Morning Oregonian

ESTABLISHED BY HENRY L. PITTOCK.
Published by The Oregonian Publishing Co., 135 Sixth Street, Portland, Oregon.
C. A. MORDEN, Manager. E. B. PIPER, Editor.

The Oregonian is a member of the Associated Press. The Associated Press is exclusively entitled to the use for publication of all news dispatches credited to it or not otherwise credited in this paper and also the local news published herein. All rights of republication of special dispatches herein are also reserved.

Subscription Rates—Invariably in Advance.
(By Mail.)

Daily, Sunday included, one year	$8.00
Daily, Sunday included, six months	4.25
Daily, Sunday included, three months	2.25
Daily, Sunday included, one month	.75
Daily, without Sunday, one year	6.00
Daily, without Sunday, six months	3.25
Daily, without Sunday, one month	.60
Weekly, one year	1.00
Sunday, one year	5.00

(By Carrier.)

Daily, Sunday included, one year	$9.00
Daily, Sunday included, three months	2.25
Daily, Sunday included, one month	.75
Daily, without Sunday, one year	7.50
Daily, without Sunday, three months	1.95
Daily, without Sunday, one month	.65

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

Postage Rates.—1 to 16 pages, 1 cent; 18 to 32 pages, 2 cents; 34 to 48 pages, 3 cents; 50 to 64 pages, 4 cents; 66 to 80 pages, 5 cents; 82 to 96 pages, 6 cents. Foreign postage, double rates.

Eastern Business Office.—Verree & Conklin, Brunswick building, New York; Verree & Conklin, Steger building, Chicago; Verree & Conklin, Free Press building, Detroit, Mich. San Francisco representative, H. J. Bidwell.

NO MORE WILSON PROSPERITY.

Mention of prosperity in the slogan which Democratic Chairman White offered to Governor Cox and which the governor rejected was most impolitic, for it reminded the people of the kind of prosperity that democratic government brought. President Wilson was no sooner elected than business slowed down and it continued to shrink all through 1913 and 1914. He tried to reassure us early in 1914 by telling us that business depression was the result of a state of mind. This theory, while interesting, started no idle factories. The prosperity that set in in 1915 was war prosperity—manufacture of munitions to be destroyed and supply of food to be eaten and of clothing to be worn by the men who were working destruction—and its inevitable result must be depression at no distant time. Mr. Wilson had no part in bringing it, no more than a fly has in moving a wheel, until the kaiser literally drove him to lead the nation in war. The prosperity that we now have is also the consequence of war. Wilson prosperity is the kind we had before the war.

Democratic rule and prosperity do not travel together, for prosperity brings business success, which democrats treat as a crime. The law regards every man as innocent until he is proved guilty, but democrats regard a successful business man as guilty until he proves his innocence, and it puts him to no end of trouble and expense in proving it. In this manner Wilson democracy produced a state of mind unfavorable to business enterprise and expansion. The federal trade commission was established to guide business into lawful channels, but it has been operated to harry business men in the effort to prove them guilty.

This did not hurt business men only. Most of them could stand it better than any one else, at least until a change of administration came. It hurt much more the men who worked for them. Until war prosperity supplanted Wilson prosperity, we had public relief work, parades of the unemployed demanding work. Unless we lay a solid foundation for the healthy prosperity of peace by getting rid of democratic rule, we shall have those conditions again.

One peculiarity of Wilson prosperity is that the democrats practiced as far as they were able their theory that politicians can do business better than business men can. Not content with telling men how to run their business, they put the government in business as far as they could. The war was their opportunity. The result was months wasted in wrangling before the shipping board could decide what kind of ships to build; a billion dollars spent on airplanes but no airplanes at the front except flaming coffins; cantonments built under cost-plus contracts with waste and theft of tens of millions, and with soldiers shivering in unheated buildings in blizzard weather; months wasted on considering types of machine guns while men were ready to make guns like those which were shooting Germans by the thousand every day. But that did not discourage the Wilson democracy. It took charge of the railroads and ran up a deficit of a billion and a half dollars to be paid out of taxes. It handed over the wires to Burleson. He tangled them up and provoked strikes by refusing to grant higher wages.

To make bad matters worse, the Wilson administration yielded to the threats of a class by passing the Adamson law. It thus put the government of all the people in subjection to a few of the people, and encouraged warfare of class against class. The result has been the industrial strife which obstructed war work and which became more intense after the war ended. Mr. Wilson has practiced paternalism advancing toward socialism, but has been a stern stepfather to one part of the population, though a very indulgent parent to another part. Discord has followed, though harmony is needed to make a nation prosperous.

UNDERMINING THE SKYSCRAPER.

All cities have been kindred in their satisfaction with towering buildings, the skyscrapers of the down-town district. They have been popularized on postcards, and their fame is even greater than that of the tower of Babel—for that renowned structure was a flivver because of linguistic difficulties between the foremen and the artisans. But prophets now arise to inform us that the lofty and majestic office structure is a mistake—a most expensive one—and that the city of the future will spread nobly out in an expanse of six and eight-story buildings. Sound economy and good sense will be the determining factors in this reform, it is said.

