Morning Oregonian

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MORRIS AND ETHERIDGE.

The great indignation of the public over the scandalous and criminal mismanagement of the Morris bond-sales concern, leading to disastrous failure, is natural and justifiable; and the demand of the defrauded investors that every one in any wise blamable be brought to justice is appropriate. It is right also that the connection of Fred S. Morris with Etheridge from its beginnings be scrutinized, and that his accountability, if any, for the wretched result be fixed.

Unquestionably there is a heavy moral responsibility to be lodged with Mr. Morris. Whether it can be converted into terms of legal action may be another question. That Mr. Morris recognized his close and responsible relationship to Etheridge is apparent from a variety of circumstances, not the least significant of which is his taking over of the concern in its tottering condition, his giving to Etheridge of the sum of $10,000 when he fled the city, and the transfer to Morris by Etheridge and his wife of title to their home and other personal properties.

It is known that Mr. Morris knew that Etheridge had a prison record, and that he took him in as an employe of his Philadelphia house. He served there for several years—doubtless with fidelity—and then was sent to Portland, where he assumed charge of the western branch.

Presumably Etheridge had redeemed himself in the eyes of his employer, for he was entrusted with important operations. Then followed the transaction in which Etheridge bought out the entire Morris interest, on terms and conditions not yet known to the public.

Mr. Morris withdrew from any active connection with the firm, though it was a part of the contract that the name of Morris Bros. should be at its head, and that it should have the benefit of whatever prestige it might have obtained through the several years of its existence. In other words Mr. Morris consented to an arrangement by which Etheridge should use the good name of Morris. It is only fair to say that this should be accepted as evidence that he had confidence in Etheridge, notwithstanding his past. But it is fair also to presume that Mr. Morris had cognizance of the lavish and reckless methods of his successor, former employe and confidential agent, and, so far as appears, he did nothing to correct or restrain them. On the contrary he showed his continued trust in Etheridge and advertised their mutual intimacy by subscribing on oath to his good character in an application made in court by Etheridge for citizenship. Now Mr. Morris is under arrest for perjury in that matter. It does not go to the heart of the Etheridge affair in the more vital aspects of its heavy losses to misguided bond-buyers, nor to the flight of Etheridge from the country; but it is an important link in the long chain of evidence establishing the ties between Morris and Etheridge.

What the public knows is that Mr. Morris put John L. Etheridge in his place at the head of a corporation taking other people's money in the name of Morris Bros., and that Morris knew then who and what Etheridge had been. What the public does not know, but is entitled to know, is the full story of the relations of Morris and Etheridge for the past three or four years. What the public thinks is that every dollar Fred S. Morris has, and every resource he can command, should be put at the disposal of the victims of the firm of Morris Bros., Inc.

MEMORIES OF THE MONITOR.

The death of the last member of the crew of the Monitor at his home in Ohio, recently, recalls the beginning of an epoch in warship construction. The little "cheese box on a raft," as it was derisively called, was perhaps the most significant development in the naval history of the world. It did not, as some of the school histories have led us to believe, win a sensational, instant and bloodless victory over its opponent, the Confederate ram Virginia, popularly known by its earlier name, Merrimac, but the indecisive engagement of March 9, 1862, opened the eyes of naval experts all over the world to the fact that the wooden warship was doomed.

The Monitor's career was brief, by comparison with the character of the lesson that it taught, and its end in some respects ignoble. Being far less seaworthy than it was aggressive in battle, it was lost in a wind storm while on the way to Beaufort, N. C., and four officers and seventeen enlisted men were drowned.

John Ericcson's eminence as inventor and engineer was not surpassed by his attachment to his adopted country, a citizen of which he became in 1848. There is on file in the archives of the navy department an interesting letter that he wrote on January 22, 1862, in support of the name Monitor for the proposed craft. "The impregnable and aggressive character of this structure," he wrote, "will admonish the leaders of the southern rebellion that the batteries on the banks of their rivers will no longer present barriers to the entrance of the union forces. The ironclad intruder will thus prove a severe monitor to these leaders. . . . Downing street will hardly view with indifference this last Yankee notion, this monitor." No warship before or since, perhaps, was ever named in accordance with so didactic a metaphor.

The Monitor, ridiculous though it would now appear, was the forerunner of the present battleship, which also owes something to the Virginia, or Merrimac. The men who took part in the only engagement in which the little craft figured played a more important role in history than they realized then.

ROOSEVELT IN BRONZE.

Dr. Coe's gift of a statue of Theodore Roosevelt to the people of Portland will be appreciated all the more, we think, after contemplation of the photograph of the incompleted model reproduced in The Oregonian. As has been suggested, the sculptor has triumphed when he has caught the spirit of that which he has set out to depict, and features and other details may well be left until later on. This can be done with confidence in the genius of the artist, who has given proof in "The Pioneer," and in a number of other works of American life, of capacity in matters of this kind.

