Morning Oregonian

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SCHOOL TANKS AND SWIMMING HOLES.

There are two definitely opposed views among members of the school board as to the proper extent of the forthcoming building programme. It is not disputed in any quarter that permanent building has not kept pace with community needs or that the housing of pupils is now a serious problem. On the one hand it is proposed that an attempt be made to meet the emergency by continuing the present three-mill building tax; on the other that the tax be increased to five mills or that a building bond issue be authorized.

There came in an address the other day by Director Shull an outline of a conservative building plan. Mr. Shull had carefully estimated the amount of permanent building that could be accomplished with a three-mill tax and demonstrated that by carefully planned expenditure a certain number of portables would be retired or made available for use elsewhere and that by a systematic following up of the programme outlined and by use of reserve funds the permanent building shortage could in time be overcome.

Yesterday Director Woodward was heard from. Mr. Woodward believes that larger improvements are imperative. He would retire the portables more rapidly and he designates a playground here and another there and still other improvements elsewhere that ought to be provided at once. Here in brief are the two opposing proposals. One is for moderation, the other is for a larger generosity in school facilities.

But to one who has been out of school for a score of years examination of either proposal brings up thoughts of the facilities that were accorded him in his day. There is the shocked observation by Mr. Woodward that in one school the assembly hall is actually used for study purposes.

The assembly hall came into being in the public school twenty-five or perhaps thirty years ago. Our first recollection of one was in a new high school building erected in a middle west city. It was then the last word in school building construction—permanent, fireproof, scientifically ventilated, sanitary and convenient in its appointments. But all the pupils gathered in the assembly hall for study. The boys when they wished to play ball went to a vacant lot. When they wanted to swim they gathered at a favored pool in the river a mile or two away. And the pupils were as contented as the average run of school pupils and quite as healthy and quite as moral as the modern product.

In Mr. Shull's tentative list of needed improvements is a swimming pool. The other day the president of the United States delivered a few sentimental remarks on the old swimming hole. He had been one of those happy boys who knew the meaning of the two forked fingers of a companion and of the delights of diving off the old stump into the deepest waters to "bring up mud" in each hand as evidence of his prowess. It is a fair guess, too, that in his boyhood days he never heard of a school assembly hall or auditorium, that he played ball on a back lot, and that he would have looked upon an athletic director as one who interfered unwarrantably with the personal liberties of American boyhood.

We should like to be able to call a roll of successful men of today who have any tender memories of school cement swimming pools, or school athletic fields or auditoriums—if there is such a roll. Probably there is not. It is as true of childhood as of maturity that the things most appreciated are those which have been striven for. The child that is freely given every access to every sort of amusement or toy is less contented than the boy with a cart of his own contrivance or the girl with a doll of her own making.

It is not a purpose herein to condemn all recreational facilities in the public schools. There are districts in a city the size of Portland where juvenile ingenuity is balked by congestion, surroundings or distance from suitable amusement places. In such places recreational facilities are a necessity. But in some sections of Portland they are demanded not because of great need but because other districts have them or out of local pride or sentiment.

At present the grave need is for adequate housing for the primary purposes of education. This need is entitled to first consideration.

It is plainly a proper policy to relieve room congestion or insanitation or discomfort, though to do so makes necessary the indefinite postponement of swimming pools, playgrounds, athletic fields and even school auditoriums. Plainly, too, the taxpayer is not able to provide the desires of all school districts at once. Local taxes are higher then than ever. The people in addition are paying for the cost of a vastly expensive war. Youth is in no danger if the purely educational functions of the schools are continued, even though it must for the time being devise its own amusements or resort to recreational makeshifts.

Oregon is gaining fame as a tourist resort. The World Traveler of New York, a magazine devoted to information for tourists, contains a profusely illustrated article by Peyton Warrington, entitled "Discovering the Great Northwest," which is devoted to the Columbia River highway, Crater lake and the Rogue river with most laudatory descriptions of the country. Other articles deal with Lake Chelan and other scenic beauties of Washington and with the Canadian Rockies. Oregon, Washington and British Columbia certainly offer a tour which should satisfy the most exacting appetite for mountain, lake, river and forest scenery and sport. Such articles do much to make the Pacific northwest the playground and breathing place of the country.

THE RETURN OF EDWIN MARKHAM.

Edwin Markham's return to Oregon, though on a brief visit to his native state, reiterates for us the truth that the east holds no letters patent on literary excellence. We are sufficiently loyal to western soil to find in his achievements proof that there is resident here a strength quite characteristic, and that finds one of its phases of expression in literature and art. It is true that the distinguished author of "The Man With the Hoe" did not tarry through boyhood in his birthplace at Oregon City, but launched his poetical career in California. Nevertheless, he is of Oregon and the west—even as Joaquin Miller was.

