Morning Oregonian

ESTABLISHED BY HENRY L. PITTOCK.

Published by The Oregonian Publishing Co., 135 Sixth Street, Portland, Oregon.

C. A. MORDEN, Manager. E. B. PIPER, Editor.

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

Subscription Rates—Invariably in Advance.

(By Mail.)

Daily, Sunday included, one year	$8.00
Daily, Sunday included, six months	4.25
Daily, Sunday included, three months	2.25
Daily, Sunday included, one month	.75
Daily, without Sunday, one year	6.00
Daily, without Sunday, six months	3.25
Daily, without Sunday, one month	.60
Weekly, one year	1.00
Sunday, one year	2.50

(By Carrier.)

Daily, Sunday included, one year	$9.00
Daily, Sunday included, three months	2.25
Daily, Sunday included, one month	.75
Daily, without Sunday, one year	7.80
Daily, without Sunday, three months	1.95
Daily, without Sunday, one month	.65

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

Postage Rates—1 to 16 pages, 1 cent; 18 to 22 pages, 2 cents; 34 to 48 pages, 3 cents; 50 to 64 pages, 4 cents; 66 to 80 pages, 5 cents; 82 to 96 pages, 6 cents. Foreign postage double rate.

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

REOPENING THE RATE CONTROVERSY.

The public service commission of Washington by its move to compel other railroads in eastern Washington to make joint rates on grain with the Milwaukee road, doubtless aims to nullify the 10 per cent differential in favor of Portland on traffic south of Snake river. Though the Milwaukee is the short road from that region to Puget sound, that fact did not help the Puget sound ports because the Milwaukee does not enter the territory in question. The Washington commission has been moved by the sound ports to attempt compulsory joint rates between the Milwaukee and the roads serving the area south of the Snake in the hope of overcoming this difficulty.

Before the Washington commission can succeed, it must induce the roads on which the traffic originates to hand over the lion's share to the Milwaukee, so that without effort on its part the latter would get perhaps 90 per cent of the revenue. The commission's action could only be justified in the eyes of the railroads if they were owned in common. As they are distinct corporations, each seeks all the traffic that its lines initiate and is not inclined to give another line the benefit of its investment. The effect of the commission's plan would be to convert the Northern Pacific, Great Northern, North Bank and Union Pacific in the inland empire into mere feeders for the Milwaukee. They will naturally say: "We're not going to feed it; let it feed itself."

If the other roads should prove so self-sacrificing as to enrich the Milwaukee treasury at their own expense, the Washington commission would still have to settle matters with the Interstate Commerce commission. No change in rates such as that proposed for roads within the state of Washington could be made without affecting interstate rates of roads running from Washington into Oregon. The entire adjustment of rates that has been made by the Interstate commission, and that is very delicately balanced, would be disturbed. The transportation law has given the Interstate commission paramount jurisdiction over state rates so far as they affect interstate rates and the revenue of the roads. That jurisdiction has been upheld by the courts in cases where states refused to raise their passenger rates to correspond with those made by the Interstate commission last August, and the latter body will not permit it to be impaired.

In the extremely improbable event that the other roads should consent to become agencies for enriching the Milwaukee and that the Interstate commission should submit without protest to nullification of its decision, the Columbia river ports would still have a few facts to adduce in favor of the differential, facts to which the commission gave no weight in a thorough adjudication of the case. If Puget sound were wise, it would let sleeping dogs lie.

A TYPICAL BOLSHEVIST YARN.

A self-styled Russian consul at Boston has the audacity to say that the economic condition of Russia at the present time is the same as was that of the United States at the close of the civil war. That is a fine sample of bolshevist accuracy. When the north and south had fought out their quarrel, they set to work together to repair war's damage and to build up their common country. The result is before us today. In Russia a band of fanatics and thugs in the pay of their country's enemy overthrew the government by wholesale slaughter perpetrated mainly by foreign mercenaries, made a shameful peace with Germany, established their power by massacre, espionage, starvation and terror and then proceeded to wreck the country preparatory to rebuilding according to their own doctrines. The wreck is so complete that they have left no materials with which to rebuild. Bolshevism triumphant is Russia in ruins.

Such comparisons as that mentioned are eloquent of the bolshevist mentality. Lenin has cynically said that the Russian people are so ignorant and stupid as to be incapable of self-government and that government by such a small minority as that which he leads is thereby made possible and is the only means by which his theories can be put in practice. He trades on the Russians' ignorance by telling them most grotesque lies, which are readily believed, though they only excite the ridicule of intelligent people. The mistake of the pretended consul was to make his comparison between the United States after the civil war and Russia under Lenin to an American audience instead of to a crowd of moujiks. The moujiks would have believed him.

