Morning Oregonian

ESTABLISHED BY HENRY L. PITTOCK.

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LOOKING FORWARD.

The thoughtful reader of this annual number of The Oregonian is likely to be impressed most strongly, we believe, by the broadened vision that our recent material progress indicates. The headline, "Portland, a World Seaport," admirably comprehends the spirit in which the work of the year has been done. It is indeed both a record and a forecast. Promises of the past have been made good, but only to be exceeded by the speedier progress of the present. Already, it is plain, we are growing accustomed to bigger things. The keynote of the programme is development of commerce on land and water.

Although actual performance has been amazing enough, considering obstacles to be overcome, its significance is exceeded by that of the world outlook acquired in the process. The rich territory of which Portland is the industrial center has shared with all the major ports of the Pacific coast in the concerted movement for development of facilities for commerce such as were not even dreamed of a decade ago. Desire of the people to continue in the way that has been begun is manifest. From this time on co-operation is to be the watchword. Projects too vast for private enterprise to undertake, or looking too far into the future to be undertaken in the prospect of immediate returns, are planned in the spirit that appreciates the need of a broad and sound foundation for every work that is to endure.

In the nature of things, as Executive Secretary Dodson of the Portland Chamber of Commerce points out in his illuminating review of the growth of marine transportation, the trans-Pacific business for a Pacific port looms highest in its shipping prospects. It ought to be widely known that the work done in Portland with this chief purpose in view ever since the signing of the armistice has borne fruit in establishment of three trans-oceanic lines, directly and exclusively serving the Portland-to-the-orient route, and that an excellent foundation has been laid for "Portland's extensive, far-reaching campaign in bringing to this port her fair share of the freight which has been drawn away, particularly in the war days, by the unfair combinations worked out by foreign ship lines and railways to favor specific communities." Now, with no fewer than fourteen steamship lines in direct communication with the port, and with others in prospect, there is good reason why Portland should regard itself as the pacemaker for Pacific ports, and why it can be said that the outlook for shipping is the brightest that the port has ever known. Port and marine development derives added interest from a multitude of considerations. In the changing currents of world trade, the Columbia river shows more importantly than ever in the history of the world on the commerce map.

Obviously, only the beginning has been made, though there is encouragement in what already has been done. But there is no reason for supposing that the energy will be abated. The remarkable achievements of 1920 are but the precursors of others founded on them. Eleven new trans-oceanic or inter-coastal steamship lines in one year point the way to others as trade becomes stabilized, as exchange is restored to normal and as foreign countries become able to supply their needs. Never before since the Oregon coast began trading with the outer world has Atlantic-Pacific business approached the figure recorded for 1920. In part this has been due to changes in the railroad situation; but in an even larger sense it is attributable to establishment of regular competing lines, made possible by completion of the canal and by creation of new industries in the immediate vicinity of Portland and in the broad region included in the basin of the Columbia.

Two phases of the year's development that will not escape notice are return of river steamboat traffic and construction of permanent highways in the interior. The former is certain to receive new stimulus from willingness of railroad interests to receive it into fellowship, in pursuit of a broad policy of co-operation which is in itself one of the signs of the more enlightened era on which we are entering. The latter—good roads—deserve and receive a number of chapters to themselves. In Oregon, for illustration, an ambitious and carefully-planned programme of road expansion is being pushed forward to completion. There are now, as the figures show, some 390.5 miles of hard-surface highway, 612.4 miles of macadam and 958.6 miles of feeding roadways within the state. Within about three years, it is estimated, there will be practically a continuous street from the Columbia river to the California line; advance has been made on the eastern Oregon highway across the state; completion of paving of the Columbia river highway from Astoria to Hood River, a distance of 174 miles, was one of the noteworthy events of the year in road construction. Other significant progress in this department of community activity has been recorded.

New industries and new interior development are the natural consequences of enlargement of transportation facilities, to which allusion has been made. It is plain that here we have touched only the fringe of possibilities. The Columbia basin, considered as a whole, is indeed an empire. The chapters on irrigation should be read for the information they contain that heretofore may have escaped attention. Farm acreage on which agriculture is conducted with the help of "controlled moisture" was increased by 250,000 acres or thereabouts during the year just closed. Sixty local irrigation districts have been organized and are functioning, in which the get-together spirit promises to make all things possible. More than 30 per cent of all the potential water power of the United States exists in the Columbia basin—a fact that is commended to students of the economic relation of cheap power to industrial advancement. A total of more than 20,000,000 horse-power requiring only capital and sound engineering for its development constitutes an asset that cannot be disregarded by the prophets.