Millet's great painting, "The Man With the Hoe," inspired the poet to so powerful an appreciation that the lines themselves must outlive the most treasured canvas. It is for this poem, a sonorous, overwhelming arraignment of all that makes peasantry possible, that Edwin Markham is famed—his other contributions to American poetry, though marked by the same clear truth and mastery, have been generally overshadowed by the grandeur of that first epic effort. It was given to him to catch the thought that moved Millet, the peasant painter and unsoftened portrayer of peasant life, when the masterful canvas was conceived—both charge and judgment against the social order of continental Europe.

How will it be with kingdoms and with kings—
With those who shaped him to the thing he is—
When this dumb Terror shall reply to God,
After the silence of the centuries?

It is probable that this single poem, so graphic in its portraiture, so unanswerable in its logic, has accomplished more in the correction of human selfishness and greed than many pretentious agencies of reform. Its author is president of the Poetry Society of America; his name is among the foremost in American letters, but by this token, if for no other, will the world remember him when vers libre and modern novels are impalpable dust.

THE BERGDOLL SCANDAL.

The investigation of the escape of Bergdoll is a pitiful exhibition of official laxity in dealing with a contemptible slacker whose only claim to leniency was his money—which in reality was a reason for extra severity. He no sooner told a cock and bull story about a buried pot of gold than his lawyers became very active in securing his temporary liberty in order that he might dig it up and distribute it.

The man who discovered Wilson as material for governor undertook to use his influence with the secretary of war, who always loved a slacker. The commandant of his prison gladly accommodated the lawyers and would not hear of handcuffing so distinguished a prisoner. The guard was placed under the orders of Bergdoll's lawyer on the gold-hunting expedition and was required to let the prisoner drive his automobile on a long ride at Philadelphia, in the course of which visits were paid to a burlesque show and to Bergdoll's home, where the prisoner slipped away to his waiting car and the guard was quieted by assurances that "he will be back." When the delinquent commander of Governors island was brought to trial before a court-martial of his brother officers, the prosecutor made a sympathetic speech, referred to the "magnificent record" of the accused, did not believe he connived at the escape and called the offense "a technical violation of military regulations," the inevitable verdict being a whitewash.

That gold or the prospect of obtaining some of it seems to have paved the way for the slacker. Lawyers were zealous in removing obstacles and officials were complaisant on hearing their pleas on behalf of such a much-abused young man, whose only offense was aversion to stopping the bullets of his brother boches and to shooting American bullets into those dear comrades.

Why should it not have been so when the head of the war department was releasing other slackers by the hundred with full pay, new clothes, an honorable discharge and his blessing? The spirit of leniency to the disloyal spread from the head through the whole department and even infected the army itself, if we are to judge by the proceedings at Governors island. The patriotism of the people must indeed have been staunch when it resisted the demoralizing influences that were at work in their government.

THE STRANGE CASE OF JOE AND SOL.

The plight of Joseph Mozorosky, who quite literally languishes in the county jail, pending the payment of a $1600 award to Sol Swire for losses at the great American game of poker, has brought comparative renown to both these commonplace citizens. In a current issue of the Nation a correspondent, styling himself "The Drifter," comments learnedly but gayly on Joe's unique predicament and Sol's chances of getting the money. Venerable and untried as the law was which snared Mr. Mozorosky, it proved sufficient to detain him, to convince a jury that he had wrongfully deprived Mr. Swire of his assets, and to hold him imprisoned until such time as he pays to the jubilant plaintiff twice the sum that worthy lost.

The Nation's informant is partisan—so much so that one is tempted to suspicion. He brands the jury as "morally obtuse," and the natural conclusion is that their critic is one who has himself been favored of fortune, who plays 'em close to his vest, who wots right well the value of two pair, the strategy of the raise, and who arises from the session with all the coin, currency and valuable gear in sight. His is the creed of the card room—that all gambling debts are sacred. It is evident that the jurors did not trail along with this view, and again suspicion obtrudes; the fleeting thought that among those twelve true men sat at least several who had learned through dire experience this second axiom of poker—"He wins who stays away." They, too, have known that sickening moment when a king-full falls before fours. It is inevitable, if we accept this hypothesis, that they should eye the defendant with great solicitude—lest he somehow escape.

Taking an impartial view of the case, it would appear that general opinion is not qualified to discuss the merits of Mr. Swire's lien against the body of Mr. Mozorosky. Neither is "The Drifter" qualified, though he may quote Hoyle from cover to cover. Lacking particulars of the games in which Lady Luck conspicuously flirted with Joseph, to the chagrin and financial embarrassment of Sol, all critical partisans should hold their tongues. Poker, as Colonel Starbottle would say, is a science. Sometimes it is more than that. It is a cinch. And when it becomes a cinch the Sol Swires gamboi blithely to the shearing, with as much chance of profiting as they have of the presidency. That they should bleat afterward is only natural.