The ignorance and incapacity on which the bolshevists trade is the worst obstacle to the rescue of Russia from their rule by its own people. There are only 600,000 communists among the 125,000,000 people under soviet rule, and only 150,000 of them are active. The rest of the people hate them and long for deliverance. No other nation on earth that is so numerous would have remained for three and a half years under the tyranny of such an insignificant minority. But every leader that has attempted to overthrow the bolshevists in war has been deserted by troops deluded by red propaganda that could only have deceived the ignorant and credulous, while conscript peasants and workmen have permitted German, Magyar and Chinese mercenaries to drive them into battle. The success of the Moscow tyrants is explained by the contrast between their own perverted intelligence and the prevalent lack of intelligence. This makes them ready to believe any absurd fiction of the propagandist and suspicious of one another, rendering concerted action practically impossible. But for this defect, which makes the people easy tools of their oppressors, a well-equipped foreign army of moderate size might wipe out the bolshevists in a few months.

PIONEERS OF 1843.

The death at The Dalles of Mrs. Laura Hawn Patterson weakens further the chain linking the present with the very beginning of the settlement of Oregon. In all probability there are not a dozen survivors remaining of that most significant of all western migrations. Prior to 1843, in which year about 800 men, women and children crossed the plains, there had been only a single, and much smaller, migration of bona fide builders, that of the year immediately preceding. Those who had crossed the plains prior to the early forties had been, with a few individual exceptions, either missionaries or fur traders.

Jesse Applegate, captain of one of the four divisions of the immigrant train of 1843, estimated that of the total number there were but 240 capable of bearing arms, a fact that was particularly set down because the route to Oregon in that time lay through a region inhabited by not too friendly Indians. The year is noteworthy because it marked the appearance in Oregon history of such men as Applegate, J. W. Nesmith, who afterward rose high in public life in state and territory, and Peter H. Burnett, subsequently chief justice of the provisional government of Oregon and a little later the first governor of California. The wagon train of 1843 traveled in four divisions and virtually broke the trail over which subsequent settlers reached the territory.

The Applegate census already alluded to also indicates the large proportion of women and children in that famous company. These were numerically in the majority, and the fortitude with which they endured the hardships of frontier life accounts for a good deal that is excellent in the present character of the people of the state. The passing of every true pioneer is a matter of especial regret because it removes still another living example of sacrifice for the home-building principle almost inconceivable to the luxury-loving present generation.

TRUTH IS OUT AT LAST.

At last, two and half years after the armistice, the public is informed that a billion dollars was not spent on aircraft after all. While a congressional committee was investigating and campaign orators were orating, and agitators were denouncing, accountants in the office of the chief of air service were patiently figuring on the mass of data that had accumulated and on the further mass that poured in from the liquidation division, and the liquidators were selling the heaps of junk. When the tumult is over and the people are resigned to the fact that their billion is money sunk and lost, the Aviation and Aircraft Journal comes forward with official news that the air programme did not cost a billion; it cost only $598,090,781.

It was in one sense worse than we thought, for this official report states the total war appropriations for army aircraft at $1,200,054,758. Out of this sum there has been returned to the treasury the prodigious sum of $582,564,781. But how did it get into the treasury? Its return has been kept a profound secret. It might have been smuggled in at dead of night by some honest democrat who was afraid of detection, for all that the people heard about it. Democrats were not ever wont to hide their candle under a bushel.

Of what practical use is knowledge of the facts at this late day? The accountants patiently grubbing away at their books and papers were determined that the exact truth should be figured out to the last cent and to the vindication of the aircraft board, if it took till doomsday. Their deliberate thoroughness is of a kind with that which characterized the Wilson methods generally. When rifles, machine guns, aircraft were wanted, the Wilson administration set to work with dignified deliberation to design and make the best that could be designed and made in the United States—no foreigners need apply—and in some instances it triumphantly proclaimed that it had reached quantity production about November 1, 1918, a few days before the armistice. It was much the same with labor investigations. Some that were intended to prevent strikes were so long that the strike began and was finished before a decision was reached. In other cases the strike simply faded away from weary waiting for a verdict.

One change for the better is that President Harding and his men have some conception of the value of time and money. Those who preceded them had no such conception, provided it was other people's time and other people's money.

THE GIFT TO MME. CURIE.

For the conquest of cancer certain eminent men and women of the United States are calling for a thimbleful of radium. This they desire to present to Mme. Marie Curie, discoverer of the magical mineral, when she visits us within the next few weeks. It is rather disconcerting to observe that so small a measure will cost no less than $100,000. Yet the fund, centered in New York, is steadily growing and there is assurance that the French scientist will receive the scientific treasure.

Mme. Curie discovered radium, but its extreme rarity and consequent costliness have heretofore prevented the acquirement by her of a quantity sufficient to carry on her important investigations. She believes that radium, the strange metallic chemical element whose rays will not refract, may prove to be the specific treatment and cure for cancer. If this gift be made, Mme. Curie will become a modern Joan, armed for battle. Without it the discoverer, whose revelation of radium already has been of great benefit to the world, stands in the field of theory and cannot force the fight.

The action of radium rays on human tissues was not known until 1901, three years after the element was segregated from pitchblende. Professor Becquerel, also a French scientist, profoundly interested in radioactive experiments, carried a minute portion of the precious mineral in a small bottle, snuggled into his waistcoat pocket. Through glass and cloth the irrepressible emanations thrust their way, and at the end of a fortnight there appeared on the good professor's hide a radium burn, the first ever inflicted. As the "Becquerel burn" this injury was of moment to science and the possibilities of radium were glimpsed.