It is the fashion to emphasize, on occasions like the present, the part which commerce and industry play in the upbuilding of communities. These material aspects, running as they do to the roots of an enduring prosperity, deserve the attention bestowed on them; but they do not indicate, as an occasional pessimist assumes, that it is only with trade that the thoughts of people are concerned. It is fair to judge a people by the use which they make of the opportunities that are theirs. In this respect the region of which this annual number treats has nothing to apprehend from comparison with the rest of the world. The so-called finer things of life have not been neglected. There has been advance in education, which the prosperity of industry has made largely possible. In the moral as well as the material phases of home life there has been no decadence. There are increasing facilities for play, as well as work. The scenery of Oregon, the diversified flora made possible by its matchless climate, forest and glade and dell and its sportsmen's paradise call continually to the lover of the outdoors.

There is an intriguing symbolism in the name of the month with which the year begins. Janus, god of the ancients, saw two ways, that while he contemplated the past he might also view the future spread out before him. But Janus was essentially the god of the beginnings of things, as our New Year day is the commencement of new labors founded on the experiences and the lessons and particularly on the inspirations obtained from work well done in the past.

WHEAT AND LAMB CHOPS.

The emergency tariff that is proposed for the relief of the farmers is actually an anti-dumping bill. Canada had a great surplus of wheat and dumped it in this country under the democratic, off-again-on-again tariff which gives the Canadian government power to suspend and restore the American duty at will. Canada can thus force down the price of American wheat for the benefit of the mother country, and the American farmer stands the loss.

Wool furnishes a worse case of dumping. Britain accumulated a vast stock during the war by placing an embargo on exports from any part of the empire to other countries and by buying the entire clip. The British government cannot sell the entire stock at home. Germany would like to buy but cannot. Other countries in Europe are in the same position. The United States is the only way to turn. Therefore wool remains cheap and because wool is cheap sheep are cheap, for embarrassed sheepmen rush them to market and sell at a loss in order to pay their debts.

The effect was shown by a case which Chairman Fordney, of the ways and means committee, mentioned in the house. A farmer sold a shipment of sheep at $2.10 a head delivered at Chicago and after paying freight, discount, allowances and commission it netted him 33 cents a head. Mr. Fordney said that at a Washington restaurant he ordered some lamb chops and received two, "about two mouthfuls to each chop, and paid 65 cents for the two, twice as much as was received by the farmer for a whole sheep—carcase, hide, wool and all."

That story tells why the farmer needs protection and co-operation. He needs protection to prevent foreign competition from driving down the price of sheep so that they net him only 33 cents a head. Then he needs co-operative marketing to give him a larger share of the 65 cents that people pay for lamb chops.

BREAK THE DEAD HAND'S GRIP.

Representative McArthur's move to release the country from the dead hand of a repudiated administration during the long interval which now elapses between election and inauguration has been seconded by Senator Ashurst. Each has introduced a resolution submitting a constitutional amendment to the states, with slight difference as to dates. Mr. McArthur would change inauguration of the president and the meeting of the new congress to the second Monday in December, while Mr. Ashurst would make January 1 the date.

The difference in time is so slight as to be immaterial. The object is to get rid of a defeated administration as soon as possible after its defeat is known. There are reasons of convenience for making the term begin on January 1, but a more forcible reason exists for fixing a far earlier date. The result of the election was positively known two days afterward, and even when the result is close, as in 1884, it is known two weeks afterward. If the change were made on December 1, ample time would be allowed for all contingencies. In other countries a defeated cabinet resigns as soon as it knows that it is in a minority in the popular chamber, and usually a new cabinet is formed within a week after election. Much as the old world loves ceremonies, there is no fuss and feathers about the change. One set of officials steps out and another set steps in and takes the oath. That is all there is to it.

We are now having an extreme example of the absurdity of the present survival of stage-coach days. By a vote of almost two to one the people said on November 2 that they wanted no more rule by Mr. Wilson and his party, but almost two months later Mr. Wilson still vetoes bills, and a senator almost camps on his doorstep to await decision on a bill of vital interest to many constituents. This is to continue for two more months. Autocracy is proverbially deliberate, but when a king dies the delay in succession of a new king is represented by a semi-colon in the saying: "The king is dead; long live the king." To fit the phrase to the facts in this supposedly hustling republic, we should say: "The president is defeated; four months hence we shall have a new president."

There is one possible ground of objection, but a very small one. When the common-sense plan is adopted, a president's term will be cut two or three months short of four years. But it will occur only once. If he should have been defeated and should be a good loser, he would not wish to linger after being informed that he was not wanted. If defeated and a poor loser, his feelings should not be considered. If re-elected, the second term would console him. The one thing to be desired is to break the grip of the dead hand.

NOT POSSIBLE.