When all is said, the law which Sol invoked was devised for such a purpose—the double repayment of poker losses and the consequent sorrow of the scientist. It is both soothing unguent and scarifying blister. Clearly it adds yet another rule to the game, and lends it a sort of legal dignity. Under this proviso not only does he laugh best who laughs last, but two pair actually will beat three of a kind. We ask "The Drifter" if such a discovery, long and long the will-o'-wisp of the green table, isn't distinctly worth while?

THE KRUTTSCHNITT IDEA.

If the five remedies proposed by Julius Kruttschnitt for the troubles of the railroads are the best that they can offer and if Mr. Kruttschnitt is the best spokesman they can find, congress will get little help from railroad executives in finding a solution for the railroad problem. It must look elsewhere, among men who do not think along the single track that the railroad mind travels, among men who regard the railroad problem as a part of the far broader problem of providing the country with an adequate, economical system of transportation. The Kruttschnitt idea indicates that railroad executives have learned nothing from the agitation, discussion, legislation and experience of the last twenty years. Their minds are just where they were when congress began legislating to make public regulation of common carriers effective. If congress is to make the railroads solvent, efficient, economical servants of the people, it must find men of broader vision who think in terms of transportation in general, not of railroads in particular.

The purpose runnjng all through the Kruttschnitt remedies is to restrain competition with the railroads but to put no restraint on the competition of railroads with other means of transportation. It is just that motor vehicles using the public highways as common carriers should contribute their full proportion of the cost of construction and maintenance and should be subject to regulation of rates and service to the same extent as the railroads, but the "remedy" is so expressed as to suggest that the main purpose be to restrain such competition for the protection of the railroads. In Oregon and other states motor vehicles are taxed heavily for highway construction and maintenance, and that policy is fast extending. The Oregonian was among the first to recommend that motor truck and bus lines should be brought under public regulation, not to prevent their competition but to compel competition on equal terms as to regularity of service and rates and to prevent guerilla war on railroads. While the advent of the automobile has stimulated construction of good roads and competition of motor vehicles, the fact is that good roads also serve as feeders of railroads and develop traffic for them by hastening development of the country. If the railroads in the pre-automobile era had done their part in promoting highway building, they would have profited greatly in increased traffic. They seemed content to let the rural districts wallow in mud. If automobile lines should be subjected to the same regulation as other public utilities, full justice would be done to the railroads.

There is no cause for complaint on account of rigid enforcement of the long-and-short clause on traffic from coast to coast. Since revival of water competition the interstate commerce commission has exercised its power to suspend operation of that clause in order to enable railroads to compete with water lines on such traffic.

The most important of the five remedies are those relating to water competition. These are archaic. They are that tolls should be charged on inland waterways sufficient to pay interest on cost and to pay for maintenance; that the government should cease to operate its ships from coast to coast in competition with railroads; and that tolls on the Panama canal should be sufficient to pay interest on cost, operating and maintenance expense.

As to inland waterways Mr. Kruttschnitt harks back to the good old days when railroads paralleled the rivers and drove water lines out of business by ruthless competition. There was then none of the live-and-let-live spirit which he now invokes on behalf of the railroads. He can only remember that waterways are improved and maintained with public funds. He forgets the lavish gifts of right-of-way and public land which the public made to the railroads, and the power of condemnation with which they are vested. Though much of the land grants has been squandered, some roads derive rich revenue from the coal, iron ore and oil that are produced from their grants. He overlooks the fact that the rivers are natural highways, which were used before many parts of the country had more than Indian trails for land traffic, and that their improvement as free highways was adopted as a government function when the railroad system was in its infancy. Does he imagine that this policy will be abandoned in order to protect the railroads from water competition? If he does, he is on the wrong track.

The suggestion in regard to government operation of its own ships in coast-to-coast traffic is in substance that the government should abandon use of the water route and should lay up its ships rather than take traffic from the railroads; that it should not compete with private ship lines for such traffic. In order that railroad earnings may be fully protected, he says, tolls on the Panama canal should be raised to a point where they will make the canal a self-supporting investment, and, of course, no exemption should be given to American ships. In making that suggestion the railroad spokesman goes back to the days before the canal law was passed, when railroads throttled or controlled transportation by the isthmian route in order to prevent competition. He would have the government abandon one of the two great purposes for which the canal was built—stimulation of cheaper transportation between the two coasts in active competition with the railroads. Merely to state his proposition in these plain terms is to prove its absurdity.