It was sound judgment to choose an American horse for the model of the splendid animal that the colonel rides, and the attitude in which it is shown meets the test that it is restful to look upon while it sacrifices nothing of the virility which we associate with Colonel Roosevelt and which we know would be reflected in his choice of mount. The prancing animal which is said to have been an earlier choice of the sculptor has been wisely put aside for the one which, although it stands four feet square on the ground, betrays in every sinew and in splendid poise of head its eagerness to be off and doing. The rider evidently is modeled after the artist's conception of him at the zenith of his physical vigor, lithe, strong and possessed of tremendous physical reserve.

There is, beyond and above the issue of photographic fidelity, a more important achievement at which to aim, and that is the imponderable quality which in a very real sense may be said so to generalize it that, while it loses nothing of its value as a portrait, it becomes also the faithful picture of a type. Roosevelt was not only Roosevelt, but he was a symbol of the American man. The gifts that were personal to him do not obscure this outstanding fact, which goes far to explain the reverence in which he is held by Americans. If the finished statue shall show, as we believe it will, the man who is not only Roosevelt but one in whom the beholder will catch a glimpse of himself as he would like to be, in lofty aspiration and in abounding energy and in moral courage, it will rise far above mere portraiture, as the true art of sculpture always does.

Western men and women especially will like the statue of Colonel Roosevelt and of his horse. There is, too, one thing more to be considered. It is a pleasing fancy that an eon or so from now, when we and our ephemeral creations have returned to dust, some antiquarian will unearth this bit of undestructible bronze and upon it base his appraisal of the twentieth-century American. We should say, from the opportunity thus far given us to judge, that the verdict so arrived at will do justice both to Roosevelt and to the kind of men of which he was a representative.

CHINA'S CALL FOR FOOD.

A summons to humanity that is without precedent is made by the famine in northern China. Its nature is stated in graphic brevity in the following message from the head of the Chinese Red Cross to the Christian Herald.

Famine affects five northern provinces. Drought from one to two years. Fifty millions involved. Twenty millions starving. Many dying of hunger and cold. Whole districts living on weeds and leaves. Selling and drowning children. Whole families committing suicide. Old kill themselves, leaving younger to seek food in other provinces. Children suffer most. Government exercising great efforts to cope with distress. Heroic measures taken by charitable societies. Calamity so colossal difficult to secure funds for adequate relief. Require $200,000,000. Epidemic feared next spring.

A message from a missionary states the situation in these terse but terrible words:

Millions of people with no food, little or no shelter, with thin cotton clothing in the dead of winter.

Starvation is the fate before two out of three families in one district, before eight out of ten in another.

Streams of starving fugitives pour along hundreds of roads into adjoining provinces, only to be turned back by armed guards, for other provinces cannot provide for them.

One drouth has succeeded another until now there is no crop in the ground to supply food for next summer. Adequate relief will consist not only of food to keep these millions alive through the winter, but of enough to last till a crop is harvested, and seed for that crop. The people must be fed till next harvest.

Much is being done by missionaries, both American and European, by the American Red Cross, which has given $500,000, by American and European business men in Chinese cities, and by the Chinese government, which has raised the tariff with consent of the powers and has applied the additional revenue to the famine fund, but all this is not enough. Poverty prevents Europe from giving much help. All turn to America. The Christian Herald of New York receives subscriptions with the approval of President Wilson, and the state department forwards them to China through its own representatives. Thomas W. Lamont, of J. P. Morgan & Co. and head of the bankers' consortium for China, is organizing committees throughout the United States to collect funds.

Many as have been the calls on the benevolence of the American people, they cannot turn a deaf ear to this one. We cannot remain idle and see these millions of fellowmen die of starvation and cold or end their sufferings by suicide. This land of plenty should save the land of famine.

After everything possible has been done to avert starvation, it will remain for America to help China in carrying out public works which will prevent repetition of the disaster. Through the consortium American money can be employed in preventing floods, building irrigation works and replanting forests on the mountains, that drought may not come again. The great work to be done in China is to redeem a land that has been laid waste by its own people, but the immediate, urgent duty is to keep those people alive till next summer.

A single ray of light in the gloom of high cost of living is to be detected in the report from several eastern cities that applications for domestic service have increased some 600 per cent, whereas a few months ago it was impossible to obtain help of this kind at any price. The curious thing about it is that the value of the phrase "and found" has taken so long to get itself recognized. It is possible, even probable, that the same condition will result in relief to farmers who now find it nearly impossible to get hands enough to enlarge their operations and are adopting a policy of restricting production to that which can be handled by themselves and the members of their families. Less than any others the workers who are paid wages that include room and board are affected by fluctuations in living costs, since food and shelter are the prime essentials. Farm hands are beginning to learn that the picture of luxurious life in the city, with its seemingly high wages and relatively greater leisure, may have been somewhat overdrawn.