"Is it possible," inquires the Eugene Guard, "that The Oregonian desires another 'autocrat' in the White House?" The occasion for the question is an article in The Oregonian discussing the relations of president and senate, and voicing the opinion that the whole American people will desire President Harding to guard and exercise the full prerogatives of the executive while conceding to congress all its rights as a co-ordinate branch of the government. Continues the Guard:

> During the campaign Mr. Harding assured the country repeatedly that he was in favor of allowing his fellow senators the lion's share in the business of government, and The Oregonian and other papers of its political class hailed this declaration as pointing the way to the salvation of the country. It seems strange to hear an editor of this type demanding of the president-elect that he should even before his inauguration tell the senatorial oligarchy where to head in.

It would shed an entirely new light on The Oregonian's understanding of the facts if the Eugene paper would cite any one of the instances where Mr. Harding "assured the country repeatedly that he was in favor of allowing his fellow senators the lion's share." He said, of course, nothing of the sort. The Guard has fallen into its incurable habit of substituting its addled imagination for the record.

Candidate Harding, a senator, resented the contemptuous and defiant treatment of that body by President Wilson and challenged his right to ignore it in the making of treaties. He wanted for the senate due recognition of its true position under the constitution. So, we believe, do all the American people except the president and the Eugene editor.

ROAST PIG.

Charles Lamb has told in a whimsical essay how a people took to burning their houses because they had discovered that in this way it was possible to obtain the delectable dainty, roast pig. But after a period probably comparable to that consumed by prehistoric man in finding out that a sharpened ax would cut better than a round stone it dawned on the subjects of Lamb's tale that cooking pork in the embers of a dwelling was unnecessarily wasteful. Even then they passed through a period of building flimsy houses before the separate roasting oven was invented.

A group of communists in Chicago is reported to be flooding the country with literature in which "armed insurrection and civil war" are advocated as the only remedies for unemployment. All government is to be destroyed; courts, policemen, labor leaders, churches—all are to be swept away in the universal debacle.

Perhaps the perpetrators of this openly treasonable scheme are unmolested by the authorities on the theory that the American people as a whole have progressed beyond the stage that Lamb depicted, and that no great damage can be done by roast-pig propaganda in an enlightened community. Nevertheless it is not easy to suppress the wish that these communists might be deported at once to Russia, for example, where the house-burning theory still has its devotees.

MAKE PORTLAND A WORLD PORT.

Agreement of the several committees on port and dock commission consolidation and on increased power for the new commission should clear the way for passage of the measure which they have drafted. The bill meets all objection that was made to the bill rejected by initiative vote and all the pledges made in behalf of that bill are fulfilled by the new one. No large purchases of land can be made, no reclamation schemes adopted, no bonds issued for those purposes without a special vote of the people of the port district. City dock property may be acquired, if the people so decide at an election, but only at its fair value. Taxation for other purposes than bond interest is limited to three mills, and bonded debt is limited to 5 per cent of assessed valuation, or half the limit fixed for other Oregon ports. This rate would limit debt to $16,500,000, and further increase could only follow increase in assessment.

In proportion to the immense increase in the commerce of the port during the year 1920, the powers and finances proposed are the very least that the Port should be granted. In the short space of two years since the war Portland exports to foreign countries have grown to almost $70,000 a year, though they had shrunk to almost nothing during the war, and the total for 1920 is 50 per cent greater than that for 1919. This is only a beginning, for present shipping lines are but a skeleton of those which should exist, and trade relations are still to be established with many countries. Portland has the location to be not only the port of its immediate territory, great as that is, but to become a center where merchandise and raw materials from all parts of the world are collected for distribution, manufacture and sale—to become a world port. That is the secret of the greatness of New York, Philadelphia, London, Liverpool, Hamburg, Shanghai, Hongkong, Singapore. The opportunity is here. It is only necessary for Portland to do as these other ports have done.

Portland needs a fully developed harbor, affording room for ships to anchor, to move in and out of docks without crowding or risk of damage. When the Pacific fleet made a voyage up the coast, the largest vessels did not come to Portland because we lacked satisfactory anchorage. For lack of harbor, room and some accompanying facilities, the port could not handle the business which should come here, even if the Columbia river channel were 100 feet deep. The greatest obstacle is Swan island. Every government engineer recommends its removal, and naval officers who make a second visit remark that it is still here.

The Columbia river channel should be made both deeper and wider. While the depth of thirty feet secured earlier in the season than in any former year is cause for congratulation, ships of greater draft go to other ports, though ample cargo would draw them here if they could load to full depth. In order to be a world port, Portland must accommodate the largest ships.

A general plan of harbor development should be adopted. It should be capable of execution by units as demands of commerce grow and as funds become available.