The central thought of Mr. Kruttschnitt's five remedies is that the government should look to the railroads alone to carry all the traffic of the country and should protect them from competition by water and motor lines. Attempt of the railroads to monopolize the carrying business is one of the chief causes of our transportation troubles. They had the field to themselves till they became gorged with traffic to repletion. Only in periods of abnormal depression like the present were they able to carry promptly and in safety all that was offered. Their breakdown during the war was due as much to the fact that they had made themselves our sole reliance as to any other cause. If the Kruttschnitt plan were followed, healthy revival of business would be followed by another blockade.

The public mind has turned to the demand for a transportation system which shall include railroads, waterways, highways and ocean as parts of a well co-ordinated whole. It is quite practicable to co-ordinate these various means so that the railroads will prosper and at the same time give far more efficient service than they have ever given. The correct policy seems to be public improvement of the natural highways—ocean, rivers and lakes—and their maximum use by private enterprise according to most modern methods, and construction of artificial highways, rail and road, to connect the water highways and in sections which have no navigable water. That policy would reduce rates to the minimum consistent with an adequate return, would enlarge the volume of traffic by stimulating development, industry and foreign commerce, and would give the railroads all the traffic that they could handle economically and promptly. Freed from a glut of traffic, they should be able to haul a freight train from coast to coast in ten days, which is double the passenger train time, and thus compete in speed with a ship which takes twenty days for the voyage. Local traffic being far more profitable than through traffic in competition with water lines, the railroads should earn larger net income on comparatively short hauls to and from river and coast ports than on long hauls in competition with water lines. The true solution is to link rail and water lines in one system, not to drive water lines out of existence in order that railroads may live.

The plea that the Indians must have a drug like peyote because they "were turned aside from the wild, free life of the chase and committed to an existence marked by squalor beyond description" will seem amusing to those who knew the Indian in his pristine glory. Nothing that the white man has ever done has intensified the essential want of observance of hygienic principles that marked Lo's mode of living when the whites first found him. It is true, however, that he was first made acquainted with alcohol by the early traders, and that it was not taken from him before it had done almost irreparable damage. This may explain his present craving for substitute, but will not justify anything else than a repressive policy. Peyote is undoubtedly a highly dangerous drug, and if use is permitted it will undo all the recent work of the Indian's friends and complete the tragedy begun more than a century ago when liquor was introduced among the tribes.

Just after Sam Gompers takes on the responsibility of married life, the disgruntled element in labor begins its campaign to defeat him for re-election. Sam built the federation and is entitled to the job as long as he wants it.

The Chamber of Commerce asks for one-way traffic on congested downtown streets and restriction of for-hire cars. That's once when the views of the chamber and of the public exactly coincide.

Two circus "niggers" in Centralia who opened with the time-honored razor but forsook it for guns are in jail and hospital. To dignify the "scrap" it may be called a fracas.

Some of the Portland sleuths have a cousin in Paris who turned loose his hardware at a fleeing man. He astonished the natives, but, being an American, was not molested.

Chicago confidence men are reported to be selling stock in the league of nations at $10 per share. Their idea may be all right but isn't the price rather high?

An insight into the railway situation is best given by Grand Chief Stone's statement that 20,000 locomotive engineers in this country are without situations.

Any woman with a record of more than three husbands should be investigated as a measure of safety. The habit leads to demoralization.

If Henry Ford should get the Edison "bug" of asking questions hard to answer his first may be about bounding Jerusalem.

"Mount Rainier to stay," says a headline. It's a relief to know that the good old mountain isn't about to pack up and quit us.

Hillsboro has just celebrated the erection of a radio tower 625 feet in height. No wonder talk by wireless comes high.

One-way traffic for pedestrians is coming. There is more jaywalking on the sidewalks than in the streets.

Sometimes a man of exemplary (sic) habits is a "very devil" away from home.

Straw hat weather now.

The Listening Post.

New Con Game Succeeds.

SIMPLICITY of operation is the keynote for the success of many operations bordering on the criminal. Witness the experience of a Portland merchant, as related to a Pinkerton operative.

Confidence games move in cycles and many brains strive in perfecting plans that have for their object the mulcting of the unsuspicious. A clerk in a store waited on a young woman unknown to him. A few minutes after she had made a small purchase she returned and called his attention to a mistake he had made in the change, the customer insisting that she had given him a ten-dollar bill and had received change for but five. The clerk protested, said that he remembered giving the change for five dollars, but was certain that she had given him a five-dollar bill.