No sooner do we awaken to the wonder of the Woolworth tower, so to speak, when along comes the iconoclast and tumbles it down on Manhattan, fifty-one stories in all, and from an aggregate height of 750 feet. The claim is made that the tremendous cost of foundation and of elevator equipment, as contrasted with the comparative figures for lesser structures, renders the investment a doubtful one. Should the center of business shift in the growth of the city, as it has been known to, the lonely skyscraper represents an almost total loss, while the six or eight-story building is easily convertible into a profitable warehouse or factory. It is said the expense entailed in providing foundation and incidental equipment for a tall building would suffice for the entire cost of construction of a six-story office structure.

Another argument for moderation in altitude is that lower business buildings would broaden the business area and create a corresponding increase in land values, with consequent advantage to the school budget and the public improvement funds. For land values respond to an increase in the resident population, and not upon the height of the office structure, and a more expansive business district would result in the location of more business enterprises. The high cost of living is also jolted by the crashing descent of the skyscraper, says the architectural insurgents, for more and lower business blocks will provide mercantile competition and hew down the price list.

The city of the future, therefore, if these prophecies are to be relied upon, will reflect the spacious dignity of ancient Greece—will be somewhat less braggart and upstart than it now is, and more genuine and efficient. There are numerous novel routes to Utopia, but it seems that the skyscraper is reared in the very center of a promising boulevard thither.

ONE WAY TO DISCOURAGE THEFT.

The theory that the way to prevent crime is to repeal all laws against it receives a jolt from the figures compiled by the National Automobile Dealers' association, which show that while there has been an increase of 22.4 per cent in automobile thefts in a single year in the country as a whole, the single large city in which a decrease is shown is St. Louis, in which a vigorous law enforcement campaign was waged during 1919, and in which sentences running up to twenty years in prison for hardened offenders have been imposed.

The report covers nineteen cities, in which 31,349 automobiles were stolen in 1919, by comparison with 25,613 in 1918. The larger number of automobiles in use in 1919 does not account wholly for the increase in theft, as some observers have contended. Opportunities for theft in all probability were not exhausted in the year in which the smaller number of machines were in use. The answer to the increase is more likely to be found in laxity of law enforcement, in light sentences or in sentences promptly nullified by paroles, and in the general tendency to regard the stealing of an automobile as not a serious offense.

The showing made in St. Louis, it will appear, confirms the latter impression. Here there was not only a decrease, but it was a large one—from 2241 to 1240. A number of other cities in the same period almost doubled their theft records. New York, for illustration, jumped from 3340 to 5527, Chicago from 2611 to 4447, Kansas City from 1144 to 1661. Our own Portland is not lagging behind. Here 1528 automobiles were stolen in 1919, as compared with only 1088 in 1918. The policy of soft-pedaling crime is here seen in perfect flower.

The federal government still has the reputation of being somewhat hardboiled in the matter of punishment for crime. The United States courts are not yet ornamented with emotional frills, as some of the state courts are. Consequently the automobile experts who have studied the question count for a good deal from the operation of the Dyer law, which makes it a federal offense to transport a stolen automobile from one state to another. The national motor vehicle law did not go into effect until November, 1919, but numerous convictions have been obtained and the certainty of punishment following them is already reflected in reduction of the total number of thefts, as indicated by informal statistics.

The results of vigorous prosecutions in St. Louis and of certainty of punishment in the federal courts appear to contain a moral for those who care to seek it.

ANOTHER SORT OF PRESERVES.

Poaching has never been classified among the honorable avocations, but it was a sprightly diversion and a degree of adventurous glamor shone around it even as in privateering or smuggling. The question of why the king should have a royal right to venison, or the squire an exclusive domain over rabbit and grouse, sponsored many a squabble and cracked crown. To us of the western world the thought of poaching summons, to the vast delight of fancy, none other than Robin Hood of Sherwood and his merry company in Lincoln green. Truly this was a poacher pre-eminent, but one need not fare to medieval England to observe the species. The rapid and thorough assimilation, by lease or purchase, of lakes and swamp land for the personal delight of a decided minority of sportsmen, has in many districts resulted in the practical prohibition of duck and goose shooting on the part of hunters in general. And poaching, as a consequence, is not entirely unknown in a state that has scarcely emerged from the trail of the pioneer.