This plan should include a belt-line railroad, which the commission is given authority to provide. This road could be formed by purchase and consolidation of all tracks within the port district and should operate in conjunction with a union terminal company, owning all passenger and freight terminals. Separate terminals and switching charges on separate railroads are relics of the competitive system which was put out of date by the Esch-Cummins law.

The general plan should include removal of most of Swan island, reclamation of the adjacent low land and gradual extension of improvement down the Willamette as growth of industry demands facilities for ocean shipment. This would properly include improvement of North Portland harbor, probably as soon as work at Swan island was well under way.

While the first units of this work are in progress, further improvement of the channel should continue. In thirty years Portland has spent about $10,000,000 in increasing the depth from seventeen to thirty feet by making cuts in bars which total about twenty miles in length. After every freshet these cuts shoal again, and so much work is required to regain the lost depth that not enough time remains to gain greater depth and width. Permanent work is needed to maintain the present depth in order to avoid repetition of the same work and to free dredges for the work of further deepening and widening.

The bill to be presented to the legislature gives the port power to carry out this programme, and it gives the people power to keep a check on the commission, lest it go too far or too fast. It fixes limits of taxation and debt that should not prove burdensome, especially as bonds would be issued only as commerce brought increased prosperity. By constituting the members of the present port and dock commission the first members of the consolidated commission, the bill insures continuity of policy, which is desirable to avoid friction and delay. By passing the bill the legislature will open the way to uninterrupted progress of the port. The matter will not permit further delay, for without this legislation the port commission will be unable to do the absolutely necessary dredging this year. When the bill is passed, the commission will be able to do this work in 1921 and to prepare plans for general improvement to begin in 1922.

George T. Stagg, who kidnaped his own son at Tacoma, has been sent to the Washington penitentiary to serve a sentence of ten to fifteen years. If he'd stolen somebody else's son, like Pat Crowe, and held him for ransom, they might let him off with a couple of years and erect a monument to him.

Cows enjoy corn silage because it has the odor of corn whisky, and those fellows in Massachusetts who are feeding bootleg whisky to their automobile radiators in cold weather would better beware the machines do not contract a very bad habit.

Diamonds on a woman's hands led some young men to become highway robbers; yet diamonds are for showing and the possessor cannot reasonably be expected to hide them. Incidentally, the police did good work in getting the robbers.

Ezra Meeker, Oregon pioneer and trail blazer, celebrated his ninetieth birthday by winning a spelling bee. When a man is 90 years old he ought to know how to spell if he's ever going to.

Someone says the phase of the moon affects poultry. Well, that's true, in one important respect. The most successful chicken thieves like to operate in the dark of the moon.

Reduction in the contract price of arc lights is as wholesome as it is welcome. To be sure it is for a period of five years and anything can happen in that time.

It's about time some moving picture concern announced purchases of American rights to the D'Annunzio film serial, "The Travesty of Fiume."

Mayor Baker knows and the commissioners know when a soft-drink place is a deadfall and they close it. There should be no come-back.

Everybody who drives at night knows there are some drivers who do not dim their lamps. It's a cheap car that has no dimmer.

"Lenine now seeks economic reform," says a headline. Isn't it about time for him to reform all around?

Wish the best for your wife and come across. If you have none, wish it for the other fellow's and stay away.

Ever notice that the men who ought to make the New Year's resolutions hardly ever do it?

Stagg's stay in prison may not be long. Men guilty of worse crimes have been paroled early.

As a winter resort, Portland is unparalleled. Spring flowers are in bloom.

The American people made their New Year's resolution last November.

If all the good wishes of today realize, 1921 will be a joyous year.

Patrolmen had the real watch-night service last night.

We're size and quality today. Tell us how you like us.

"All-wool clothing" should be the Oregon cry this year.

Carriers have a holiday today and they deserve it.

LUXURY-SEEKERS DOING HARM

Women Needlessly Employed Are Keeping Necessities From Others.

PORTLAND, Dec. 31.—(To the Editor.)—I admire the spirit shown by the lady signing herself "Woman that Works." I do believe that every concern should employ married men where women are needlessly holding positions, for we who are not in a position to see—cannot know the actual suffering among the children on account of fathers being laid off indefinitely. It is not altogether the fathers' fault that they are in dire circumstances, for a salaried man with a family has had little or no chance to save during the past.

A couple live in an apartment house. They have no children. Both work. How ridiculous to see those two wearing a small fortune in diamonds and spending a small fortune for clothes each year. Yet she works and he works, taking the bread out of some person's hand, and then parade around as rich folks after working hours, or wear their diamonds to work. It hardly seems fair to mankind to stand by and see such conditions.