FIT THE SHIPS FOR ALL TRADES.

Announcement that one of the vessels plying from Portland and other Pacific ports to Australia is to be equipped with refrigerated space, and that this space will be occupied by large quantities of perishable freight in each direction, furnishes part of the explanation for another announcement that about one-fourth of the shipping board vessels are idle for lack of cargo. While the board has a great fleet, it is not well balanced, in that it does not consist of a due proportion of vessels of various types and sizes, equipped for various classes of freight. The wooden ships, which are about half the idle total, are an example. Their usefulness does not prove that wooden ships are useless; it does prove that they are not well designed for the trade in which wood ships are used.

Part of the job for the shipping board is to overhaul and reconstruct many vessels in order to adapt them for the various kinds of cargo they are to carry. For example, there is demand for lumber-carriers, but few, if any, of the board's vessels were built as such. Great quantities of fruit would go by sea to the Atlantic coast and Europe if there were a line of refrigerator ships, but few vessels have been thus equipped.

CO-OPERATION IS THE WAY OUT.

Sale of Oregon products abroad as those of California does double discredit to this state. One might inquire at a London commission house for Oregon prunes, only to be told that they were unknown in that market, though the speaker might have his warehouse full of Oregon prunes under the California brand.

This is the consequence of sale by Oregon growers to California packers, who export Oregon prunes under the California brand. The whole state suffers in its reputation, and is therefore interested in effecting a change. The change can be made by taking a leaf out of California's book. Co-operative marketing would enable Oregon growers to pack and export their fruit under the Oregon label, to spread its fame abroad and to make cargoes for Oregon shipping lines. The result would be larger profits for growers, sale and planting of more orchard land, more business for Oregon merchants and banks, box factories and all who supply the fruit-grower.

This is the day of big business units. The man who tries to do business as a small unit can fill only a restricted field, and his identity is lost in that of the large unit through which he reaches the market. By co-operation he can preserve his identity so far as managing his own farm is concerned and can gain all the advantages of doing business in large units.

FIRST CABINET SELECTIONS.

Tentative cabinet selections by President-elect Harding, so far as they have been reported, will satisfy the public in general, though there are some weak points and though some elements of the republican party will show discontent with each man chosen. With one exception the seven men named are not only well qualified by ability and character, but have political strength. Though the latter recommendation is less imperative than it was formerly considered, it still has weight in deciding the choice between two men of equal capacity.

In choosing Charles E. Hughes for secretary of state, Mr. Harding will gratify all republicans except the few who are opposed to a league of any kind, but he does not yield to those who insist that there is no possible alternative to the league that is. When the covenant was published, Mr. Hughes was among those who favored compromise between President Wilson and the critics of his work as the only means of meeting the imperative necessity of peace. To that end he proposes reservations on the same general lines as those proposed by Elihu Root as the very least that should be secured. Subsequent events growing out of Mr. Wilson's unyielding attitude—have disposed of this plan for compromise and have put Mr. Hughes in position to approach the subject from the same viewpoint as Mr. Harding. Opposition of the irreconcilables to Mr. Hughes seems to arise from the belief that the reservations which he proposed at the beginning of the league controversy define the limit of the changes in the covenant that he would now propose—a belief that is unwarranted. Mr. Hughes is in all respects a strong man, who has done good public service in the many high positions that he has filled, and has the confidence of all elements among the people.

In Charles G. Dawes the treasury department would have a head who proved his ability as a financier when controller of the currency under McKinley and afterward as a banker in Chicago, and whose standard of patriotic duty was evidenced when he forsook his business to serve with the army in France. As purchasing agent of military supplies in Europe he performed an arduous task for the army which has won high praise. Approval of this selection will be modified, however, by disappointment that Governor Lowden is not placed at the head of the treasury department, for Mr. Lowden has proved his calibre in Illinois, and inauguration of the budget system would bring into play the ability that he displayed in organizing the finances of his state. It is to be hoped that a place will be found for him at the head of some department where his talents can be used.

The choice of John W. Weeks for secretary of the navy is particularly good. As a graduate of Annapolis, he knows the navy from the inside, and as a senator he made it his special study, so that he knows it also from the outside. His legislative experience has given him the civilian viewpoint, which is requisite in a democratic government that subordinates the military to the civil arm, but his naval experience will be a valuable aid in deciding technical questions and in understanding the viewpoint of naval officers.