"But you did make a mistake," the young woman countered. "I know that I gave you a ten-dollar bill and I have the number written down here some place," and she began scrambling about in her reticule and emerged triumphant with a long set of numerals, and the clerk, searching his till, found a ten-dollar bill bearing the exact numbers and paid her the difference in change. That evening the cash drawer was five dollars short, but let's allow James N. Riley, head of the Pinkerton agency, to analyze the scheme of operation.

"If the clerk had only known, a confederate of the young woman passed the larger note earlier in the day. She had the number and it was a simple little dodge, one of the latest flim flam games."

* * *

According to the narrator of this tale a traveling man from an eastern city had a plentiful supply of liquor at home and determined to bring some west with him on a trip. He did not want to carry it in glass on account of the danger of breakage, so purchased a copper can and placed the fluid therein.

When he arrived in Portland and went to his hotel—name of the hotel withheld—he opened the can to have a little nip and was afraid to take a chance on drinking any of it when he noticed that the liquor had a greenish tinge. He poured a pint bottle full, called the bell boy and told him to have the house physician analyze the contents.

The owner of the booze was gone for the afternoon but soon after his return, about supper, he heard an unsteady rapping at his door and called "Come in." The bell-hop weaved his devious path into the room and explained that he had tried to locate the house physician all afternoon but was unsuccessful.

"But zat stuff's alri'," he assured the owner, "Hics' good. Don' need any testen by docurs."

* * *

The callous efficiency expert took a contemptous glance at the fast little Shetland ponies who were dragging the snake-charmers' chariot and drew the ire of the grown-up boy who was with him when he criticised people for watching a circus parade when there was so much else to be done. The efficiency expert was likened to a machine and his heart to a lump of mud. He was called down and well-panned by this big fellow who would never forget his childhood.

Just as the call came, "Hold your horses, the elephants are coming," the calculating machine quit in disgust and went back to his desk. He was worried sick to see so much labor going to waste. All the time the chap who was with him thought that none of the employers he knew would begrudge a moment that brought back some of the delights of childhood, that most of them would think it time well-wasted, and then along came the calliope, belching smoke and steam and assorted harmonious discords, and the big man who remembered his childhood heard real music, for he was back in the memories of a happy past

* * *

Sunday was Mothers' day but the florists were sold out the day before. On the top of the hills behind Portland is a little peaceful cemetery where many mothers rest. Some of the headstones tell of women who left this world with their new-born babes in their arms, but few of the cold markers can begin to tell the real story of mothers.

Their children know and many were up there on Mothers' day. One little couple were decorating their mothers' last resting place. They did not have any florists' blooms, but they did have armfuls of Scotch broom and hawthorne and dogwood that they had gathered in the nearby woods, flowers that meant more than the most elaborate set pieces that might come from a floral shop. And they cared, oh, so tenderly, for that little plot, and no one of the many in the cemetery bothered them for all respected their feelings and drew a glow of warmth from the tots who came alone to be with their mother.

* * *

Now this fellow was well clothed but he had rather a unique occupation Sunday as he went along the street garnering bright yellow dandelion blossoms. He was not making them into a bouquet, did not seem "dotty," but would carefully select only the yellowest and largest of the blooms and after pulling them would place them in his pocket, and he seemed to have a plentiful supply, judging from the manner in which the pockets bulged.

In explanation of his prosperous appearance and his delightfully out-of-the-ordinary occupation, a well qualified observer advanced the proposition that he was possibly a bootlegger or home-brew maker out after his supply for a mess of dandelion wine. Many have heard a great deal of this concoction but few admit that they know how to prepare it or how it tastes or what it does.

* * *

Eight thousand acres of pink-tinged, scented blossoms delighted the eye of visitors to Hood River Sunday, for the immense sea of apple bloom beautified the valley as far as the eye could reach with the virgin white guardian of the region, Mount Hood, standing sentry over it all. It is likely that the sight will last for several days but within two weeks the petals will carpet the ground and the tiny green fruit will be forming.

THE SCOUT.

Those Who Come and Go.

Tales of Folk at the Hotels.

"The Columbia river highway will eventually be the great transcontinental highway of the United States," predicts George D. Beveridge of Big Payette Lake, Idaho, registered at the Multnomah. "There is a concerted effort on the part of the citizens of Idaho to have the Columbia river highway, which now is mapped to Baker, Or., continue east on as near a straight line as possible, instead of going in a round-about way. The proposed route, which seems to us to be the most feasible, would go from Baker to New Meadows, to Big Payette Lake, through Resort, thence to Warren and from there to the headwaters of Big Creek Pass, following the pass to Edwardsburg and from there to Salmon City. From Salmon City the proposed highway would connect with a road which runs directly east to Yellowstone National Park. What we are all pulling for is a highway from Seaside, Or., clear through to the Yellowstone park. Such a programme would make the Columbia river highway the most heavily traveled automobile highway in the country and would be of vast benefit to the Pacific northwest. In Idaho we are more handicapped by lack of transportation facilities than by any other large single item. Our mines are in many instances lying dormant on account of not being able to get out the ore at a price which will permit of making money. The proposed highway in Idaho would go straight through the heart of the Idaho big game country and would draw many sports people from all over the country. All Idaho is now awake to the importance of transportation."