Now a thimbleful of radium is a considerable quantity, as though one would say, comparatively, a boxcar full of platinum. In it is vested the radioactive authority for many purposeful and highly important experiments. The use of radium in the treatment of cancer already has proved efficacious, it is claimed. With this gift in her hands the hope is that Mme. Curie will round out her service as discoverer of radium by the rout of cancer. Some say the days of chivalry passed with the crusades and that Joan rides no more for the right. But that's absurd.

MAKE STREETS SAFER.

The half humorous suggestion was made the other day in a letter from an out-of-town correspondent that the Chamber of Commerce provide "city-broke" chauffeurs to meet visitors who come by automobile and pilot them through the maze of traffic. But the state of mind of the occasional visitor to the congested area is neither humorous nor half humorous. The suggestion, while extravagant, was based on a serious situation.

The other day there was a round-up of reckless delivery boys. It was long overdue. But reckless driving is not the only danger. Streets are congested into narrow lanes by cars parked on both sides in the congested area. Many traffic accidents occur because of this condition and in spite of ordinary prudence. Jay-walking, on the other hand, is prohibited, and one injured while indulging in that forbidden course is generally conceded to be responsible for that which has happened to him.

But jay-walking is done and it would require almost as many policemen as there are pedestrians to prevent it. One steps from behind a parked automobile and is struck down by an automobile moving in the narrow lane between the files of cars. It is his own fault, we have been given to understand. He ought not to have attempted to cross the street at that point, or he ought to have peeked around the obstructions to learn if anything was approaching.

It is paradoxical, quite, that the law should tell the pedestrian to stay out of the street in the middle of the block, yet say that the for-hire car may stand there indefinitely or that cars in private use may take turns standing there all day.

The streets are common highways, designed for the use of the public in passing and repassing. They are unsuited for storage purposes or for business obstructions. Their general use for purposes other than passage adds definitely to the toll of street casualties. Yet there is a disposition by some to consider the parking problem as only a contest between the amount of inconvenience the public will put up with and the fancied rights of some car owners to ply a business in the public thoroughfare. He who sees naught else in the problem has small powers of perception. There is the vital element of public safety involved as well as the elements of public convenience and public rights.

MAKING CONVERTS TO CAPITALISM.

So rapidly does the demand for electricity grow that the plant of a company supplying it can never be said to be finished. The company makes a continual demand for more capital in order to extend its plant and keep pace with increased consumption. One of the errors of judgment committed in starting a new enterprise of this kind is, according to S. Z. Mitchell, president of the Electric Bond & Share company, too narrow vision in capitalizing a company. "Instead of providing power for a lifetime the capacity of the station or condensing site," he said, "was probably exhausted in ten years or less." Then a company which thought it had shown great foresight in providing for the growth of business during that period found that it must raise more capital or stunt its growth and allow a rival to pass it.

A result of this constant need of more capital to keep up with the growth of the business has been that heads of companies must constantly find ways to market new securities. Mr. Mitchell's discussion of this subject in addressing a convention of Edison companies should do much to dispel the popular impression that a power company no sooner calls than great masses of "eastern capital" are thrust into its hands. On the contrary the heads of these companies have to tax their brains to devise forms of securities with the requisite backing, and the certain return which will attract investors. Other troubles have been overcome, but "the trouble is simply and only a question of finance."

This ever-recurring problem has had some peculiar effects. In order to have good standing among investors, a company must stand well with the community that it serves, that it may obtain needed franchises, and it must be assured an adequate standard return on its investment, which is obtained from a public service commission. It must therefore win the good will of the community which in most cases has been fed on anti-corporation propaganda for a generation. Having begun by abandoning the "public be damned" attitude which used to cause the public to damn them, they took the position that they were serving the public, and courtesy replaced insolence. Then they strove to win the good will of their customers by selling stock and bonds to them. There have been "strenuous preferred stock selling campaigns among customers," all of which "have been a great success financially and from a public relations standpoint." In California there has been a very noticeable change in the attitude of politicians and certain newspapers, especially as the effort has been to win large numbers of small subscribers rather than a few large ones, for this reason:

> We find that the larger the number of local stockholders, the freer the company is from unjust political oppression, the more stable the market for its securities, and further the stockholders themselves gradually increase their holdings, thus making it easier to dispose of additional issues of stock.

Though some walking delegates of labor unions have advised members against purchase of stock, employes generally have paid little attention to their advice. Mr. Mitchell disagreed with some of his associates about selling to socialists and other radicals. He insisted that the plan "ought to appeal to them and that we ought to have them as partners" and he won his point, for he said:

> We decided that the more some men advocate the doctrines of Herr Most, Emma Goldman or even Lenine, the more necessary it is that we should have these men as partners in our business. Instead of the government owning the property as trustee for the consumers, the consumers own it themselves and, as such owners, make and distribute their own electricity and by majority rule run their own business.