Will H. Hays has fully demonstrated executive and organizing ability as chairman of the republican national committee, and by his conduct of party affairs has raised politics to a higher plane. The same qualities are demanded in the post office department, especially in the successor to Burleson. Under the party system there is needed in every cabinet a man who will combine maintenance of the party organization with administration of the government, and no man could fill that place better than Mr. Hays.

Henry C. Wallace is so well informed on agriculture and has the confidence of the farmers to such an extent that he is eminently fit for secretary of agriculture, and it is appropriate that that official be chosen from Iowa, the state "where the tall corn grows."

If Herbert Hoover had been omitted from the list, millions would have been disappointed and the only gratified ones would have been those few who cannot forgive him for having hesitated between the republican and democratic parties at the opening of the pre-convention campaign. But that hesitation was simply the dying ember of the conviction that during the war politics was adjourned, upon which Mr. Hoover acted, though Mr. Wilson, who coined the phrase, did not. Some may be disappointed that Mr. Hoover's genius as an engineer is not to be used by making him head of the interior department, but he has shown equal ability as chairman of the industrial conference, proving his fitness for secretary of labor. If a department of public works should be established he would be just the man to take charge of it. In fact, whatever department should be in his charge, his influence in the cabinet will surely be great and will go beyond the limits of his own department.

The one choice in which Mr. Harding has been betrayed by friendship and gratitude into making a grave mistake is that of Harry M. Daugherty for attorney-general. As the promoter of the president-elect's personal political fortunes, Mr. Daugherty stands in a very different position from Mr. Hays, for his service was to the man, while Mr. Hays' was to the whole party. That Mr. Daugherty lacks personal political strength in his own state was proved by the fact that he alone was defeated among the four Harding candidates for delegate-at-large from Ohio. His reputation was not improved by his having induced President Taft to pardon Charles F. Morse on the plea that Morse was dying. Morse's health improved very rapidly after his release, and Mr. Taft admitted that something had been "put over on him."

Absence of the name of Leonard Wood from the list raises apprehension that he, like Governor Lowden, may not be in the cabinet. The old objection to a military man at the head of the war department may have been considered decisive against him for that office, but his opinions on military policy may have greater weight against him. He favors universal military training as the only alternative to a large standing army, but pacifists cannot distinguish between training and service, which to them means conscription, and militarists prefer a large standing army, which means opportunity for promotion. It will be necessary for Mr. Harding to choose between the two policies and, if he chooses well, he will decide for Wood's policy and for Wood to carry it out. Wood has a strong hold on public confidence, both on his own account and as intimate associate and friend of Theodore Roosevelt.

There is prospect that new departments will be established and old ones recognized, affording opportunity to place the men whom the public miss from the first tentative list and to transfer others to places where they fit better. Mr. Harding does well to proceed cautiously in forming his cabinet, for upon the manner in which he does it rests the question whether first popular impressions of his administration are good or bad. A good start goes a long way toward winning the race.

These visiting schoolma'ams, you can tell them on sight; prim and proficient, an honor to the job. Every one recalls "teacher" of his youth and admires the one who "licked" the most. It's a lost art nowadays.

There may be reasons why candy is dear while sugar is comparatively cheap. A California concern that bought on a rising market last spring must live up to contracts, though it loses a matter of $300,000.

Recalling the Lewis and Clark fair, the Elks convention and the meeting of the Shriners, everybody in the land will come to the Portland fair in 1925.

One thing must be said in favor of this early morning burglar who chats with his victims; he rises early and gets the reward of industry.

"Spud" Murphy gets from one to fifty years, but may get out on the next rebound. Down there the way of the transgressor is easy.

If these "increasing southerly winds" ever hit the corner and turn, we will have good weather when they zephyr back.

A former Oregon City saloon man is now in the garage business. He's not the first one to substitute gasoline for alcohol.

The 3 o'clock burglar is no good. He robbed a baby's bank. Now he is anybody's game and the open season is on.

Burleson wants $36,000,000 of the deficiency appropriation for the service he was to put on a self-paying basis.

When the youngest inhabitant becomes the oldest will be time to change the name of Sandy road.

Never mind the weather and let the old year go out in a gale. Some places have snow.

The list of Etheridge victims shows the wide effect of advertising, if nothing more.

Something bigger than the sun! Hope it never comes this way.

Every one grabbing a tarred stick gets some of the tar.

Stars and Starmakers.

By Leone Cass Baer.

Ruth Gates is playing leads in Portland, Maine in stock.

