it's easy, if you know how. Fourteen of my children live at home. Two of my girls and two of my boys are married. The other girls are all young and do not work, because my sons and I earn more than $150 a week between us and that gives us a chance to save money. I don't believe all this high cost of living bunk, anyway."

Matthews was in court to plead for Francis, his 22-year-old son, accused of contributing to the delinquency of Mrs. Frances McCormick, 17 years old, wife of a sailor in San Diego, Cal. Young Matthews was fined $50 and costs.

The elder Matthews is 52 years and his wife 47. Their 18 children range from 30 down to 5 years.

ORIENTAL LURE MISLEADS

White Girl, Wife of Chinese, Gets Justice at Last.

CHICAGO.—Mabel Eaton Fong, a young white girl, snatched her year-old, slant-eyed baby from its cradle in a yenhok smelling Chinese rooming house and went straight to the court of Judge Samuel Trude.

She whispered to the court for an instant. There was a scurrying of deputies, and in a few minutes the court room was filled with celestials—among them Kants Fong.

"Two years ago I was crazy about everything oriental," the girl then told the court. "Chu Ling, the dishwasher in Kants Fong's chop suey restaurant, filled me full of the wonders of life with Chinamen. He told me what a wonderful man Fong was. I married him, although he didn't speak English. Chu said he was a graduate of all the great Chinese universities.

"For two years that man has beat me. He has made me work day and night. When he didn't need me at the restaurant he made me work out and took all my money. I slept on the floor.

"Last week he threatened to sell my baby. Then I fought him."

The court ordered Fong to pay the sobbing girl $15 a week. The Chinaman agreed and turned to go.

"Wait a minute," ordered Judge Trude. "I will fine you $200, and you must pay it to this girl."

Fong shuddered, hesitated a moment, and reached into his tunic.

He paid—in gold.

MINERAL DEPOSIT FOUND

Vancouver Firm to Manufacture Glass and Polishes.

VANCOUVER, B. C.—Four lots on Industrial island have been letased from the Vancouver harbor board by the Alunite Mining & Products company of Victoria, on which a glass factory will be erected at once and production commenced within four months. Properties of the company on the west coast include an immense deposit of alunite rock from which the potash is taken by roasting in furnaces.

A high-grade deposit of aluminum silicate will be developed for delicate metal polishes, toilet preparations, calico printing and as a soap base.

EXCHANGE HINDERS TRADE

Montreal Mayor Advises Cessation of Buying.

MONTREAL, Canada.—Mayor Martin has issued a proposition advising all Montrealers and all Canadians to buy supplies in Canada as far as possible, so long as the unfavorable rate of exchange between Canada and the United States continues. He especially advised that citizens cease buying luxuries and articles of dress from the United States, with an 18 per cent margain against Canadian money.

The advice has been discounted in advance, since the state of exchange had automatically shut off a large proportion of Montreal trading with the United States.

CYRANO CLEARED OF PLAGIARISM CHARGE

Judge Decides Rostand Did Not Attempt Imitation.

CONTROVERSY IS ENDED

For Several Years French Playwright Has Been Stigmatized by Enemies' Attacks.

NEW YORK.—Judge Augustus Hand, in the United States district court, has decided that Rostand's "Cyrano de Bergerac" is not a plagiarism, an order in an Illinois federal court to the contrary notwithstanding. Judge Hand's ruling in the case of Hodgson versus Vroom marks the end of one of the most extraordinary controversies chronicled in American court records. For a number of years Edmond Rostand, the French playwright, has been stigmatized as a plagiarist by a decision of a federal court in Illinois, and "Cyrano de Bergerac," because of its supposed plagiarism of an obscure piece copyrighted by a Chicago stock broker, has been barred from performance. Judge Hand reverses the Chicago decision and henceforth "Cyrano" may be staged without acknowledgement to the author of "The Merchant Prince of Cornville" or his heirs.

Edward Vroom, the actor, brought on this latest phase of the controversy by announcing his intention of staging "Cyrano" at the Selwyn theater early in March. Samuel Gross, who wrote "The Merchant Prince," is dead, and it seemed safe enough to ignore the federal decision. But his widow still lives and insisted that Vroom should not produce Rostand's play unless the programme acknowledged it to be stolen from Gross' fantasy.

Rostand Brand Refused.

Mr. Vroom refused to brand Rostand in this fashion and the lawyer for the former Mrs. Gross, now Mrs. Hodgson, moved for an injunction based upon the contention that the defendant, in acting "Cyrano" would infringe the Gross copyright.