A stock salesman approached a socialist editor with the community ownership idea and got this reply:

> Certainly, the finest thing yet. Bully! Never thought of it. Of course we will help you. I will buy some myself and tell everybody what a fine idea it is.

The plan of selling stock to customers and employes of public utilities, and thus leading a community to own its plants and to provide capital for their extension is proving a success. Two big Portland companies are trying it, and it goes. It beats public ownership, for it has all the advantages and none of the drawbacks of that system. It cuts the ground from under socialism and makes converts to individualism, which its enemies call capitalism.

RESTORATION OF HALF-CENT.

The penny as an important factor in our bartering is resurgent, in happy contrast to that recent era when even nickels were without honor. With this recognition of the cent comes the demand, similarly thrifty, that fractional coinage be again resorted to and that we return to the old half-cent of Washington, or coin a new medium in the two-and-one-half-cent piece. Continually do we dip into the past and draw forth some discarded custom that might well have been retained.

The half-cent piece first was minted in 1792, a thick disk of crudely stamped copper, but a genuine admission of the need for close bargaining. Coinage of three-cent and two-cent peices, a generation ago, was not so significant, in that the one-cent coin already provided a means for dealing in decimal relationship to the standard. These were conveniences, however, and characterize a period when the unit of average purchase was far smaller than it is today. From the '50s to 1890, when the two-cent and three-cent pieces were in circulation, one or both at all times, they represented in purchasing power, and perhaps exceeded, the five-cent piece of the present. But the tendency to be liberal with change, to disregard minor variations of price, had been shown previously—in 1852—by the retirement of the half-cent.

It is customary now, when the value of an article concludes in the half-cent to charge the full cent, translating two and one-half cents, for example, to three cents. Indeed, there are innumerable articles, it is pointed out, that do not exceed one-half cent in value but are sold for the full unit of one cent. This, of course, is in the purchase of single articles for the most part, though there is little reason to doubt that the tendency to charge the full cent is everywhere responded to.

The natural reaction of war-time prosperity is refinement in buying and selling, closer figuring, and invocation of fractional prices. One cannot see the justice, for the long period in which the public has received the worst of it, in paying a government war tax of three cents, for example, on a 25-cent movie ticket, when the actual tax is but two and one-half cents. It would appear that the government should recognize the ethics of the case and decline longer to be party to this filching from its citizens. It is estimated that the daily over-charge to the American people, through the lack of a half-cent coin, is not less than $450,000.

There is another and less obvious argument for fractional coinage. Not only does it serve to protect the purchaser from continued and unavoidable exploitation, but it cannot fail to inculcate and foster new standards of thrift. The psychological effect would be marked.

Simon Bolivar, whose statue, a gift from Venezuela, was unveiled Tuesday in New York by President Harding, belongs to the whole American continent, north as well as south, as one of the heroic figures in the struggle for liberty and democracy.

The bolshevists are making a mistake if they think Secretary Hughes sympathizes with them just because he has whiskers.

When men say they hope So-and-so will "settle down," what they frequently mean is that they wish he would settle up.

If wrecking the Troutdale bank was a revenge job, depend on Chief Jenkins to give the yeggmen all they want in a fight.

Best points from which to view the eclipse of the moon tonight are on Mount Hood. Seats reserved on application.

But then if Mrs. Stokes ever thinks of entering the movies, think how beneficial all this publicity will be.

If "for-hire" cars are a nuisance now, what will the independent plane be when aviation is common?

Simon Bolivar was a good name to give a boy a few generations ago. Many of them lived up to it, too.

That family row in the republican party of Montana will burn out as warm weather develops.

Mr. Duncan's views are large, at any rate. He showed them so by hiring a large hall.

Harding is human. He went to lodge the other night to witness an initiation.

Sounds like resumption to hear a Coos Bay mill talk of capacity output.

We are not in the midst of another wave of crime. This is just a ripple.

Stars and Starmakers.

By Leone Cass Baer.

Gertrude Hoffman, who closed her season in vaudeville, has started production of a vaudeville vehicle for Max Hoffmann Jr., and a young woman from the "Midnight Frolic." The turn is the first production work done by Miss Hoffman other than for her own use. Max Hoffmann Jr. is Miss Hoffman's son. Her husband is Max Hoffmann, the pianist, who appears as leader of the orchestra and directs his wife's vaudeville act.

* * *

The newest of the A. H. Woods shows is "Gertie's Garter," and after a tryout elsewhere it was taken into Chicago for what its managers hoped would be a lengthy run. All the papers in Chicago criticised the play adversely and it is to be changed a bit before being taken on the road, if it survives. Percy Hammond, of the Tribune, said: "It is merely a rough, drab lot of premeditated bleariness, dull, witless, incoherent, hysterical, striving its worst to be wicked and succeeding only in being guilty."

O. L. Hall of the Journal described it as follows: "It reveals the delicate touch of the piledriver, the nimble wit of the porcupine, and the inventive genius of the missing link. It is a farrago of vulgar nonsense. It has insinuations which you have hoped would never be put into a play."