* * *

In Boston one day last week Fay Bainter, starring in "East is West," gave a dinner party and at the party two of her guests, Maude Fulton and Robert Ober, announced their betrothal. Miss Fulton had just closed her engagement in "The Humming Bird," a play she had written, and Mr. Ober is playing in "East is West." The announcement discloses that Miss Fulton and Mr. Ober were schoolmates in St. Louis in their younger days. In the same class with them was Edward Abeles the actor, and G. M. Anderson, the producer. Miss Fulton and Ober did not meet again after their school days until during the war period in London. They met for the second time in Boston about 10 days ago and from then on events moved rapidly.

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Olga Petrova has closedhe r vaudeville season and is taking a rest at her home in Great Neck, Long Island.

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Bird Millman, the wire artist, starts her third season with Ziegfield's "Midnight Frolic" in the roof revue. Miss Millman refused to consider a contract for next season with the Ringling, Barnum & Bailey circus.

* * *

Kitty Doneo will be out of her vaudeville act with her brother and sisters for several weeks. She was dancing in New York at the Alhambra and fell, fracturing her arm.

* * *

That opera stars carry their own applause, with them, even to benefits, has been disclosed in New York and the newspapers are discussing it. The fact came out at a benefit given at the Hippodrome recently, when several Metropolitan singers who were on the bill were admitted on identification. A number of other persons trailing the song birds were held up until it was explained that the added entrants comprised the singers' clique.

* * *

Harry Brolaski, alleged "master mind" and most talked of individual in the huge liquor trials now pending in the federal court, last week signed a contract with the Pantages circuit for an intermediate engagement as a headliner in a monologue entitled "The Follies of Booze."

The opening date has not yet been decided upon because of the necessity of Brolaski's presence in court.

The Pantages contract stipulates that his appearances behind the footlights are secondary to his appearances in the federal court, as it is stated the court may prevent Brolaski from attending the theater on certain days.

* * *

Just before Christmas, the Rev. Douglas Buchanan, a minister in the First Presbyterian church in Kansas City (Kansas side), sprang an innovation. He used an enacted drama to illustrate his text. After his announcement of the text and a few remarks about his plan, the lights in the church went out and a shaft of light fell from the balcony to where the pulpit had stood. In its place was a drawing room set and the sermon with living characters began.

The dramatic sermon was witnessed by an audience that filled the church and has been indorsed by the Women's Missionary board of the Presbyterian church.

* * *

"If They Ever Take the Sun Out of Sunday" is the first "blue law" song written, says Billy Jerome. Mr. Jerome should know, as he wrote the "Sun" and "Sunday" number. Moreover, continues the lyricist, the song was filed with the Music Publishers' Protective association by himself, in association with Harry von Tilzer, more than two months ago.

* * *

Benny Leonard, lightweight champion of the world, has entered the show business and is now associated with the Herman Timberg theatrical enterprises. Timberg will be author and producer as before with Charley Leonard, a brother of the fighter, acting as office manager.

* * *

Harry L. Cort, who collaborated with George E. Stoddard in the authorship of "Listen Lester," was born in Seattle and attended the Hill Military academy in Portland for four years.

As a son of John Cort, the well-known producer and theater manager, he had a splendid opportunity to learn the theatrical game from the basement up, and he has been everything, he says, from programme boy and usher to manager and author. His first attempt as a manager was in Portland, where he presented Max Figman in stock at the Heilig theater, which venture netted him a good bank account.

* * *

Speaking of "Listen Lester," a news rumor has it that Frances White was married one day last week to George E. Stoddard, who wrote the music of "Listen Lester."

* * *

Wilton Lackaye Jr., 21-year-old son of Wilton Lackaye, will make his debut as an actor in pictures shortly, with the Winnipeg Productions, in a picture now in course of production called "The Foreigner."

* * *

Reply to Geldie.—Lee Millar, formerly of the Baker Players, is in New York. He is to appear in a new play with Leo Ditrichstein.

* * *

Claude Gillingwater, who plays the grouchy financier in "Three Wise Fools,' relates this incident, which may be true: He was seated in a dining room in a Washington (D. C.) hotel and at an adjoining table was a party of three men, congressmen, Gillingwater says.

The talk juggled around as to how the evening should be spent. One remarked that he had seen "Three Wise Fools" in New York, praised it and said he would enjoy seeing it again. He wound up by inviting his companions to be his guests that night at the National theater.

The head waiter was summoned.

"Boy," said the self-appointed host in tones that the adjoining diners could not help overhearing, "go to the news stand and book three orchestra seats for 'Three Wise Fools.'"

In less than a minute the colored waiter was back.

"Boss," he exclaimed, "you done forgot to tell me what show you al' wanted to see."

Those Who Come and Go.