It is presumable that all sportsmen quicken at the same singular and incomparable delight, when a flock of widgeon comes driving through the rain with a sharp whistle of wings, or a lordly company of Canada geese loom like epic targets in the swirling winter fog. But the thrill of such wing shooting is reserved for the few, and an expensive system of private game-keepers sees to it that no unauthorized twelve-gauge violates the pleasure of those preserves. Property rights are too well defined for any quarrel with this situation, and an altogether human propensity for seizing and keeping a purchasable advantage is not to be denied. But it is also undeniable that the result is to place waterfowl shooting, to an overwhelming degree, among those sports that only more than ordinary means may afford. The winged wanderers, splendid vagrants from the nesting grounds of the north, are temporarily the wards of the state and federal government, subject to any hunter's aim in legal season and manner. But circumstance has conspired with opportunity to forbid the average sportsman the day of which he dreams.

Recently in California a waterfowl hunting club, of prominent and carefully chosen membership, protested in its combined power the tax assessment levied against its extensive preserves of marsh land, asking that the levy of $50 an acre be reduced to $10, and asserting that the land was practically valueless for purposes other than those of sport. To this the hard-headed county supervisors retorted that the acres of the preserve were almost identical with surrounding agricultural land, and stoutly denied the petition for a reduced assessment. There is a democratic justice in this conclusion that must have been entirely gratifying to the California sportsmen who have hunted "cripples" beyond the barriers.

Just how matters might be more equitably arranged, and duck shooting made available to all, is difficult to fathom. Perhaps, as the holders of the preserves say, a more general attack upon the waterfowl would effectually exterminate or drive the flocks away in a few seasons. And they are clearly within their rights in appropriating to themselves the shooting privileges that are marketed by land owners. Arrayed against this logic is the element of sportsmen, greatly in the majority, who have an equal right to the birds—if they could lawfully approach within gunshot. Eventually the superior rights of production will take over such of the land as is reclaimable, more valuable for agricultural purposes than for sport, and the bickering will be at an end. But then, too, the waterfowl will be gone, and the grandsires will tell wide-eyed youngsters of the joys of a vanished pastime.

FRANCE'S FINANCIAL STRENGTH.

France has met the demand of financiers that European nations must make their taxes pay expenses of government by giving a great demonstration of financial strength for a country which has been ravaged by war. It has imposed for 1920 new taxes amounting to about $0 per cent of old taxes and bringing total receipts to nearly $4,000,000,000, which balances ordinary expenses. By loans it is raising about $700,000,000 for expenses of its military occupation of Syria and Turkey, for a subvention to Alsace-Lorraine and for demobilization, or reconstruction of the devastated area and for pensions. It is borrowing more than $5,000,000,000, which it expects to recover from Germany. The national debt is about $44,000,000,000 and the annual interest is about $10,000,000,000, or about 40 per cent of the American debt.

This is a tremendous load to be carried by a nation whose population has been reduced to about 38,000,000, the most productive part of whose territory has been changed from a source of revenue to a cause of heavy expense and the per capita income of which is far less than that of the American people. To bear the burden of victory requires no less fortitude than to bear that of war, and the French people have that virtue in a degree to command admiration.

When the war has left such a legacy, small blame attaches to France for having desired to occupy the Rhine provinces in order that the river might serve as a defense against another invasion, or for insisting on total disarmament of Germany. There is a limit to what even such a nation as France can endure, and another invasion might cripple it past recovery.

A GROAN AT PUBLIC OWNERSHIP.

While the several socialist parties in the United States, under various names, demand government ownership of public utilities, the results of private ownership of one utility—the telephone—are held up by a special correspondent of the London Times as an example of how much better things are done than under public ownership, as in Britain, where the postoffice department runs both telegraph and telephone systems.

Many travelers have told of the exasperating delays and inefficiency which mark British telephone service. He comments on the fact that in America telephones are found everywhere, but more particularly on the fact that "the telephone actually works; you get results." He tells that while in New York he called up a friend in Garden City, an hour's journey by rail, and continues:

> There was no extensive preliminary negotiation, no asking for "trunks," no giving of double numbers and settling down for a half-hour or so of waiting. The hotel operator said "Garden City 806" and within 30 seconds a bell was tinkling to order. I timed many other suburban calls; distances ranging from 20 to 30 miles; none of them was over a minute, and most were between 30 and 40 seconds.
>
> This extraordinarily rapid suburban telephone service seems like magic to the visitors from England.

That which he remarks upon with delighted surprise is taken as a matter of course by us. We are used to it. It seems incredible that one should have to engage in "extensive preliminary negotiation" for a telephone call, but that is the regular thing under public ownership, not only in Britain but in France, Italy and other countries where the government runs the phones.

We need not flatter ourselves that bureaucracy would run the wires or the railroads better in this country than in Europe. We had only a slight taste of its effect while the government ran the railroads, for Mr. McAdoo took over the entire official and working staff which had been trained and built up under private operation, and the government did not hold the roads long enough to fill these men with the inertia which bureaucracy imparts. If it had held the roads, places of men who died or resigned would gradually have been filled with deserving partisans and the quality of service would have depreciated to a par with that which makes a man wait half an hour for a telephone call. The characteristics of government ownership are inefficiency, red tape, high costs and deficits.

WATER-POWER AID TO NAVIGATION.