Considering the ridiculousness of the whole contention, the judge's statement is remarkably restrained. In regard to the master's decision he says:

"I am clearly of the opinion that his conclusions are erroneous. . . . Many of the similarities between the two plays which the master discovered are extremely forced, if not imaginary. . . .

"Mr. Gross was evidently an active-minded business man, who developed some skill in writing and was not without imagination. The Merchant Prince, however, indicates an author not only without training in dramatic composition, but without such culture as might have relieved his work from frequent platitudes. . . .

"That the Frenchman, Rostand, whose work shows the precision and finish that a successful French author is almost certain to have acquired through long study and training, should imitate the play of an American author who is capable of writing such uninteresting, conventional lines, is, I think, highly improbable."

Old Device Shown.

The original contention of Gross was based on a slight similarity of balcony scenes in the two plays. In both scenes one man speaks for another. This point was disposed of in an affidavit made by Professor Spiers, who showed that the device was an old one. It is used in Mozart's opera "Don Juan," in which "the Don makes love to Elvira above him upon the balcony, while his servant, Leporella, stands behind him and encourages him, Later simulating the voice and person of the Don, when Elvira descends." An even clearer instance of the device was shown by Professor Spiers to exist in an early vaudeville piece often played in France. The other similarities between "Cyrano" and "The Merchant Prince" are so strained and absurd that merely to explain them seems to refute their relevancy.

The master's decision of the Chicago court caused much amused comment when it was rendered, and has been attacked often since by critics and reviewers. This decision should settle the question once for all.

AMERICA AHEAD IN STEEL

Output of Mills Incredible to Visitor From England.

LONDON.—"America's great industrial troubles are only beginning," says W. T. Griffiths of the Iron and Steel Trades Confederation, who has just returned from a trip to America.

"I have been most impressed with the dire lack of machinery in America for settling industrial disputes, especially in the iron and steel trade," he went on, "in that respect we are years ahead of America." Mr. Griffiths added that he found general chaos in every industry.

Fear of American competition, he continued, was more fictitious than real and he was thoroughly convinced that England had a wonderful opportunity for recovering its former position in the foreign markets.

"In one thing America excels," Mr. Griffiths concluded. "The output of their steel mills would be almost incredible to the average British iron and steel worker."

"CORN BORERS" MENACE

Authorities Consider Methods of Excluding Pest.

WASHINGTON. — The enormous value of corn, the premier crop of the nation, has made it necessary for the government to take all possible precaution to prevent further infestation from the European "corn borer," which is supposed to have entered the country in shipments of broomcorn and has obtained a limited foothold in the east.

Large sums are being spent in an effort to control it and a ruling soon is expected from the federal horticultural board as to whether a quarantine shall be imposed against all foreign countries to prevent further entrance of stalks and ears of Indian corn, broomcorn or other plants that may bring the borers. It would not apply to shelled corn or to the thrashed seeds of the other plants.

SOUTH AFRICA INVITING

Markets of Country Declared to Be Worth Cultivating.

NEW YORK.—Few American manufacturers realize that in per capita of white population South Africa has the greatest purchasing power of any country in the world, says the national foreign trade council. With a population of only a million and a quarter whites, $3,056,821 worth of pleasure cars were sent to the Union of South Africa from the United States during 11 months ended November, 1919. Without special effort we have increased our exports from $14,834,974, for the fiscal year ended June 30, 1914, to $40,343,624, in the 11 months ended November, 1919.

The possibilities of developing American trade throughout the union are very great, as there is an insistent demand for American goods in almost every part. Perhaps the best opportunities are to be found in the supplying of specialized machinery and labor-saving devices for factory and farm use. Under the stress of war conditions, a great increase in factory production has taken place throughout South Africa and manufacturers desire information about the latest and best machinery that will decrease cost and increase output.

The trade of the country districts, however, is of a very backward character. The farmer does not take kindly to drastic innovations or changes in design or character of the goods he uses or wears. Price to a certain extent is an important factor, but continuity of supply is of even greater importance than mere price.

CHINA SENDS DELEGATES

Chambers of Commerce Abroad to Have Men at Convention.

NEW YORK.—Ten delegates have been named by the American Chamber of Commerce of China for the seventh national foreign trade convention, which will be held at San Francisco May 12 to 15, under the auspices of the national foreign trade council, the chairman of which is James A. Farrell, president of the United States Steel corporation.