Charles Collins of the Post declared, "the motto seems to be, 'strip to skin, let the underclothes fall where they may.'"

* * *

Rex Beach doesn't believe in state film censorship; neither do Mary Roberts Rinehart, Owen Davis, Booth Tarkington, Charles Dana Gibson, Augustus Thomas, Ida M. Tarbell and a lot more. They affixed their well-known names to a telegram to the governor of New York protesting against censorship. Some of the other authors protesting were C. B. Falls, Luther B. Reed, Arthur C. Train, George Ade, Gertrude Atherton, Irvin Cobb, Rupert Hughes, Cosmo Hamilton, Stewart Edward White, Jesse Lynch Williams, Edward Childs Carpentier, James Forbes, Montague Glass, Thompson Buchanan, Jerome Kern, Arthur William Brown, Louis A. Hirsch, Clayton Hamilton and Bayard Veiller.

* * *

The "Belle of New York" is to be revived and sent on tour by the Shuberts.

* * *

Baroness de Grandcourt is going to resume her stage name of Patricia O'Connor and go into pictures. Her husband, Baron Grivat de Grandcourt, is on the staff of the British general, E. C. Caldwell, with the army of occupation in Germany.

* * *

Freda Hempel, opera and concert singer, will appear in Paris during June in a series of performances and then embark upon a concert tour which will keep her in France for an indefinite period.

* * *

Mrs. Thomas Whiffen, who is 76 years old, was the recipient of a party on the stage of the Princess theater in Chicago, where she is playing in "Just Suppose." Her hostess was Mrs. Elizabeth Hudson Collier, who is Mrs. Whiffen's only rival in point of service on the stage. Mrs. Collier is 65 years old, and is appearing in "The Bat" in Chicago. Fay Bainter was one of the guests. Minnette Barrett, a Portland girl, is playing in "The Bat."

* * *

The African theaters' trust has booked Lady Forbes-Robertson (Gertrude Elliott), supported by an English company, for a South African season, commencing April 25. Her opening piece will be "Paddy the Next Best Thing" and her second "The Dawn of Tomorrow."

* * *

Edna Aug has been made the protogee of Mrs. Howard Gould and is giving a series of private entertainments. She has gone to London to appear there.

* * *

The Morosco stock colony in Los Angeles will be augmented within the next few days by Warner Baxter and Winifred Bryson, long under Mr. Morosco's management. The two, who are Mr. and Mrs. Baxter in private life, will begin a season of stock. They will appear in the leading roles of several of the try-out productions which Morosco aims to present in New York early in the new season.

* * *

Folk who have met Henry Arthur Jones, the playwright, during his visit to America, will be sorry to hear of the serious illness of Mrs. Jones in England. Mr. Jones came over here to learn the intricacies of scenario writing and has made a host of friends who appreciate his wit, his graciousness and his eagerness to take all film matters to his heart.

* * *

Olive Reeves Smith has rejoined the cast of "Three Live Ghosts" after her trip to England to settle affairs connected with the estate of her father, Major H. Reeves Smith.

* * *

An actor in one of the cheaper vaudeville houses is getting a lot of laughs over his definition of the league of nations, relates O. O. McIntyre in the Atlanta Constitution. He says: "It is for all the nations of the world to unite in harmony and agree to live off the United States."

* * *

Irene Franklin's tour of the Orpheum circuit has been arranged to make possible its interruption for a six weeks' vacation. This will be taken on a trip to Honolulu to occupy six weeks.

Accompanied at the piano by Burton Green, Miss Franklin will play continuously until June 19, when she leaves Los Angeles to take a Pacific ocean steamship at San Francisco. Her route will be resumed at San Francisco July 31 on her return from Honolulu. She comes by way of Portland.

* * *

Frank Bacon, appearing in "Lightnin'" in New York, has just completed the book of a musical comedy entitled "How Come" for which Leon De Costa has written the lyrics and music.

It is the first musical comedy book written by Bacon.

* * *

Sam H. Harris has accepted for production "The Talkin' Shop," by Michael Morton, based on "Sunshine Sketches," by Stephen Leacock.

Those Who Come and Go.

Tales of Folk at the Hotels.

"The Pacific coast can reasonably look forward to a large tourist and home-settlers immigration from the middle west and east," said R. O. Pynchon of Chicago, registered at the Multnomah. "I know that many persons who never before considered the far west seriously as a place for their future home, are now glancing westward and are waiting only until summer to make the trip. And not by any means are all of these people individuals of meager means. Many are influential business men of their own communities who see the potentialities of the west. It seems to me that the Pacific coast has more to look forward to than any other portion of the United States and I believe that an increasingly large proportion of the people generally are commencing to think that way."