John W. Kerns, superintendent of Lakeview schools, believes the old adage to the effect that the longest way round is the shortest way through. To reach the convention at Portland he came via Nevada and California. When he left Lakeview there was from three to four feet of snow in the mountains and all the stages towards the railroads leading west were prevented from getting through, so he routed himself via Reno and Sacramento. Near Reno the train he was on was held up and one passenger was relieved of $175 and his gold watch. Mr. Kerns, who advocates an increased schedule of salaries for teachers, emphasizes the point that the passenger who lost $175 and a gold watch was not a school teacher. The "super's" friends are still speculating as to what incident may have happened at Reno, but they say they have it on good authority that the Lake county pedagogue stopped off at Sacramento and picked oranges a couple of days in order to help balance the extended railroad fare necessary for the trip.

"There are only three harbors in America which the steamer Ocra can leave with a full cargo. These are Portland, Me.; Puget sound and the Columbia river. The Orca, loaded, could not leave New York harbor nor could it leave San Francisco harbor. This is a fact which every resident of Oregon should know," says J. S. Delaney of Astoria, who is at the Multnomah. "The Orca went to sea drawing 35 feet, and could have taken more cargo, until she drew 37 feet, if the representative of Lloyds had granted permission. This steamer is the largest freighter that ever entered a harbor of the United States. The Leviathan is an immense steamer, but the Leviathan carried passengers and not cargo, so that she did not sit so deep in the water. I understand that after this trip the Orca will revert to the passenger trade."

"When the ocean is angry it makes a man feel as small and helpless as a peanut," observed Ed. Budd of Ilwaco at the Imperial yesterday. "The recent storm was a whopper and the water came up to the depot at North Beach. We lost a lot of track between McGowan and the tunnel. There was better than a ten-foot tide and it registered 14 feet at North Head. There is a break in the south jetty and the storm swept through the opening and in shallow water it gets worse the further it goes. The tide and the wash just tore out riprap with ease. Rocks weighing five and ten tons were ripped out and rolled around as though they were rubber balls. The water was the highest that has ever been known."

"Shifting from kings to presidents and back again to kings has caused little excitement in Athens," states W. E. Butts of Harrisburg, Pa., who has just arrived at the Multnomah from a tour of the Mediterranean. He spent several weeks in Athens and Sparta. "In Spain, Portugal, Italy or Mexico or any one of half a dozen other countries, such changes in government would be marked by street battles, intrigues, bloodshed and the like, but the people of Greece take these shifts as a matter of course. So long as the governments do not injure their business or themselves personally, the average business men of Greece do not interest themselves in how the nation is being run."

"Many of the British Columbia automobile clubs and associations are advocating Vancouver-to-Crater lake as a most desirable run this summer," announced L. S. Carringford of Vancouver, B. C., at the Multnomah. "The auto traffic into Portland from across the line will be heavy during the coming year. Portland and the merchants of this city have been reaching out for our trade. You have many articles here which we want, but in the past Portland has been so backward about soliciting trade that we went elsewhere. Of late there has been a noticable drift toward Portland from British Columbia by people who are bent on shopping."

"There wasn't much Christmas celebration around Condon this time," reports John Randall of Condon an arrival in Portland. "The sheep and cattle men have been hard hit by the market and so they are somewhat shy on money. This being the case, there was no extensive celebration." Mr. Randall is in position to know how people feel in his community because he is a barber, and barber shops are the news centers of every community. Aside from his tonsorial pursuits, Mr. Randall is a rancher, and makes money from both of his enterprises.

A. Whisnant, who is a newspaper editor at Bend when he isn't fishing or hunting or rambling around Central Oregon, is among the registered at the Imperial. The latest gossip at Bend is that the people up that way would like to see Thomas McCann or Dr. D. S. Hunter appointed on the state highway commission because Bend folk do not believe that all the eastern Oregon highway commissioners should be appointed on the Columbia highway.

R. H. Mills of Salem has the reputation at the Hotel Portland of being the most easily handled patron who comes to that house. He arrives in the morning, signs the register and tells the clerks to fix him up with a room later. Then he doesn't appear until evening, when he is ready to retire, calls for his key, gets it, and in the morning checks out.

H. C. Seymour, who superintends the boys' and girls' livestock clubs division of the Oregon Agricultural college extension work throughout the state, is fraternizing with the teachers at the Portland convention and stressing the importance of scientific pig-raising in the general educational scheme in such an agricultural state as Oregon.

D. F. R. McMullan, director of James McMullan & Co. of Chefoo, China, has arrived in Portland and will leave today for the south. His firm is one of the largest shippers of pongee silks and hand-made laces in China. The United Import & Trading company is the local representative of the concern.