Though included in the middle of a paragraph as one of the measures for the benefit of agriculture, one of the most important promises of the republican platform is the following:

> A national inquiry on the co-ordination of rail, water and motor transportation, with adequate facilities for receiving, handling and marketing food.

It is a pledge that points to adoption of a national transportation policy under which railroads, waterways and highways will be developed to their capacity for economically carrying the traffic for which each is adapted. It is contemplated that all three shall be worked into one scheme, each co-operating with and helping the others. The time is ripe for this policy. Volume of traffic has far outgrown the capacity of the railroads to handle all of it, and their capacity can be increased to the point where it would handle all only at excessive cost and at a slower pace than traffic promises to grow. Nation and states are building highways and the people are employing automobiles to carry much traffic which without them would have been carried by rail, and they also serve as feeders to railroads. Waterways are far behind, their ports are undeveloped, and many of them need dams to fit them for navigation by tugs and barges, which are the only economical craft. Cost of dam construction has more than doubled in six years, and would seem prohibitive but for the fact that dams do double service.

It fortunately happens that the need of waterway development on a definite plan is realized at the time that development of waterpower is about to begin. Every dam built for navigation develops power, and every dam built on a navigable river to develop power is an aid to navigation. Waterpower and navigation are thus natural partners. The greater the task of building a dam for navigation, the more power it will develop. One of the biggest undertakings of the kind would be elimination of the rapids at Celilo and The Dalles, but it would also create an immense volume of power. Expenditure which might be considered prohibitive for one of these two purposes would be justified for the two combined.

Each power plant will become the center of great industries which will also want cheap transportation from the interior to the sea. Manufacturers will desire barge lines carrying material to their doors, and they will invite power companies to join in establishing them. One obstacle to establishment of water lines with modern craft has been that the men who controlled big blocks of capital were interested in railroads and would not assist water lines, which they regard as competitors of railroads. Big capital is available for waterpower, and will be ready to extend its investment to inland water lines, since the latter will contribute to success of their power enterprises. They will feel safe in making such investments since the interstate commerce commission will prevent destructive competition and will compel making of joint rates by railroads.

A peculiarly favorable field for joint development of navigation and waterpower is the Columbia river. Though the great cost of the Celilo and The Dalles plants will delay their construction until others involving less outlay have been constructed, not many years will pass before the Columbia as far as the mouth of the Okanogan and eventually up to the boundary will be continuously navigable and will be generating immense power, and the waterway will be used in carrying material to mills at power plants and manufactures thence to Portland, for shipment to the east coast and abroad. The same process of improvement will extend up the Snake and Willamette rivers. Power and water transportation together will stimulate development of the resources of the entire Columbia basin and will send an immense volume of traffic flowing through Portland to the sea.

The Canadian reindeer experiment is now regarded as a complete success, as official figures show that the original herd of 1280 imported into the western part of the dominion has been increased to 200,000, in addition to about 100,000 that have been killed meanwhile for food. That the caribou thrives on forage common to the arctic circle but which is valueless as food for others, makes this animal an important potential factor in the meat supply of the world. A million square miles of unused land are said to await the development of a possible herd of 50,000,000 animals. Allowance will be made for the enthusiasm of converts to a new cause, but even if the number were some millions less, it would seem as if the enterprise warranted the serious attention that the Canadian government is giving it. The meat scarcity has long since ceased to be a local and has become an international problem.

The city council has a great plan for combating the earwig pest, namely, to pass an ordinance declaring the earwigs a public nuisance. When they hear about this no doubt the earwigs will be so chagrined that they will curl up and die.

Delay in appointing a postmaster at Portland is declared due to the postoffice department's desire "to avoid a mistake." Like accidentally naming a republican when so many deserving democrats are sticking around.

Machine guns will stop the rioting in Denver and it will likely be found that no carmen are among the casualties. In that respect, bloodletting will be beneficial in removing the rioter who butts in where he has no right.

The man who pushed his wife out of a boat near Tongue Point confessed after his 4-year-old son told of the occurrence and will be given proper punishment. But what a horrible heritage for the little boy!

Possibly a republican ranks highest in the list of applicants for the postmastership and that may account for the delay in filling the place. This administration is mighty non-partisan in theory.

Governors who are asking Harding to appoint a western man to a cabinet position are taking his election for granted. Nobody seems to be asking Cox anything; not even to "have something."

Here in placid old Portland, where nothing happens, one reads of troubles elsewhere and seeks something cooling. It's a great place to live in, is Portland.

Now comes news of the death at Raleigh, N. C., of a spinster, aged 117 years. No wonder she lived so long, with no divorce problem to worry about.

One thing that makes the earwigs so hard to combat is the fact that they work at night. That's easy. Arrest 'em for being out after hours.

One way to increase Oregon's population for 1930 is to pass a law permitting children to live in apartment houses.

A newspaper "feller" must have written the Idaho non-partisan platform. It is altogether too brief for a lawyer.