"There is a cheerful feeling in business circles in the east," says Eugene Hartmus, who has returned from Washington, D. C. "When I was east in December the people were quite blue. Now they express the opinion that the worst is over and that things will soon be better. They point to a resumption of activities in the automobile business. The manufacturing of automobiles means work in the foundries, in the hair factories, and in the multitude of industries which are all interwoven with the building of a car. The automobile factories were closed but they are preparing to resume work and this is giving renewed confidence. Business men report that business is a little better this month than last and they feel more optimistic."

Wearing his finger in a sling, J. R. Linn of Salem passed through Portland yesterday on his way to central Oregon to look after some ranch property in that section. Mr. Linn explained that he has been operating a tractor on his farm in the Willamette valley and somehow or other his finger got in the way of the machinery. Mr. Linn is a member of the state fair board and is already predicting a great show next September. By that time the rough section between Canby and Aurora on the Pacific highway will be hard-surfaced and there will be pavement from Portland to the gate of the fair grounds.

George Shima, the "potato king" of California, was at the Imperial yesterday. Mr. Shima is interested in about 3000 acres near Redmond, Or., which he intends planting to spuds. Mr. Shima says that there are no potatoes anywhere else that can compare with those grown in the vicinity of Redmond. Accompanying him is Henry E. Hansen, manager for Mr. Shima, and George L. Burtt, who is also associated with the "potato king." What particularly pleased the visitors here yesterday was some sea trout, which were really young steelheads, the gamest fish found in the waters of the Rogue river.

One of the neatest looking towns in the state is Myrtle Point, Or., from which place Rev. Louis M. Anderson registers at the Seward. Myrtle Point has one of those clean appearances which make a favorable impression on the visitor, and although the main buildings of the town are old, they look well-kept. The town gets its name from the profusion of vine myrtle which abounds in that section and, peculiarly enough, this species of myrtle is said to grow nowhere else in the United States, although a few samples can be found in Douglas county.

A hole in a fence in France caused George Madden, registered at the Benson, to lose his rating as chief machinist mate in the navy aviation. Mr. Madden was out browsing around when his camp was closed on account of the "flu." A couple of guards were placed at the only hole in the fence and about 2 A. M. as Mr. Madden was crawling through he was nabbed by the sentries, taken before the captain and disrated, although he still had to do the work. Now Mr. Madden is selling tractors and giving demonstrations in the farming sections.

James Allen, state highway commissioner for Washington, and a group of road boosters of that state registered at the Hotel Portland on their way to California. They were in Portland a week ago when they traversed the Pacific highway in Washington with Governor Hart. Now they are going over the Pacific highway in Oregon and through California. In the party are C. W. Clausen, E. V. Kuykendall, C. L. Shuff, P. H. Carlyon and Jesse Turley.

"Conditions in Astoria are bad on account of the strike of the fishermen," said W. E. Tallant, at the Hotel Portland. The fishermen lost the first week of the season by refusing to accept the price set by the packers, but a few days ago there was a compromise. Another Astoria packer at the Hotel Portland is George W. Sanborn, who, with Mrs. Sanborn, will motor to San Francisco.

John Straub, who has the reputation of knowing every student who ever went to the University of Oregon, and the names of most of their relatives, is registered at the Imperial. Once upon a time, because of this extensive and peculiar acquaintance, Dean Straub was almost a candidate for the republican nomination for governor.

G. M. Farr, stockman from Olex, Or., is at the Perkins, having chaperoned a shipment to Portland. Olex is on Rock creek and five miles away is Mikkalo, where there is a railroad. It is in a wheat farming section.

Three women, motoring from Seattle to San Francisco, were at the Hotel Portland yesterday. They were Mrs. J. E. Galbraith, Mrs. Charles R. Castlend and Mrs. Mildred Hughes. Mrs. Galbraith is doing the driving.

In town from Independence, Or., are C. W. Irvine, banker; Elmer Addison, furniture dealer; O. A. Kramer, clothing dealer, and D. E. Fletcher, member of the legislature.

J. L. Kelly, former member of the legislature from Wasco county, and also former municipal official of The Dalles, is registered at the Imperial.

"City of Hills" is the description given of Seattle by W. J. Stamper, on the register of the Hotel Oregon. Seattle is built on even more hills than Rome.