"Dad" Hunter, former county jailer for the prisoners in Multnomah county, is in town from Seattle, where he looks after the interests of the Union Pacific system as a sleuth. Without wishing to knock the metropolis of Elliott Bay, Mr. Hunter confesses that business is decidedly quiet in Seattle.

George W. Sanborn, member of the port of Astoria commission and salmon packer as well, is at the Benson attending the session of the state chamber of commerce.

J. T. Rorick, a well-known business man of The Dalles, is attending the state chamber of commerce meeting and is at the Hotel Washington.

Miss Blanche Jones of Salem is registered at the Hotel Washington while attending the convention of teachers.

Mrs. C. A. Smith, whose husband has one of the largest department stores in Astoria, is registered at the Benson

Ray R. Canterberry, representing the international timber workers of Seattle, is at the Perkins.

J. M. Anderson, one of Astoria's bankers, is in the city on business.

HEAVY TRUCK AND ROAD WEAR

Law Limiting Size Would Not Remove Real Cause of Damage.

NEW YORK, Dec. 23.—(To the Editor.)—Agitation for laws limiting the size of motor trucks operated over the public highways has its origin in the mistaken idea that it is the heavy truck that is responsible for the failure of the ordinary "improved" road to withstand the traffic carried over it by motor transport. The theory that the large truck causes more damage to the road surface may seem to be plausible, but it is not confirmed by the latest scientific tests.

The United States bureau of public roads has recently conducted an elaborate series of tests for the purpose of determining the wearing effect on the road of motor trucks of various sizes. These experiments have shown that the impact delivered by the moving wheel upon the road does not depend on the gross weight of the load, but is to a large extent determined by the "unsprung" weight, or weight not sustained by springs, and by the kind and condition of tires used, the speed of operation, and the carrying of heavier loads than the trucks were designed to bear. In one test, for instance, it was found that a three-ton truck with a five-ton load, running over a two-inch rut at a speed of 15 miles an hour, had an impact of slightly over 17 tons, while a five-and-a-half-ton truck, with less unsprung weight, with a load of five and a half tons, had an impact of a little less than 12 tons, or only 68 per cent of that of the smaller truck.

It was also shown by these tests that the impact of the wheels is increased by the more rapid movement of the truck. As the smaller trucks are always run at a higher rate of speed than that of the larger type, it is clear that their wearing effect must be greater.

That the practice of overloading the smaller trucks is an important factor in causing road damage is due to the fact that all standard types of truck are designed to have a width of tire proportionate to their rated capacity. When a three-ton truck is forced to carry four or five tons on its narrower tires, it is evident that the danger of cutting or breaking the road surface is greatly increased.

There is still another reason why prohibiting the heavy truck will not diminish the wearing effect of freight traffic on the roads. The tonnage to be moved will remain the same, and if three or four times as many trucks are employed in handling it, the additional weight on the road will be nearly 50 per cent. One large truck, designed for light unsprung weight, and running at slow speed, will certainly do less damage than three smaller trucks, with heavier unsprung weight, running at a higher rate of speed. WHIDDEN GRAHAM.

WIFE WHO IS HAPPY WORKING

Opportunity to Augment Family Income Welcome—Full Value Given.

PORTLAND, Dec. 28.—(To the Editor.)—After reading the communication concerning the employed wife, I wish to present a view of this subject from another angle.

My husband is not an able-bodied man and is earning only the ordinary wage of a common laborer. He does practically all of the buying, using economy and good judgment. Four children must be kept in school, one in high school; two young girls, verging on womanhood, and the younger children and wife need and must have various articles, for which there never seems to be any room on the "waiting list."

So I work and my children and I have necessities which we never had before. I feel as if I had a new lease on life, with my own earned dollars in my pocket, even though they be few.

Our home life is much more satisfactory. I am home half of the day and every other evening. With the help of the older girls we do all of the housework and sewing. The girls are becoming efficient in sewing, understand the management of a home and are capable of serving well cooked meals. We do not live "out of a tin can."

I have held my present position for 15 months and in that time I have seen several score of employes come and go. As a rule, the married women are the most efficient and dependable.

Will not statistics prove that mothers-in-law who are bent on managing other people's affairs are to blame for far more unhappy homes and divorces than is the wife who works?

What is the verdict? Should I and many others in like positions, who are doing the best they can to help lighten the load that friend husband is bravely carrying, be forced to stop working? WIFE WHO WORKS.

CHEAP DYNAMITE IS SOLUTION

Practical Way to Put Logged-Off Acres to Productive Use.

RIDGEFIELD, Wash., Dec. 28.—(To the Editor.)—As a subscriber to your paper, and a farmer as well, I wish to call attention to a recent article on logged-off lands in Oregon. The gist of the article was that if the price were low and the terms reasonable, the land in question would be cleared and become exceedingly valuable to the state of Oregon.