Some day, maybe, the Beavers will have a hitter like Ruth. Then the park will not hold all of us.

What the Poles need is a few Babe Ruths to knock the bolshevik pitchers out of the box.

August weather conduces riots and disorders. In extreme heat, temper is on edge.

In a strike of barbers, think what they could do with razors and things.

A fatal accident a day is too high a death rate and it is time to stop.

HOW TO SQUASH PROFITEERING

Price Fixing, Honest Labor and Moral Education Are Suggested.

ROGUE RIVER, Or., Aug. 6.—(To the Editor.)—The American people are facing a great national evil which if not dealt with promptly can only end in a cataclysmic crisis, which will shake the very foundations of society.

The food gambler and profiteer can only be dealt with by drastic legislative action. They are greater enemies to the commonwealth than any foreign foe could be, and the country which could mobilize many millions of men to deal with the latter can surely evolve a method to check their depredations.

Producer and consumer must be brought more closely in touch and the unnecessary shoals of middlemen who prey upon both must be eliminated. Exhaustive data should be collected by which it will be possible to fix what is a generous profit for producer, wholesaler and retailer to make and lay down heavy penalties on those who make more. Producers should be allowed to sell to wholesalers, retailers or the public; wholesalers to retailers or the public, and retailers to the public only. By preventing sales between wholesalers, or between retailers, the present scandal of consignments being sold several times over in many cases to people who never handle them and never intend to before they reach the counter will be checked. The penalties for infringement must be made severe.

Next we have labor. Workers should receive the utmost cent the industry they are employed in can pay, but it is up to them to work honestly. The man who sells his labor without delivering the goods is just as dishonest as any other pickpocket. He adds to the cost of production and bleeds the community equally with the profiteer. Legislation cannot deal with this disturbing factor, but the hard times to which under-production is sure to lead will show those who expect high wages, short hours and no sweat their folly.

Finally I come to what is the only real permanent solution. Our educational system is frankly materialistic. Everything is done to turn out a generation of efficient dollar hunters and nothing to turn out good citizens with an appreciation of their duty to their fellow man. Morality should be a part of the daily instruction. Rub it into youngsters that a lie is contemptible, that only cowards lie because they fear to tell the truth and they will soon loathe a lie. Teach them what constitutes dishonesty, how it is to do an action they would be ashamed to let their mother or the person whose good opinion they valued most, know they have done. Teach them to be polite, considerate of the feelings and the property of others; never to try to benefit themselves at the expense of others. To do a good turn whenever they can; to keep their word under all circumstances—in short to be ladies and gentlemen.

It will take three generations of this training before its effects become nationally manifest, but when it does the right between labor and capital will cease, each will be too fairminded to impose on the other that unconscionable social parasite the profiteer will be as extinct as the dodo, and dollar-grabbing will be a lost art.

It is a big contract, but surely there are sufficient earnest minded men and women desirous of serving their country and humanity to start it. All the old religions have come from the east. Let this new one, which will surely bring the kingdom of God on earth, spring up from the west to its enduring glory.

J. S. KAYLOR, C. E.

PROPOSED SITE OF NO BENEFIT

Ladd & Strong Tract Not Readily Accessible as Park for St. Johns.

PORTLAND, Aug. 6.—(To the Editor.)—Regarding the St. Johns park and playground it is now proposed by the city council to purchase a 65-acre tract in an outlying district with no means of access. Paved streets will have to be made for a considerable distance which, with the high purchase price and cost of improvements and upkeep of a 65-acre tract, will mean additional heavy taxes to the residents of the St. Johns district for a park which they do not want and which only a few of the residents will be able to use.

The Ladd & Strong tract is fully a mile from the center of the district and as the street cars run on a loop line only residents on the upper end of Fessenden street could take the car without going around-about way for nearly three miles, transferring at Wall street. The mothers and fathers of large families could not afford to pay street-car fare every time they wanted to go to the park or playground and, it being too far to walk, they would be deprived of the pleasure which should be theirs. It would be just as reasonable to suggest having a playground for the children of St. Johns across the river at Linnton. It would not be any farther than the Ladd & Strong tract and would be far easier of access with a free ferry, and perhaps some day a bridge.

In viewing several tracts of land last winter for playground sites in St. Johns district, Commissioner Pier stated that the bonds were not voted for parks but for playgrounds. Why does Mr. Pier now recommend the purchase of a 65-acre tract for park purposes and endeavor to throw out the Caples tract, which was promised the people for a playground? Everyone knows the Caples tract in this district. It is the most suitable, being so centrally located and within easy walking distance from any part of St. Johns. Let the citizens get together and demand that the city council purchase this tract as promised.

TAXPAYER.

HOW DIATOMITE IS FORMED

Minute Plants, Not Animals, Almost Universal Where There Is Water.