Through the good fellows during their drive one had a chance to peep into some of the homes of the poor. It is such people as above described that are letting the babies go hungry, and it is such kind that pass up charity and say "Let the other fellow do it" and then go buy more hats and silk stockings.

My husband has been one of the unfortunate ones to be laid off indefinitely and it is through my saving and pinching the little dimes that we are not in dire need ourselves. We have two children going to school and on a man's medium salary it is quite an art to lay aside enough for the rainy days that sometime in everyone's life loom up out of the sunshine.

Here is hoping some of our neighbors with the diamonds and the millionaire air will have a real taste of poverty as so many thousands are having it here in our own city.

ANOTHER MOTHER.

PUSSY GUILTY OF GAME CRIMES

House Cat Most to Blame for Scarcity of Upland Birds.

HOULTON, Or., Dec. 30.—(To the Editor.)—In answer to the discussion by B. Ginning, on how to protect pheasants, I think the pump and automatic gun have not much effect. Of course the closed season for gunning works a hardship on the silk stocking sport. I think the game laws are strict enough and I also agree that one should kill both male and female birds.

I was raised in Lebanon, Or. There was no law for a number of years except that John Denny would haze us off his farm, out by the Hope schoolhouse. We young boys were gunnnig all the time. We had good dogs, good guns and were good shots. I have killed as high as 60, 80 and 85 Chinese pheasants in one day, still there were plenty of birds.

But what I am going to say is this: In Multnomah, Columbia and Clatsop counties there is an average of two and a half cats per acre. Yes, house cats. They will destroy the pheasants, blue grouse and quail. You can go along any stream, where you used to see coon tracks and now the ex-house cat has his beat and Mr. Coon has gone, I don't know where. A house cat will annihilate a whole brood of pheasants in a few minutes.

I don't think the man, with an automobile and pump gun need be restricted and I also think if each hunter would go gunning for the little house cat there would be no use for the game farm or half the wardens' expenses.

G. L. RETHERFORD.

INTELLIGENCE NOT BOOK-BORN

Schooling Is but Substitute for Brains, Says Dr. Cline.

PORTLAND, Dec. 31.—(To the Editor.)—With the teachers in session the last few days in our city and the greatly increasing expense of schools in Portland and in the state institutions, may I be permitted to say that education does not, after all, make intelligence, and that natural intelligence can supply almost everything that education gives to either man or woman?

Schooling, whatever may be said of its necessity and value, is but an inadequate and apologetic substitute for brains.

Observing, acquiring, rejecting, laying by for future use, characterized men like Abraham Lincoln of national fame, Joe Meek, Jesse Applegate, Senator Nesmith and a score of other characters who laid the foundation of our own commonwealth.

Intelligence reaches far beyond books; it is that penetrating analytical instinct which plucks wisdom from a close, dispassionate consideration of the observer's own mind and heart. It fits man for action, for decision, and is quite out of concert with calms. Intelligence, far more than education, understands both the theory of economy and its practice. True intelligence, gumption, does not take delight in bullfights or the prize ring. True intelligence in the early '60s saw the absurdity of men who kept slaves fighting battles in the name of liberty.

C. E. CLINE.

WORD "YIELD" IS MISLEADING

Suggestion Made That Bond Advertisements Be Made Definite.

McMINNVILLE, Or., Dec. 30.—(To the Editor.)—I respectfully refer to certain financial advertisements that appear daily in newspapers in connection with bonds. The word "yield" is being used as the most attractive feature. This word is not misleading to those familiar with the difference between interest return and final yield. Most standard financial magazines are careful to explain these terms.

As municipal bonds are known to have caused less disaster to investors than any other one class of securities, they are bought for safety, and the large yield advertised. Without the use of a bond table to reckon this "yield" it is very complicated.

I understand the present advertisements are strictly within the law, but the word is not understood by many, and has served as a large factor in causing the big loss in funds we have just witnessed, as well as temporarily discouraging the very thing that is necessary—that of encouraging thrift in investment.

Don't you think our good financial houses in Portland should separate the words "yield" and "return"? Good investments don't need "ballyho" methods to dispose of them.

CITIZEN.

Size of Union of South Africa.

London Times.

The total area of the Union of South Africa is 467,701 square miles, or about one-sixth the size of the United States. The country is divided into four provinces, of which the Cape of Good Hope is the largest, with an area of 276,775 square miles; Natal covers 34,600 square miles; Transvaal, 108,000 square miles, and the Orange Free State, 48,326 square miles.

Calculator at Work.

Exchange.

Uncle Sam collected income tax amounting to $5,408,075,968 during the fiscal year ending June 30, 1920. That sum would build more than 2,500,000 cottage homes, which would house as many people as live in the state of New York, or as many as live in the 27 smaller western states.

Those Who Come and Go.