Molalla is a small town situated in a wonderfully fertile valley near Portland. Diversified farming and small timbering are its chief claims to recognition. The sawmills in and near Molalla were fortunate in having orders for foreign ties, which kept them cutting up until January of this year. Now the mills are closed and the millmen feel a little depressed. "General crops are looking fine," said J. W. Robbins of Molalla, at the Multnomah. "Wheat and oats look splendid and the outlook is towards an excellent crop. Some walnuts are grown and are of a fine quality and large size, but they have never been cultivated extensively." Mr. Robbins, accompanied by his wife, came to attend the opening game of the baseball season.

Alsea, in Benton county, is a scattered collection of a few buildings where one of them, an old two-story frame house, serves as a hotel. It isn't much of a place to look at, yet it is a point where a considerable amount of produce and dairy products are assembled and as a trading center it is a young gold mine. About a million dollars' worth of business flows out of Alsea during the course of 12 months. One of the minor industries is the gathering and drying of fox-glove, which is used for a medicine that stimulates the heart. The entire countryside is covered with this flower until it has become a pest. J. R. Pringle of Alsea is registered at the Seward.

H. W. Graham arrived at the Hotel Oregon from Richmond, Or., yesterday. Richmond isn't more than a trfling village on the John Day river, in Wheeler county, some 30 miles south and east of Fossil. Speaking of Fossil, the town received its name from the large number of prehistoric creatures which were uncovered there by the late Dr. Thomas Condon, after whom the town of Condon was named. The country around Fossil and Condon has been the frequent objective point for expeditions of scientists sent out from the research institutions of the east. Many of the fossils on exhibition in the big collections of the east were exhumed from the soil of the John Day country.

One of the oldest of the old-timers of Long Beach, Wash., is F. H. Canaris, who, with Mrs. Canaris, is at the Perkins for a few days while visiting the wholesalers. Mr. Canaris is proprietor of a general merchandise store at Long Beach and is as well known to the summer colony from Portland as the driftwood on the sands. The north beach, which lost prestige when the Oregon beaches were developed, is now working out a programme of development calculated to attract visitors to the Washington side as of yore.

Very shortly now the Hood river valley will be a mass of blooming apple trees and will present one of the most beautiful sights in the world. Every orchardist in the valley, one of whom is A. E. Walpert, registered at the Benson, wants all the people of Portland to motor out to Hood River and take a look at the valley with its crowning glory. Apple blossom time in Hood River does not have to take a back seat for cherry blossom time in Japan or the prune and cherry blossom days of Salem and vicinity.

Covered with dust and the stains of travel, a party chugged up to the Benson yesterday. The party consisted of E. E. Dewing and Miss J. Paulsen of San Francisco and Mrs. H. Ray of Piedmont, Cal. The trio motored up from San Francisco over the Pacific highway and had no uncomplimentary remarks to make on the condition of the road. In a couple of months local hotels will be having several such motor parties arriving daily from the south.

Many times Custer Ross patronized the Benson before the desk staff knew who he was. They knew he came from Silverton, Or., but that was all. Finally one day one of the clerks asked him his name. The reason that the desk crew did not know the identity of Mr. Ross was the manner in which he signed his name and no one could decipher it. Mr. Ross is a lawyer.

This is going to be a great year for the national parks, according to the opinion of H. M. Albright of the Yellowstone park hotel, who is at the Hotel Portland with Mrs. Albright. Of all the national parks, Yellowstone is probably the best known and most widely advertised.

G. M. Bryd of Norway is here on important business and is at the Hotel Portland. He is interested in shipping and is a shipowner. The object of his mission to this port is to buy cargoes of lumber for shipment to northern Europe, and he is now giving his orders.

L. B. Hanna of Fargo, N. D., is at the Benson visiting friends. Mr. Hanna is a former governor of that state and a relative of the late Mark A. Hanna, who impressed himself on the American public during the McKinley campaign in 1896.

From Index, Wash., comes R. P. Gauss to the Imperial. Index is renowned for its granite quarry and its sawmill, but chiefly for the quarry. The town is on the north fork of the Skykomish river in Snohomish county.

Margaret Coovert is registered at the Multnomah from Alfalfa. The town, which gets its name from its chief product, is situated some 22 miles southwest of Prineville, but is in Deschutes county.

Robert C. Fordney registers at the Hotel Oregon from Home, which, after a search had been instituted, was discovered to be a postoffice in Baker county on Snake river.

O. B. Durdall whose mercantile store is known to all Salemites, is registered at the Hotel Oregon from the state capital.

P. J. Worrall, manager of the Tillamook hotel, is on a business trip to Portland and is registered at the Hotel Oregon.

E. E. Woodcock, sheriff of Lake county, and a democrat to boot, is registered at the Imperial from Lakeview.

Open Secrets Are Furnished.

Helen Hunt.

Learn a wondrous secret, that pennilessness is not poverty, and ownership is not possession; that to be without is not always to lack, and to reach is not to attain; that sunlight is for all eyes that look up, and color for those who "choose."

DUAL USE FOR FAIR BUILDINGS

Construction Permitting Disposal to Industries Urged on Managers.

PORTLAND, April 20.—(To the Editor.)—In view of the fact that we are going to hold an exposition in this city during the year 1925, the selection of the site should be of incalculable value to us in years to come.