PORTLAND, Aug. 5.—(To the Editor.)—In an article in The Sunday Oregonian the statement is made that diatomite is formed by the skeletons of minute animals. This mistake has been made by many writers and the belief at one time was general.

Diatoms are minute plants singly invisible to the eye, but almost universally distributed throughout both salt and fresh water. They are found in rain troughs, in ditches, on the sand at the bottom of clear brooks, on snow and even in the dust of volcanoes. Countless millions of them exist in the water where they form a large portion of the food of lower marine animals.

Under the microscope they are found to have hard coverings which are exquisitely sculptured and exist in a great variety of beautiful forms. It is estimated that it takes 40,000,000 diatoms to make a cubic inch. Diatomaceous earth, also known as uncrystallized silica, chemically is a form of opal.

C. L. ELLIOTT.

Where to Get Campaign Pins.

WHITE SALMON, WASH., Aug. 5.—(To the Editor.)—Kindly inform me where I can get the coming political campaign pins.

ANXIOUS.

At republican and democratic headquarters, Morgan building, Portland.

Explanation Is Furnished.

Boston Globe.

The customer—"How's this? You've charged me 65 cents for a shave."

The barber—"Oh, no. I charged only 15 cents for the shave. The four bits is my overcharge."

Those Who Come and Go.

A sawmill with a yearly capacity of about 80,000,000 feet is planned by Charles Hall and his associates. The mill is to be built in the forest about 20 miles northwest of Lakeview, Or., in timber recently purchased. The mill will be constructed early next spring and will start operating as soon as possible. A railroad will have to be built for about 16 miles as part of the undertaking. Mr. Hall, who is at the Benson, is indignant over the census returns, not only of Oregon, in his capacity of president of the state chamber of commerce, but in particular over the census report of Marshfield, where he lives. The enumerators give Marshfield 4034 people within the incorparted limits. Mr. Hall declares this must be wrong. There are 1054 telephone subscribers in the same territory and a ratio of one phone to every three people in a city is unheard of. Mr. Hall thinks there should be a recount.

Rather than continue to Portland by steamer, Mr. and Mrs. McCormick and Mrs. G. W. Hargett of San Francisco, went ashore at Eureka, Cal., and staged it to the nearest railroad. They were recommended to take a coastwise vessel from the Golden Gate to Portland, but the boat was so unstable and the accommodations so inferior, that when the steamer put in to Eureka the grown ups were thankful to get ashore with the baby. They staged across the mountains from Eureka to Grants Pass, via Crescent City, and took the train at Grants Pass for Portland. Staging was a hard trip for the infant, but Mrs. Hargett considered it better than remaining on shipboard. The visitors are registered at the Hotel Portland.

"The largest tuberculosis free area in the United States will be Tillamook county," declares Dr. W. H. Lytle, state veterinarian. "There are 13,000 head of dairy cows there and they are being tested. When the work has been completed it will be maintained as a tuberculosis free area and even the cheese of Tillamook will have that guarantee stamped upon it. There is such an area in Clatsop county and one over in the state of Washington, but these are small compared to the size of Tillamook county and the number of cows. Of course, the herds will have to be watched carefully every few months." Dr. Lytle, who has just returned from Tillamook, says that the gasoline shortage was so acute that there was a shortage of fuel for the mechanical milkers.

Earthquakes in California may have spoiled the fishing in Marion lake. If it wasn't the earthquakes it must have been something just about as bad. Anyway, Dr. W. M. Campbell didn't have much luck. The lake is rolly, this being the first time that the water has been so turbid, according to people familiar with that body of water. The bottom of the lake is covered with silt which has been churned up by some force, and has been for several weeks, although usually it is possible to see far into the water. The few fish which were tempted to bite looked fat, so the substance in suspense in the water doesn't appear to have injured the fish.

"We got thousands of fish," declared C. N. McArthur, congressional representative for the third district, who returned to Portland yesterday after a week in the Siletz. "Well, maybe we didn't catch that many, but we caught a dozen." With Representative McArthur were Dr. E. A. Mann, S. J. Cooper and Riley Cooper.

Brighton, Or., where J. R. Simonton registers from at the Hotel Oregon, is somewhat cut off through lack of suitable roads. The Tillamook county commissioners have promised that some day the highway commission will build a road which will reach Brighton, and in the meanwhile there is a prospect of a road, somewhat steep, being constructed between Wheeler and Brighton.

So far as known, F. R. Hedrick, of the Stockmen's National bank at Nampa, Idaho, is the first one to make reservations for the livestock show in November. The Imperial received a letter from Mr. Hedrick yesterday making the request for accommodations during the show.

Victoria is where P. L. Campbell, president of the University of Oregon, is spending his vacation. Professor Campbell came to the Hotel Portland yesterday and as soon as he can see whether the front door of the university is locked, he will return to British Columbia.

Mr. and Mrs. B. Lowe and daughter, and Mr. and Mrs. L. C. Brown, who have been touring the Canadian rockies, arrived at the Benson yesterday on their way back to San Francisco. Messrs Brown and Lowe are connected with the Orpheum in California.