E. J. Abbey, who has been one of the landmarks at Newport for many years, is registered at the Hotel Oregon.

Burroughs Nature Club.

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Can You Answer These Questions?

1. I caught a land turtle last August. It has been sleeping through the cold months. When will it wake up?

2. What elm has bunches of burrs or cones on the ends of the branches?

3. Do birds have memory?

Answers in tomorrow's Nature Notes.

* * *

Answers to Previous Questions.

1. Why is the woodbine called Virginia creeper?

Both woodbine and Virginia creeper are local names for Psedera quinquefolia or Parthenocissus quinquefolia. The woodbine name is from an old word meaning a vine that binds around, or clings to a wood, or a tree. This vine is common in the wild state on low rich ground, and doubtless acquired Virginia from being seen in a given locality. It has five leaflets, as the Latin name indicates.

* * *

2. What circumstance caused the bat to develop wings?

This is one of the numerous cases in nature where nobody knows "why." The bat is a mammal and the bones of its wings correspond to the bones of the fore limbs of other mammals. For reasons impossible to guess, the creature adopted arboreal life, and was provided by nature with a membrane to aid its style of locomotion. In a general way, the wing is like the membrane of the flying squirrel, but the powers of flight are much better developed.

* * *

3. After birds have arrived south from the north, do they have young during the northern winter?

No, they do not have a double breeding season. The impulse for migrating northward is supposed to be connected somehow with the breeding impulse, leading birds thousands of miles from their winter homes—where food supply continues abundant—to northern climates, to nest and rear the young. Of course, species belonging south of the equator have their breeding time there.

RICH LAND LIES UNDEVELOPED

Resources Abound in Country to Which We Pay $25,000,000.

Colombia, the country to which the United States has just engaged by treaty to pay $25,000,000, is the subject of the following bulletin issued from the Washington, D. C., headquarters of the National Geographic society:

"Colombia, which occupies the northeastern corner of South America and forms the southern 'abutment' of the Isthmus of Panama, is typical of the entire northern and northeastern portion of the South American continent," says the bulletin. "It is tremendously rich in all sorts of natural resources and almost wholly undeveloped.

"It has an area of nearly half a million square miles, which means that it is almost twice the size of Texas; yet it has less than one-twentieth of the railroad mileage of that state. To put it differently, there is a mile of railway in the United States as a whole for every 15½ square miles of area, while in Colombia there is only a mile of railway for every 600 square miles of area. Most of the Colombian railways are of narrower gauge, by a foot or more, than those of the United States. They do not form a system, but for the most part are in lengths of 25 to 100 miles, scattered about the country.

* * *

"Bogota, the capital of Colombia, is situated between ranges of the Andes on a plateau at an elevation of more than a mile and a half. It is approximately 450 miles from the Caribbean sea along the most accessible route, and 200 miles from the Pacific across the Andes. It has no rail connection with either sea. To reach it one must travel for more than 500 miles up the winding course of the Magdalena river by boat, skirting rapids by means of a short length of railroad, and finally cover the last 50 miles from the head of navigation by rail. The trip sometimes requires several weeks. Transportation of supplies throughout much of the interior is by means of muleback along rough, narrow mountain paths. The few carriage roads are in the Magdalena delta near the coast and in the vicinity of Bogota on the plateau.

"More than half of the area of Colombia lies east of the three ranges of the Andes and consists of plains country sloping toward the center of the continent and drained by the headwaters of the great Amazon and Orinoco river systems. Covered with succulent grasses, these plains form an unsurpassed stock-raising country. It is largely unutilized and is to be compared with the plains of Rhodesia, South Africa, as one of the richest unoccupied regions suitable for cattle raising remaining in the world. It is estimated that more than 10,000,000 head of cattle could be pastured on these 'llanos' of eastern Colombia.

* * *

"Colombia's climatic conditions vary from the sub-tropical near the shores of the Caribbean, to Alpine in the higher Andes. Forests cover millions of acres, the deltas and river valleys yield cotton, tobacco, cacao, bananas, rubber and other tropical and subtropical products, while on the hillsides coffee thrives. On the plateaus grain and other temperate zone products may be grown. The need for railroads in Colombia is indicated by the fact that, though considerable quantities of grain are produced on the interior plateaus, it has always been cheaper to buy grain from the United States in the Colombian coast cities after it has been shipped thousands of miles, than to transport the domestic grain the few hundred miles from its place of production.

"Gold has always been one of the important products of Colombia. Since the coming of the Spaniards at the beginning of the 16th century, approximately $700,000,000 worth of gold, it is estimated, has been mined from the country. Between $5,000,000 and $6,000,000 worth is produced annually at present. Iron ore and numerous other minerals are present in paying quantities. Perhaps most important of all, there are indications that large quantities of petroleum may be found."