Did Portland and its tributary derive full benefit from the Lewis and Clark exposition? Have any of those structures added to Portland industrially? Was there any salvage from those buildings?

We are styling this exposition an electrical, industrial and highway exposition. Can we not select a sight that in itself will reflect in a certain degree this fact? We wish to show our visitors the wonderful scenic attractions of this vicinity and of the west. We also desire to impress upon them the latent industrial and commercial opportunities which abound in the west as well as to show the port of the Columbia river basin to its best advantage. This is not a selfish desire, for we owe it to the Columbia river basin to make this marketing center a profitable one. A few years will see a vast arid section transformed into one of the most productive sections in the world, and we must keep abreast of that development.

We should select a sight and prepare the same with the view of its serving as an industrial district afterward. Transportation facilities must be excellent; its proximity to the business center considered; the lack of bridges to the east side and the congested area adjacent to them.

A proper site and we can construct a portion of these buildings along modern industrial lines of a substantial character. Modern types furnish some added features in the way of lighting, heating and ventilating, besides being fireproof. They are not of an unsightly architectural design, but often along graceful lines. A few of such structures might be tentatively marketed before construction and thereby help finance the fair, besides adding inducement to prospective manufacturers seeking Pacific coast locations.

We will soon need another bridge; the fast growing Peninsula forces us to admit the new structure must be down the river, making a new artery out of the west side. St. Johns and the new terminal should be brought closer to the business center and a bridge across the river at the Columbia university will serve the entire district, as well as farther down. There is a natural approach on the east side and easy to connect with the Columbia boulevard and the interstate bridge. Swan lake district seems to have a great many of these natural requirements. Columbia university might take advantage of its location and get a new dormitory by using the same to house workmen during construction and guests during the exposition. C. E. K.

EARTH WORRIES MORE SERIOUS

Writer Advised Not to Wait Till She Reaches Heaven to Look for Sinners.

PORTLAND, April 20.—(To the Editor.)—Permit this reply to the writer of a letter in The Oregonian: B, like you, my opinions don't amount to much, but if the newspaper is your church and you are seeking enlightenment, as you say, perhaps you will be willing to hear what I think about it. I don't think you need to worry about chumming with the "Smith woman" and the "Hamon type" when you reach heaven.

I think the angel in charge of your department up there will see that these "creatures," if in heaven at all, are far removed from your perfect little corner. But the thing I would ask you to worry about is to see that you are not unknowingly "rubbing elbows" with some of these erring ones here on our beautiful earth. There may be dozens of Jake Hamons around you for all you know, luring and spoiling the virgin souls of 18-year-old girls, and if Clara Hamon's terrible experience will help such girls to understand what they may expect at the hands of some married men, hasn't she acomplished something?

I wish you would read an article by Cecil B. De Mille in the May Photoplay and get his ideas about women. He says: "Only good women matter. The degree of badness in a bad women is interesting, but it realy doesn't matter. . . . A man cannot look at a really good woman without shading his eyes. (I wonder why?) Why should a woman forgive a man for lying, for small cruelties, bad temper, selfishness, harshness, hypocrisy and then condemn him for a hpysical act that is actually like a tune a man whistles and cannot remember the next day?"

Why, indeed? With a man it is like a tune that is whistled and forgotten the next day. With a woman it is a bitter, life-long memory. Perhaps women take life too seriously. If men can forget, like the whistled tune, the things which brand women for life, then perhaps they may be more fitted to go to the gallows for murder, go to war, etc. If you expect women to hang, the same as men, perhaps you can arrange for a single standard of morals. I hope somebody can answer your questions to your satisfaction.

DEFENDER OF MY SEX.

HEAVENLY MEETING HOPED FOR

This Writer Wishes to See Clara Hamon and Other Sinners Beyond.

PORTLAND, April 20.—(To the Editor.)—Have just read the letter written by "B" of Kelso, Wash., and must say I was very worried for fear Clara Hamon would go to heaven, and be on equal grounds with other inmates of heaven.

Would suggest that the writer of that letter go out into God's beautiful world when the sun is shining and note the wonders and glories of his handiwork—the stately snow-capped mountains, wonderful rivers and waterfalls, flowers that smile at you, birds that sing as if they were trying to tell that their creator is good and full of mercy, and thousands of other signs. Then perhaps the fog that seems to be on this person's brain will be swept away and she will see that God is fully able to run the affairs of heaven without any help from people on this earth. Would also suggest that this "B" read the Bible. In it will be found that God has promised that though our sins be as scarlet, he will make them white like snow, if we repent in earnest. Then, too, none but the pure in heart shall see God, and if Clara H. repents and her creator keeps his promise, as he always does, why hasn't she as much right in heaven as anybody? We all sin—it's natural to the human race—but if we do our best, live clean lives and help others who are weaker than we, we won't need to worry for fear someone will get to heaven who is not as good as we think ourselves to be.