Captain T. J. Macgenn, the bard of the bounding billows, and now skipper of the packet Rose City, is using the Perkins as a port of call while in Portland. Captain Macgenn not only writes verse but he memorizes it.

Mr. and Mrs. E. C. Kirkpatrick, of Dallas, left for home yesterday after a shopping tour in Portland. Mr. Kirkpatrick is in the hop business and there are prospects for a pretty good crop and a pretty good price.

One of the well-known sheepmen of the Antelope country is M. J. Findlayson, who is registered at the Perkins. Sheepmen are feeling better than they did recently as the wool market shows signs of improving.

A. Marwick, a merchant of Vale, Or., arrived at the Perkins yesterday in order to be on hand early for buyers' week, which starts Monday. Also from Vale and at the same hotel is George E. Hayes, an attorney.

Albert Anderson, who has been contracting highway work for the past three years, is at the Perkins. He registers from Grants Pass, as he has a highway job in that section.

R. Hinton is one of the sheepmen who have made Shaniko one of the important wool points in Oregon. Mr. Hinton is in town on business and is at the Perkins.

A. C. Marsters and Mrs. Marsters are at the Imperial. Mr. Marsters is interested in politics and banking in Douglas county. He formerly served in the legislature.

John Davies, who lives at Coos Bay and is helping to make Port Orford cedar known to the world, is in town on business and is at the Benson.

Harry O. Wilcox, clerk at the Umpqua hotel in Roseburg, is looking around Portland and is making headquarters at the Multnomah.

Mrs. Hugh O'Kane, wife of the biggest man in Bend, is at the Hotel Oregon. When Hugh trains down he is only about 300 pounds.

C. E. Arney, who is in the railroad business at Spokane, is on one of his trips to Portland and is registered at the Hotel Portland.

F. H. Gowman and E. J. Hardebeck, who are interested in several hotels in Seattle, are in Portland and are registered at the Imperial.

Governor Olcott passed through Portland yesterday on his way to Salem from Seaside.

HOOD LOOP NOT FARM HIGHWAY

Mr. Crissey Appeals for Scenic Charm of Bull Run Route.

BORING, Or., Aug. 5.—(To the Editor.)—When I read recently that the state highway commission had said that the location of the Mount Hood loop between Gresham and Zigzag would be determined solely by the cheapest route and the number of farmers to be served, I could not believe that it had been correctly quoted in the matter.

The very name of the road implies scenic beauty as its reason for existence. Linked with the Columbia highway it can be made America's most famous pleasure drive, but to achieve this end no natural charm can be consistently overlooked.

In no sense should the road be considered a farm highway. In this case the people to be "served" are the tourists who will flock here from every part of the United States and even from abroad. To subject these travelled and discriminating people to the tedium of a drive through a farming community when the gorge of the Sandy river, beautiful Dodge park and unmatched panoramas dominated by majestic Mount Hood, might as easily be had may surely be regarded as a questionable economy.

This is an appeal for the location of the loop via the Bull Run road. Its superior charm is undisputed by thousands of Portlanders familiar with the various routes proposed, and it is earnestly hoped may influence the commission's decision.

W. L. CRISSEY.

FINE EAMPLE FOR YOUNG MEN

Mr. Grilley Leaves Heritafe in Inspiration to Clean Manhood.

PORTLAND, Aug. 5.—(To the Editor.)—In the passing of Albert M. Grilley this community has lost one of those virile types of manhood that it can ill afford to lose. Those of us who had the privilege of association with him, and fortunately many of our athletic-inclined young men had, can testify to his love of clean sport and fair play. He endeared himself to this legion of friends because he had imbued in his makeup the qualities embodied in the best type of citizen, namely, the spiritual, mental and physical.

Despite the fact that he had been fighting a losing battle with disease for many months, doubtless accentuated by his unsparing devotion to his duties as chief of the welfare activities at Camp Lewis during the war, he maintained an optimism and hopefulness up to the last. No finer example of a life well lived can be left as a heritage to the young men of this community than this life f untiring service to the cause of clean manhood and they who knew him and loved him will forever enshrine in their hearts the memory of this splendid Y. M. C. A. worker.

JOHN G. KILPACK.

WE SHOULD SING.

Dear hens,
Kind hens,
Good old hens, I say
You have saved me many times
Save again I pray.
Last year 'twas a rug or two
Now I need a dress
And it all depends on you.
So please acquiesce.

Dear hens,
Kind hens,
Good old Plymouth Rocks
Lo these many years you've kept
Us folks in shoes and socks.
But our shoes are wearing out
Soon we'll need some more
The larder's nearly empty too,
Save us, we implore.

Dear hens,
Kind hens,
Good old angel birds
Gratitude is in our hearts
Much too deep for words.
Winged saints, we'll serve thee well,
Guard thee from all ill—
Lice and rats and skunks and such—
Yes, you bet we will.