"The garden spot of the world," is the modest assertion which Dan Ryan of Fort Klamath makes for Wood River valley. "It isn't very large," admits Mr. Ryan at the Imperial, "and it couldn't be, because it is so good. I can't describe it and do it justice, but I'll say that we never have a crop failure; that the finest cattle in Oregon come from the valley, and there is more grass in the lanes of the valley than there is in all of Crook county. It is a clover country and stock will put on fat at an astonishing rate. Wood River valley is 20 miles from Crater lake and is surrounded by mountains. At one time it must have been covered by a lake, for in boring for wells pieces of bark are occasionally brought up from a depth of 200 feet. Artesian water can be had anywhere and it is piped into the houses, giving a supply such as any house in Portland has. This water is as cold as ice and clear as crystal. A paradise, I'll say."

"It is quite possible for a fishwheel not only to pick up a man, but to pick up a horse," declared the Duke of Cellio, commenting on a Hugh Wiley story in the Saturday Evening Post. "A Chinaman tried to commit suicide by jumping into the river one time and he was lifted from the water by the wheel and thrown into the box with the salmon, just the same as happened to 'Wildcat' in the yarn. The Chinaman was unable to get out until the next morning, when the door was unlocked and he was lifted out with the salmon. In the story it tells of a salmon run which promises to net the owner of the wheel $6000 in three days. Such a thing is possible. In 1890 and 1896, when the fishermen in the lower Columbia were on a strike and there were no fish being taken below the Cascades, the wheels were taking salmon out so fast that all the wheels had to be raised except one, and that was enough to keep the cannery operating full blast."

Mrs. Burton C. Neal passed through Portland recently en route to Marion county, where she has purchased a farm and hopes to be very happy and prosperous. Mrs. Neal recently was of Connecticut. With her she brought her husband, her three sons and 12 fine Jersey cows. She prefers Oregon to Connecticut and will put her cows on test right away. Mrs. Neal wrote to the Oregon Agricultural college and to the Chamber of Commerce for information regarding the outlook for dairying in Oregon before she decided to come. Professor F. B. Fitts of O. A. C., who is in town for a few days, told a group of friends at the Imperial about the Neals and their cows as an evidence that eastern people are interested in Oregon. Professor Fitts has arranged for farm bureau meetings in Columbia county at Rainier; in Multnomah county, in Gresham, and in Washington county, at Hillsboro, for the week beginning January 10.

No contracts for paving will be awarded at the meeting of the state highway commission next week, says R. A. Booth, chairman of the commission, who arrived in Portland yesterday from LaGrande, where he attended the funeral of his colleague, E. E. Kiddle. It had been the intention of the commission to award contracts for several sections of the Pacific highway, but matters have come up which have caused the commission to postpone action on paving awards for the time being. Mr. Booth says that he hasn't the slightest idea who will be appointed to succeed Mr. Kiddle on the commission.

"For 12 years I have been at every session of the legislature as a member of the state senate. In the coming session I will not have a single bill nor do I even expect to go to the statehouse once," announced Dr. W. D. Wood of Hillsboro, who was in the city yesterday. Dr. Wood has been the dean of the senate, but last spring he concluded that he was about "fed up" on senatorial matters and took a shy at the nomination for secretary of state and missed the mark. Dr. Wood was a bear on the ways and means committee.

Whether he knows it or not, Percy A. Cupper is due for some excitement when the legislature meets at Salem. Mr. Cupper is engineer of the state water board. There are rumblings that the present irrigation laws are likely to be amended, altered and changed in some very important particulars, and some of these amendments, alterations and changes will have a direct effect on some of the present duties of Engineer Cupper. The water engineer is registered at the Imperial.

Tokeland is where the Toke Point oysters come from, and it is over on the coast of Washington. This type of oyster is an eastern variety which is brought across the continent in tanks when young and planted near Tokeland. The result is an oyster larger than the native Pacific or Olympia and not so large as the eastern. J. W. Oberender of Tokeland is an arrival at the Hotel Oregon.

Rockaway isn't a very exciting place to be on New Year's eve, so J. B. McCormick and O. B. Norvell have come to Portland to celebrate, not knowing that the police here had orders to make the Portland celebration even more tame than the festivities at the Tillamook beach resort. The visitors are registered at the Hotel Oregon.

Augustine Donovan, attorney of Klamath Falls, is at the Benson. Mr. Donovan is a comparatively newcomer in Klamath county but has developed into a first-class booster. He says that everyone in Klamath now recognizes the value of irrigation and the rains of this year will prove of great benefit to the community.

Representative Thomas Bennett of Marshfield has arrived at the Imperial with Mrs. Bennett. The job of representative for Coos county was sort of wished on Mr. Bennett but now that he is elected he intends seeing what can be done for his county during the impending session of the legislature.