In announcing the appointment of these delegates, the national foreign trade council points out that similar delegations will be appointed from the various American chambers of commerce abroad, in addition to the trade advisers to be appointed by the various commercial organizations of the 30 leading nations bordering on the Pacific ocean. These representatives from other nations are expected to serve as trade advisers at the San Francisco convention, for the benefit of American merchants and manufacturers who are desirous of obtaining first-hand information in regard to conditions in various countries.

The names of the delegates from the American Chamber of Commerce of China include the following: J. P. Babcock, Standard Oil company, Soochow; E. O. Baker, Connell Bros. company, Shanghai; Frank A. Foster, Tactingfu; A. R. Hagar, International Correspondence schools, Shanghai; J. B. Powell, editor Millard's Review, Shanghai; F. J. Raven, American-Oriental Banking corporation, Shanghai; W. E. Row, Fobes company, Shanghai; S. B. Treadwell, Chinese-American Publishing company, Shanghai; J. Rosenfeld, A. B. Rosenfeld & Co., Shanghai.

5937 SOLDIERS ON LAND

Canada's Service Men Take Advantage of Grants.

OTTAWA, Canada.—Soldier land settlement schemes during the past year reached large proportions, placing 5937 men on homestead land. Altogether 1,600,000 acres have been taken up. Eight Indian reserves, amounting to 68,000 acres, have become available and more than 100,000 acres of Hudson's Bay reserve lands have been turned over to the soldier settlement board for this work. Other Indian reserves and idle private land will be brought under the board as the need arises.

Each man secures 160 acres as a soldier's grant and two-thirds of the men took an additional grant of 160 acres as a civilian grant. The soldier settlement board is composed of the head office at Ottawa and 19 district offices in the nine provinces of dominion and employs 1300 men and women.

ENTENTE POLICY DECRIED

Swedish Socialist Denounces Attitude Toward Russia.

COPENHAGEN.—Hjalmar Branting, the Swedish socialist leader and former minister of finance, speaking at the recent Scandinavian workers' congress, declared that he had no sympathy with what he called the "insane and destructive entente policy toward Russia," but added that "our joining bolshevism would not help the suffering Russians."

The congress later rejected the Norwegian socialist proposal to join the third internationale of Moscow. "Anarchal methods will not create lasting results," said Branting. "We do not accept the dictatorship of any minority. The minority dictatorship in Russia has shown its impotence in solving all really socialistic problems. The giving up of democratic principles means floundering in the rough sea of life without a compass."

LINER'S HANDICAP FOUND

Plugs in Ex-German Ship's Steam Pipes Being Removed.

LONDON.—The German liner Cap Polonia, on which the former German emperor had planned to make a trip around the world when the war was won, was allotted to a leading shipping company which gave her up after the first voyage owing to the enormous coal consuming powers of the vessel.

Since then a number of wooden plugs and other obstructions have been found in the steampipes. The removal of these obstructions is expected to reduce the steamer's coal consumption to normal.

BRITISH SHIPS COMING

Canadian Navy Is Likely to Be Augmented.

OTTAWA, Canada.—It is understood that if the Canadian naval policy now projected is carried out a number of craft now in the British navy may be presented by the admiralty to the Canadian government. Wether or not there will be a naval bill will not be decided until after parliament opens. Lord Jellicoe has been here and prepared a report which is believed to have the concurrence of the cabinet.

The ministry is, however, inclined to be very cautious in any matter which involves large expenditures and will consult their parliamentary following first.

BIRTH RATE RECOVERING

Visits of Stork in Germany Double Those of Year Ago.

BERLIN.—The birth rate is making a rapid recovery throughout Germany, according to statistics which have been gathered by the American Red Cross representatives here. In most sections of the country, the number of births per month is now double that of a year ago, when the lowest point in the curve of vital statistics was reached.

Figures for Berlin show a greater improvement than for any other city in Germany. Health conditions now throughout Germany, however, indicate a steady betterment.

HOLLAND IS REFUGE OF THE OPPRESSED

Dr. de Beaufort of Netherlands Legation Speaks.

REMARKS BEAR ON KAISER

British Counsellor Makes Plea for Better Understanding of His Countrymen.

Addressing 350 diners in the Hotel Astor, New York, at a dinner given by the Sulgrave institution (the George Washington Manor House association), in commemmoration of the 300th anniversary of the departure from Holland of the Pilgrim fathers and their arrival in America, Ronald C. Lindsay, counsellor to the British embassy and charge d'affaires, said:

"It is an unfrotunate thing for Anglo-American relations that many of the important and dramatic incidents in your history are those in which you came into collision with my own country. The result is that in learning of the greatness of their own country the American younger generations receive an unduly unfavorable impression of mine and some prejudice is created.