I was glad to read that Clara turned to the church for help. I hope they stand by her and strengthen her, and help her to be deserving of heaven. If I am fortunate enough to get there I hope I shall see Clara Hamon and thousands more that have been saved from the awful abyss of sin. If "B" worries over the people that will be in heaven how does she stand it here on earth, where sin is on every hand? J. M. O.

Name of State Officer.

PORTLAND, April 20.—(To the Editor.)—Please tell me the name of the attorney-general of Oregon.

CONSTANT READER.

I. H. Van Winkle.

Burroughs Nature Club.

Copyright, Houghton-Mifflin Co.

Can You Answer These Questions?

1. Kindly give the information on growing water hyacinths.

2. I would like to know where the mud hen lays her eggs.

3. When did the famous elephant, Jumbo, die?

Answers in tomorrow's Nature Notes.

* * *

Answers to Previous Questions.

1. Which sort of creature is older, in the world's history, cold-blooded or warm-blooded animals?

The cold-blooded animals preceded the warm-blooded variety. Cold-blooded creatures had (and still have) scaly or tough leathery skins. In the course of evolution, when hairs were developed in place of scales, they afforded the creatures wearing such a coat some degree of warmth that allowed them to be more active. The body temperature gradually rose, and this type of animal proved superior in power and outnumbered the other type.

* * *

2. Does a skunk bark?

The skunk is the most silent creature known to me. He makes no sound so far as I have observed, except a diffuse, impatient noise like that produced by beating your hand with a whisk broom and only makes this when he is disturbed, as when a dog has discovered his retreat in the stone fence.

* * *

What does the English sparrow's food consist of?

The sparrow is a finch with a stout bill for crushing seeds. Much of its food is weed seed. In cities it takes quantities of waste from the streets. It eats some insects also, and cases are known where outbreaks of cut worms, or army worms, have been checked by English sparrows. In Utah it has been helpful in eating alfalfa weevils. It also attacks berries and small fruits, buds and blossoms of cultivated plants, grass seed and young vegetable shoots.

Separation.

By Grace E. Hall.

Two shall abide together, year by year,
And four walls hold their secret to the last;
The world shall pass their door with words of cheer,
And kindly comment, as 'tis going past.
Two shall abide and live together there,
In seeming peace that has no hidden taint,
And two fare forth to meet their every care,
Still side by side without one voiced complaint.

Yet those two hearts may hungry be and sad,
Each groping blindly through the empty years,
Each striving in the world's view to be glad,
Each hiding with heroic smiles its tears;
But if the tie unbroken still remain,
According to the vows that made it strong,
The world ignores the emptiness and pain
Of broken lives, and says there is no wrong.

And two may walk in lonely lands afar,
Nor ever touch each others hand or know
The gleam of love-light, beckoning like a star,
As each soul bears its silent weight of woe;
No footprints note upon life's road to mark
The passing of that other traveler near,
As each, with eyes turned forward, strained and dark,
Goes bravely on through many a scene and drear.

Yet all the years and tears of time and pain
Shall not suffice to keep these two apart,
For unrestrained they call—and not in vain—
As twilight speeds a message to each heart;
The joy and lift and lilt of life have fled,
Because the law declares their love is sin,
But law smiles kindly where, with love long dead,
Two still abide four silent walls within.

In Other Days.

Twenty-five Years Ago.

From The Oregonian of April 21, 1896.

With spring weather at hand, it is estimated that several hundred miners will commence operations in the Bohemia and Blue Ridge districts, near Cottage Grove. This city is raising subscriptions for the opening of a road to the mines that adequate machinery may be carried in for more intensive work.

Members of the labor exchange are advocating the feasibility of a starch factory, and the enterprise has proceeded as far as securing liberal donations of land.

A bid of 110¼ has been received for the $50,000 issue of improvement bonds offered by the city.

Sand Island, at the mouth of the Columbia, a bone of contention between fishermen of the two states for some time, is definitely proven by the report of the government survey to be on the Oregon side of the channel.

Fifty Years Ago.

From The Oregonian of April 21, 1871.

The town of Folsom proposes to raise $75,000 by gift enterprise for the purpose of purchasing the wire bridge at that place.

The map of the west side railway, as prepared by the Oregon Central Railroad company, showing the location of the proposed route from Portland to McMinnville and Amity, has been filed with the secretary of state.

New York interest rates are quoted at 1 per cent for 30 to 90 days, loans, without outside negotiations, demanding 1 to 2 per cent.

Veterans' Tax Exemption.

CORVALLIS, April 19.—(To the Editor.)—1. Does the law passed by the last legislature granting exemption from taxation on property of honorably discharged soldiers and sailors of the Mexican war, the war of the rebellion and Indian wars of Oregon apply this year?

2. Will the assessors heed it and decline to assess us veterans of the wars?

3. I have already paid the first half of my 1920 tax; the other half is due October 5. Must I pay that?

4. A widow of a veteran of the war of the rebellion lives near me. Will her property be subject to assessment? F. G. M.

Assessors and tax collectors throughout the state in the absence of a ruling to the contrary assume that the exemption does not apply to 1920 taxes.