C. B. McCullough, bridge engineer for the state highway commission, was in town yesterday longer than he intended. Reason, carburetor trouble. In the past two years the department has constructed bridges with a total length of 10,700 feet and the bridges have cost $837,000.

Among the Klamath people in Portland just now is C. T. Darley, who is county engineer for Klamath and also engineer for the Langell valley irrigation project, which will place under irrigation many thousands of acres.

J. and J. W. Bergman, father and son, are at the Perkins from Florence, "the rhododendron city," as the town likes to be called, because of the great profusion of those flowers in that vicinity.

F. E. Beach, owner of a large dry goods establishment at Lewiston, Idaho, is at the Hotel Portland for the New Year.

What Is a Genius?

Louisville Courier-Journal.

"That fellow is a poet, a genius." "Huh! A rhymester isn't necessarily a genius." "He gets ten thousand a year from a biscuit factory. He's a genius, all right."

John Burroughs' Nature Notes.

Can You Answer These Questions?

1. What would happen if all the birds were killed?

2. How can ants in the house be routed?

3. Is Jimson weed poisonous?

Answers in tomorrow's nature notes.

* * *

Answers to Previous Questions.

1. How does the pine tree shed its leaves?

The pine sheds its leaves periodically, though always as it were stealthily and under cover of the newer foliage. It is to her old leaves that she adds the new. Only the new growth, the outermost leaves, is carried over till the next season, thus keeping the tree always clothed and green.

* * *

2. Do crows eat corn in winter?

Crows will not eat corn in the winter, except as they can break up the kernels. It is too hard for their gizzards to grind. Then the crow, not being properly a granivorous bird, but a carnivorous, has not the digestive or rather the pulverizing power of the domestic fowls.

* * *

3. Is the gray squirrel distinctly American?

The gray squirrel is peculiarly an American product, and might serve very well as a national emblem. The old world can beat us on rats and mice, but we are far ahead on squirrels, having five or six species to Europe's one.

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PRUNES ARE NOT MISBRANDED

Law Requires Origin, When Stated on Label, to Be True.

DALLAS, Or., Dec. 30.—(To the Editor.)—An article appearing on the editorial page of The Oregonian entitled "Co-operation Is the Way Out," is based on the false notion that because a large portion of the Oregon prune crop is bought each season by packers whose headquarters are in California, these prunes are then packed, branded "California Prunes" and shipped to eastern and foreign markets, where they are sold as a California product. Nothing could be farther from the truth.

I have been connected with the prune industry in Oregon for 15 years and I have never known of a single instance where Oregon prunes have been branded or sold as California's. As a matter of fact, the present pure food law of the federal government makes it illegal for the packer of any food product, if he states the origin of the contents of the package at all, to state other than the true origin.

The packing concern I am connected with handles several million pounds of Oregon prunes annually, but every pound of these goods is packed and shipped as Oregon prunes. The labels and brands under which these goods are packed not only indicate that they are "Oregon prunes," but also specify the place where they are packed, as for instance, Dallas, Or., or Roseburg, Or., as the case may be.

I am sure The Oregonian has no desire intentionally to mislead its readers, and for this reason, as well as in justice to the packers of Oregon prunes, I have endeavored to give you the facts as they are.

A. C. PETERSEN.

HIGHWAY BOULEVARD PROPOSED

Name Offered as More Appropriate Than Roseway.

PORTLAND, Dec. 30.—(To the Editor.)—In The Oregonian Wednesday I read that changing the name of Sandy boulevard to Roseway is opposed by the property owners on this thoroughfare.

To my mind Roseway has no particular significance and I sincerely believe a better and more appropriate name could be adopted for this highway.

Inasmuch as the Sandy boulevard connects directly with our celebrated Columbia highway, why not name it Highway boulevard? This, at the same time, could include East Broadway, commencing at the east end of the Broadway bridge. It would greatly simplify matters in regard to East and West Broadway. The Highway boulevard would extend naturally to the city limits and connect directly with the Columbia highway.

I spoke to one of the county commissioners in regard to the change of the name sometime ago and he concurs with me in this. Highway boulevard would not only be an appropriate name, but would also bring two or three streets under one name.

I am sure that if a petition were passed among the property owners along Sandy boulevard the majority would be in favor of the name Highway boulevard.

L. H.

More Truth Than Poetry.

By James J. Montague.

THE ROUNDER'S RESOLUTIONS.

I'm going to tackle tasks I've long
neglected;
I'm going to heed the counsels of
the wise;
Mistakes I've made are going to be
corrected;
Dreams I have dreamed I'm going
to realize.
My energy shall never be diminished;
With all the zip that's in me I shall
try
To do the work that I have left unfinished,
While idle, wasted hours hurried by.