FLORENCE KING.
Corvallis, Or.

No Common-Law Marriages.

PORTLAND, Aug. 5.—(To the Editor.)—Please tell me what constitutes a common-law marriage. If a man and woman live together several years and have a child, is that a common-law marriage? Does this state recognize such a marriage, and stand by the woman in any way?

DAILY READER.

A "common-law" marriage has no legal standing in Oregon. The father can be compelled to support an illegitimate child.

More Truth Than Poetry.

By James J. Montague.

THE CANDIDATE ON THE SCREEN.

Behold! The candidate has come!
With calm, unruffled brow
He yanks the lacteal fluid from
The unresisting cow.
Or with a keen and ringing axe
And undulating spine,
With clumsy and unskilful hacks
He fells the towering pine.

Next picture: With a scowl severe,
In overalls is he,
And, posing as the engineer
He takes out number three.
Or with a stern expression which
Lights up his kindly eye,
He hustles up and pulls the switch
And lets the train go by.

Again with easy grace he stands
Upon the rustic soil
And warmly shakes the horny hands
Of whiskered sons of toil.
Or, proving that his heart is gold
(A touching picture, this),
He has admiring ladies hold
Their babies up to kiss.

We see him groping through the mines,
A headlight on his cap;
We see him stroll among the pines
That dot our western map.
The film shows from shore to shore
Flashed nightly, everywhere,
All demonstrate his fitness for
The presidential chair.

* * *

Easy Victory.

The race is not always to the swift, especially when a presidential candidate is being pursued by a moving picture operator.

* * *

Awful Thought.

Wouldn't it have been a dreadful jolt to the G. O. P. and the democrats if Mr. Harding and Mr. Cox hadn't accepted?

* * *

No Shortage of Political Timber.

After that "big family" propaganda of Teddy's, the supply of Roosevelts will never run so low as to embarrass either of the great parties.

(Copyright by The Bell Syndicate, Inc.)

In Other Days.

Twenty-Five Years Ago.

From The Oregonian of August 7, 1895.

St. Paul.—James J. Hill announced today that the security holders of the Northern Pacific will reorganize their property.

The bridge committee created by the last legislature, composed of Solomon Hirsch, J. E. Beach and N. K. West, yesterday completed its work and turned over to the county court the properties acquired. The property turned over was the Morrison-street bridge, the Stark-street ferry and the upper deck of the Steel bridge.

Governor William P. Lord and Chief Justice R. S. Bean Friday received degrees of LL. B. from Willamette university.

Forest fires are sweeping the east side of the Olympic mountains. Along the north side of the straits and north of Hood canal the damage is greatest.

Fifty Years Ago.

From The Oregonian of August 7, 1870.

Weisenburg via Berlin.—Prince Frederick William, crown prince of Prussia, reports having won a victory in a battle near Worth with the French forces under General McMahon.

London.—It is understood that England has decided to make the invasion of Belgium a casus belli. If the territory of Belgium is invaded England will respond to a call of the king of the Belgians for protection from the powers that guaranteed neutrality.

The ship Garibaldi has been chartered by leading Chinese firms for a trip to Hongkong and return.

Sodaville is the name of a town that has just been laid out at the Soda Springs, six miles above Lebanon, Linn county.

Mail for U. S. S. Wyoming.

CASTLE ROCK, Wash., Aug. 5.—(To the Editor.)—Will you please give me the location of the U. S. S. Wyoming, also the mailing address by which it can be reached.

A CONSTANT READER.

The U. S. S. Wyoming is at present operating off San Pedro. Mail should be addressed care of the postmaster, either at San Francisco or San Pedro.

Hugh Brady and the Secrets of the Willamette

Here is a story that was waiting for De Witt Harry, special contributor to the magazine section of the big Sunday issue. It is the story of Hugh Brady, whose queer vocation is that of municipal grappler, and of the work of the Portland harbor patrol, the marine branch of the police force. Just a few people know Hugh Brady, whose uncanny skill and insight have mapped the bottom of the Willamette and explored each current and eddy. He seeks the drowned—the desperate who look their last on life and leap from barge and bridge; the children who at play slip into the treacherous blue water; the spent swimmer; the capsized canoeist. A good yarn of your own town. Read it.

THE NEW REVISED COMIC SECTION.—Hawkshaw, old fellow, we have long awaited you! No fellowship of funnies is complete without your inimitable burlesque, your foilings of the Professor and "de gang." And here you are, in good company, an accredited member of the jolly crowd in the Sunday funnies of The Oregonian. And listen, folks, there are four other new features, compressed in a single sparkling page, and our old friends, as well, "Polly and Her Pals" and "The Captain and the Kids." Four full color pages of fun, with seven superior features, comprise the new revised comic section.

WHAT IS YOUR LOVING LIMIT?—The chevaliers of France, the gay dogs of Queen Elizabeth's court,