Chatham and Fox Remembered.

"Would it not be possible to lay rather less stress on George III, and Lord North, and rather more on Lord Chatham and Charles James Fox? And in the incidents of the Civil war, to forget the inclinations of Russell and Palmerston and to remember John Bright and those cotton spinners of Lancashire, whose interests would have led them to side with slavery but who, nevertheless, to sound that they always sympathized with the cause of liberty?

"Perhaps I might ask Americans too to carry this spirit into your consideration of modern international politics. I should never think of quarreling with fair criticism, and in the government of the British dominions and colonies plenty of mistakes are made, just as, from reading American newspapers, I am compelled to suspect that mistakes are sometimes made in the government of America. But, criticising mistakes, ask yourselves whether any honest attempt has been made or is being made to secure justice and good government, and look around to see whether even amid mistakes some considerable progress and improvement have not been achieved."

Emphasizing the significance of the 12-year celebration of the Pilgrim fathers in Holland, Dr. W. H. de Beaufort, counsellor of the Netherlands legation at Washington, declared that Holland from the very earliest times has been regarded, more than almost any other nation in Europe, as a refuge for the oppressed. His remarks on this subject were taken as bearing on the kaiser's refuge in Holland.

Holland Is Refuge.

"Since the Dutch declaration of independence in 1581," said Dr. de Beaufort, "there has been in Holland a broad complacency toward other men's opinions and beliefs, both religious and political, which has caused Holland often to be termed the 'cradle of liberty.'

"Since 1681 there have been loud knockings at our doors, one set of men after another, suffering for their actions or beliefs, and even since 191 knockings from no less than 1,000,000 of our neighbors, the Belgians, to whom we gave ready refuge and relief.

"But if the doors of Holland have always been open, no less than the very heart of our people, we have not been prompted by any reasons of self-interest or of ultimate profit to ourselves."

Vice-president Marshall said every American was faced with the two-fold duty of "worship to God and the making of a home."

"The making of a home is the all important thing," he said. "Men do not grow enthusiastic over boarding houses nor over restaurants. Dispense with as many things as you will in modern life, you have lost naught if you have retained a spot that you leave with regret at break of day and toward which the eyes of your heart turn at every waking and absent moment."

FORESTRY COURSE LIKED

Pioneer School War Established at Cornell, but Discontinued.

SYRACUSE, N. Y.—Although the first school of forestry in the United States was established as a state institution in 1898 in connection with the college of agriculture at Cornell university, this school was closed in 1903 and has not since been reopened at Cornell. In 1911 the state, which had supported the Cornell school again established a state college of forestry at Syracuse university and the college has been making rapid growth since its establishment, now close to nine year ago.

In 1910 the college of agriculture at Cornell university established a department of forestry and that department has done good work. It is not, however, a college of forestdy in itself, but a department of the college of agriculture, and its work is supported by appfopriations for agriculture.

500-FOOT TUNNEL ASKED

Storage Reservoir for Irrigation Project Is Wanted.

KAMLOOPS, B. C.—It is reported that arrangements will be made by the government to divert the waters of Bear Creek and carry them through a 500-foot tunnel to Niskonlith lake, where they will be stored and used for irrigation.

Nearly 4000 acres on the South Thompson river will be made productive by this work, at a cost of about $130,000.

ROYALTY GOVERNS SPAIN

Parliament Passes but One in Every 30 Laws.

MADRID.—That Spain is governed by the cabinet of the day and not by the cortes is evident from statistics of royal decrees issued and laws passed in the eight years 1911-18.

Of royal decrees there were 5973, while the laws which found their way through parliament numbered but 366.

GREECE BUYS GOODS

Cured Meats Shipped by Canadian Corporation.

EDMONTON, Alta.—Direct business is being done with Greece by local merchants.

Recently the Brown Investment company consigned $10,000 worth of hams, bacon and other cured meats, for which they will receive in return currants, figs, walnuts and dates.

BABY NAMED LYDIA E.

Because Her Mother Was Made Well by Lydia E. Pinkham's Vegetable Compound.

Brooklyn, N. Y.—"I could not write all my thanks for your blessed medicine, Lydia E. Pinkham's Vegetable Compound. I was in a very bad condition and had lost two babies. One of my good friends told me about Lydia E.