My putting has been bad—I'm going
to mend it,
And when again I stand upon the
tee,
The pellet's going where I want to
send it;
I'm going to play the course in
eighty-three.
And at the track I'm going to pick
the winners
And keep my money off the halt
and lame;
I've had the costly luck of all beginners
But in the future I shall learn the
game.

And what I gain by winning on the
horses,
As there is not a doubt that I shall
do,
I'll use in making up my poker
losses—
I must get even with that pirate
crew.
And all the money that I win at
poker,
Though very great the sum is sure
to be,
I'm going to give to some smart,
clever broker
And let him clean the market up
for me.

I've loafed too much—I've wasted
time and money—
Around the hive of life I've been a
drone,
While busy workers gathered in the
honey,
But now I mean to come into my
own.
Good resolutions these—it's hard to
make 'em,
And harder still it is to see 'em
through,
But 'ere a month has passed I'll likely
break 'em,
Which will not trouble me—I always do.

* * *

Wrong Again.

When we supposed the fleet corporation's motto was "Ships! Ships! Ships!" it really was "Graft! Graft! Graft!"

* * *

Hard Luck That She Can't.

California would be the richest state in the union if she could only export her climate.

* * *

With Chile and Argenting Out.

It doesn't look as if the league of nations would start with much of a waiting list.

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In Other Days.

Twenty-five Years Ago.

From The Oregonian of January 1, 1896.

Notwithstanding two years of depression, Portland has grown 28 per cent in two years. The population of the city is now, according to the state census of last June, 81,342.

The coming season promises to be one of great building prosperity in the city.

Portland has 119.9 miles of electric cable and steam street railway.

During the past year wheat valued at $4,015,033 was shipped from the city.

Fifty Years Ago.

From The Oregonian of December 31, 1870.

An experiment on an extensive scale at working the gold-placer mines of Klamath county, California, with improved machinery will be made soon by San Francisco capitalists.

Sam Vowels has been bound over in the sum of $500 for biting off Joe Taylor's ear.

The number of arrests made by the police during September was 110.

The new city clock will be ready to start even with the new year at 12 o'clock tonight.

She Is a Careless Girl.

Baltimore American.

"Letties is a very careless girl." "How so?" "When I told her to take a good look at young Flipkins the other day she dropped her eyes."

Pugilists Who Trained and Fought in Portland of Old

Perhaps you are one of those folk who cannot countenance pugilism. Granted. But doubtless you read with avidity the vigorous, epic tales of the ring—as certain writers of fiction spin them for the magazines. Whether you are fight fan or dissenter, De Witt Harry's story of old-time contests in Portland, where not a few champions have drawn on the gloves and strove for prize-ring renown, is an historical contribution to this phase of sport and to the city's annals. It is vivid and surprising, and that implies that the yarn cannot fail to quicken your interest. Told in the Sunday magazine, with illustrations.

Man Who Sculptured President-Elect—In the east a new star is arising to deck the firmament of art. Perhaps it were more fitting to say that Louis Kelia, genius of sculpture, has already arisen, for the critics of the metropolis hail him as marvelous in treatment and inspiration. It was Kelia who caught the likeness of Senator Harding, President-elect, and will hold it in graven stone—a work to endure and long to excite the praise of those whose praise is worthy. The story of Louis Kelia is told in the Sunday issue, with illustrations of his more noteworthy creation.

Holidays at the Danish Court—Here is a story of festival in a quaint foreign capital, told by Mrs. Maurice Frances Egan, who spent 11 years in Copenhagen as the wife of the American minister to Denmark. In the Sunday magazine, with photographs of Danish royalty.

Talks With T. R.—What is your opinion of Mr. Wilson's ideals? Now that's a controversial question, as three-fourths of the world will grant you. But all of us cannot fail to find interest in the views held by the late Colonel Roosevelt regarding President Wilson, even though there are many dissenters. It's in the Sunday issue, where John J. Leary, Jr., from his diaries, brings back to us that staunch friend and stalwart foe, known to the world as Roosevelt.

Funny Things Love Will Do—How was your romance launched? Cast back along the trail of years and it's a seven to one wager that the transcendent event found its source in some trivial incident. William Hamlin, contributing a most sprightly story of real romance to the big Sunday issue, informs us that candy, cake, a "lost" ad, hops, malt, and other trifles were the devices that Cupid artfully employed to bring true hearts together. An unusual story of the neglected commonplace, brightly told and more than worth the reading. With several illustrations.

The Progress of the Next Century—There, beyond doubt, is field for exuberant fancy. What do the years hold for humanity, in the womb of