It seems to the man who has been engaged in doing a little clearing of logged-off land that if the means of clearing logged-off lands in the states of Washington and Oregon were made available, the question would settle itself. Selling the land will result in some being cleared, but only a small proportion of what should be cleared. Any farmer who has cleared part of his own ranch can tell you that the only solution of the logged-off land proposition is through the use of dynamite and plenty of it.

The point is, how is the farmer to get that dynamite? At the present time the price is prohibitive, $9.25 per 50 pounds. Think of it! Last year it was $8.50. Why?

Let the members of the legislatures of the two states take an interest in the question and enable the farmers to secure powder from the state itself if necessary at a reasonable cost.

Why permit some of the best land we have to be non-productive when the matter can be so easily remedied? W. L. WELLS.

Snowstorm in December, 1919.

RIDDLE, Or., Dec. 27.—To the Editor.)—To settle an argument, please publish the date when we had snow last year. A says that at Salem there was heavy snow in November. B says that it was just before Christmas. Which is right? JOHN ZAK.

Snow began falling in Portland shortly before midnight on December 8, 1919, and continued until the forenoon of December 10. The total fall was 17½ inches.

Authorship of Work on Cliff Dwellers.

McMINNVILLE, Or., Dec. 28.—To the Editor.)—Please give the authorship of "Cliff Dwellers and Cave Dwellers." LIBRARY.

Perhaps you mean "Cliff Castles and Cave Dwellers of Europe." The author of this is Sabine Baring-Gould.

Wealth of the Walrus.

Indianapolis News.

The walrus supplies about 1500 pounds of meat, 1000 pounds of oil and 500 pounds of feather, and the white whale supplies much more.

More Truth Than Poetry.

By James J. Montague.

THE BLUE LAW BLUES.

Somewhere in the U. S. A.,
There stood a gloomy man
Who sang a dismal roundelay,
And this is how it ran:

I've got the blues,
The blue law blues!
I'm bluer than a brewer
Every time I read the news
That a man who does, on Sunday,
Anything he likes to do
Is put into jail on Monday
For a month or maybe two.
If I cut up any capers,
Such as going for a walk;
If I read the Sunday papers
Some old bird will make a squawk.
They've took away my Sunday, like
they took away my booze,
And left me with those blue law
blues!

He gave a harsh, hollow moan;
He breathed a fervent curse;
And in a rather gloomier tone
He sang this second verse:

I've got the blues,
The blue law blues!
They're keepin' me from sleepin'
Are these Puritanic Prues.
The Kitten aint molested
If he mews the seventh day,
The birds don't get arrested
When they sing a Sunday lay,
But me—on Sunday morning—
If I dared to even grin,
Without a word of warning
Some old gink would run me in.
I'm just about as happy as the lions
in the zoo
Since I have got those blue law blues!

* * *

Misprint.

Nowadays when we read the words "labor leader" we suspect that the printers pied the word "dealer" when they made it leader.

* * *

No Chance at Home.

European agitators want to come over here so they can resume the merry pastime of biting the hand that feeds them. No hand is feeding them in Europe just now.

* * *

Simplicity.

Mr. Harding can't hitch his horse to a post when he comes in for the inauguration, but there is nothing to prevent him from hitching it to a congressman.

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John Burroughs' Nature Notes.

Can You Answer These Questions?

1. Will a severe winter destroy birds?

2. What is the crucial time in the farmer's year?

3. Does the fox run easily?

Answers in tomorrow's nature notes.

* * *

Answers to Previous Questions:

1. Do blue jays store nuts for winter use?

The general belief that the jay hoards up nuts for winter use has probably some foundation in fact, though one is at a loss to know where he could place his stores so that they would not be pilfered by the mice and the squirrels.

* * *

2. Is butternut adaptable for building purposes?

Butternut is the softest and most tractable of what are called hard woods, and its hue is eminently warm and mellow. Its figure is pointed and shooting—a sort of Gothic style in the grain. It makes admirable doors. Western butternut makes doors as light as pine, and as little liable to spring.

* * *

3. Where may the red salamander be found?

The small red salamander, commonly called lizard, makes more music in the woods in autumn than any bird. It is a pretty, inoffensive creature, walks as awkwardly as a baby, and may often be found beneath stones and old logs in the woods, where buried in the mould, it passes the winter.

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In Other Days.

Twenty-five Years Ago.

From The Oregonian of December 30, 1895.

The Butte football team, which has been touring the coast, will meet the Portland university eleven on Multnomah field New Year's day.

In 1885 there were 1,636,929 sheep in Oregon. There are now 1,962,722, with the census not yet completed.

Manager Lyons of the terminal company expects that the new union station will be completed so