How Do You Attain Ideal?

OREGON CITY, Or., May 12.—(To the Editor.)—"Heart o' Cheer," a dear little poem in your Sunday issue, by Mary Agnes Kelly, impels me to ask: Why do so many poets and preachers keep telling us what to do, but seldom tell us how to do? Every individual comes short of attaining his ideals and many have little or no desire to attain them.

Who do not see, on every hand, the ripe and luscious fruit and know they have permission to freely eat thereof, but find the desire lacking or that it is just beyond their reach? And ever before them is the forbidden fruit so near that even children may eat and must fight the desire to do so.

She tells us "Have a heart, and keep it cheery." But I am an old man and nothing has come out as I planned it should, yet I would like to be cheerful and know that it is best. "But how to perform that which is good I find not." I wonder sometimes if poets and preachers point to these ideals, but, like many of us, have not attained and know not how.

F. W. PARKER.

More Truth Than Poetry.

By James J. Montague.

A WARNING.

West Virginia has passed a law
providing fines and imprisonment for
ladies who steal other ladies' husbands.

In Tennessee, New Mexico,
Nebraska or Wyoming,
It's safe for brazen vamps to go
With benedicts a-roaming.
In North Dakota, Michigan,
New York or Colorado,
A Jane may vamp a married man
With undismayed bravado,
So vamps, you're free to make your dates
With all the guile that's in ya,
In forty-seven sovereign states
But not in West Virginia!

For if you pick some likely chap
In Charleston or in Wheeling,
Who has a million, and whose map
Is winsomely appealing,
Unless he is a bachelor
Do not exert your powers,
And, when you land him, nick him for
Swell jewelry or flowers.
Beware of vamping him by stealth,
Which you've perhaps projected,
For in that rock-ribbed commonwealth
A husband is protected.

In Maine, Wisconsin, Illinois,
Vermont and California,
Are homes it's legal to destroy,
But solemnly we warn ya
In West Virginia not to tempt
A married man to falter,
For in that state they're all exempt
When led once to the altar.
Else, in a dungeon dark and damp
They'll clap you, for repentance,
And there will be no chance to vamp
While you serve out your sentence!

* * *

The Old Scheme.

Apparently the Germans who were responsible for the war have put all their property in their wives' names.

* * *

Knows His Job.

Obregon has done so well with Mexico that we suggest he be sent to the Greco-Turkish border.

* * *

What's the Difference?

Professor Einstein speaks only German, but his audiences couldn't understand him, anyway.

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In Hades.

By Grace E. Hall.

I dreamed one night of hades, and its men
And women, too—and strange the things I dreamed!
Asleep, and yet clear-visioned, through the space
I walked, and entered then the earth; it seemed
That narrow corridors led on in every way
From one great door that opened to my touch,
And figures lounged in careless disarray,
And gazed upon me passing, and to such
I put my question, eager for reply:
"How came you here? Pray tell me true and plain?"
And smilingly, with neither mirth nor sigh,
They answered me, well knowing it were vain
To now evade the truth, since I at last
The truth would know, my earth-days fairly past.

I questioned them alone, and in a crowd,
Heard stranger tales than fiction ever told;
Some answered in defiance, fierce and proud,
And others with a sadness deadly cold;
Men told of paths that bore the scarlet stain,
Of revels, wine and woman's certain lure;
And women spoke of falsehoods and of shame,
Of broken faith the years could never cure;
But, urging one great answer from them all
Why they were there, and whence their first distress,
There came reply—why many mortals fall:
"It was a sin that grew from loneliness."

In Other Days.

Twenty-five Years Ago.

From The Oregonian of May 13, 1896.

The fishermen's strike at the mouth of the Columbia has resulted in Astoria fish dealers obtaining their salmon from Portland.

Public sentiment is aroused for numerous street improvements this spring.

The light house tender Columbine has been assigned to inspect buoys in Alaska waters.

Bids were sent to Washington yesterday for six new buildings at the Warm Springs Indian reservation.

Fifty Years Ago.

From The Oregonian of May 13, 1871.

Versailles, France—The signing of the definite treaty of peace between France and Germany was announced in the assembly today. No alleviations on the conditions demanded by Bismarck could be obtained.

Albany—A Vermont man has purchased 16,800 acres of the Willamette Valley & Cascade Mountain Wagon road company's holding near here.

A San Francisco writer concedes that most of the Pacific coast immigration this summer is favoring Oregon.

Vancouver residents are reported to be in favor of the proposed plank road between east Portland and the Columbia opposite Vancouver.

WANTED: A ROOSTER.

I will give two hundred dollars
For a rooster loud and bold,
Which will crow and crow like blazes
Whenever he is told.

For