Morning Oregonian

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A NEW POLICY FOR THE PORT.

Portland has been warned by several recent events that constant vigilance and continued improvement are necessary to maintenance of the 30-foot channel to the sea. This necessity impresses on us the need of permanent work—work that will not have to be repeated each year—for its maintenance. The increasing draft of the ships that seek entrance to the Columbia river demands a deeper, wider channel than 30 feet deep and 300 feet wide. Permanent maintenance work would contribute to that end by releasing dredges which are now employed in restoring the present agreed depth, but could then be used in adding depth and width.

Only by establishing and maintaining every day in the year both depth and width sufficient for safe navigation of the largest ships can Portland make good its claim to be a world port. That claim requires that regular lines be able to operate the largest vessels on regular schedule time without doubt as to their ability to come and go safely when fully loaded. If during any part of the year we have less than the established depth, or if there is any doubt on that point, we shall not be able to count on the service of regular lines, but must be content with the service of tramp steamers. That would relegate the port to the second or third class; it would not be a world port in the true sense of the words. Steamship lines which arrange their schedules for a year in advance will not be satisfied with excuses for not having sufficient depth during a few days after the freshet; their ships cannot float in excuses, but must float in water, and a few days' delay causes direct loss on the particular ship in question, besides deranging the schedule.

Nor can we escape by making comparison with far greater ports in the old world which have no greater or have less depth than we have. Such comparisons are usually made with the ports of northern Europe, almost all of which are river seaports competing with one another. The only true basis of comparison with Portland is the ports with which it competes for ocean traffic. These are San Francisco and Seattle, both of which are on great bays or inlets with broad deep entrances and ample, constant depth of water. Successful competition with them requires that Portland make the closest possible approach to equality in these respects.

In order that Portland may achieve this ambition, it must constantly depend less on the government and more on itself. The amount of money appropriated by congress for rivers and harbors grows less year by year, and the last two bills carried only $15,000,000 each for the whole country, or little more than a third of the sums that were appropriated formerly. When this sum is divided equitably among all the projects claiming their share, the amount that Portland can expect is utterly inadequate. This port has good reason to take a larger share of the load off the government, for the results in increased commerce and industry constitute a liberal return on all that the port has spent on harbor, channel and docks. There is good cause for courageous expenditure on a more liberal scale in the contrast between the amount of our commerce in the last fiscal year and that of four or five years ago. In fact the measure of the commerce that is possible for Portland is the measure of that which the great Columbia basin can produce as its development progresses.

There is in the last report of the board of army engineers on the Columbia river a good basis for a proposition to the government pointing in the direction indicated. The board recommended an appropriation of $1,750,000 for the construction of an additional dredge and for diking or other permanent work to maintain the channel, the latter work to extend over four years. Dikes have been constructed at several points in the Columbia with such satisfactory results that government engineers express the positive opinion that such work can be made to maintain the channel with little aid from dredges. The Port of Portland is so confident on that point that it has decided to construct a dike for the purpose of regulating the cross-currents at the mouth of the Willamette. The Port then could ask congress to make the appropriation for the purpose named as approved by the highest engineering authority of the government, and could accompany the request with an offer to relieve the government of any further expenditure to improve the channel beyond the present approved project. The permanent work would gradually reduce the sum which the government would need to expend annually in dredging to maintain the present depth and width. The dredges thus released would then be available to deepen and widen the channel as the demands of shipping dictated, and could, if government funds were not to be had, be operated by the port.

By taking upon itself the heaviest part of the load and leaving the government to provide the Columbia river's quota of the total river and harbor fund, the Port would acquire a moral right to initiate and decide on plans, subject to approval by the government engineers. The value of this right is incalculable. Our experience in asking for a channel 35 by 500 feet proves that fact. The engineers reviewed the amount of shipping that used the channel in the year 1919 when its report was made and in a few preceding years and the amount of money that the government had already expended on this river; they found that we had so far failed to maintain the project depth throughout the year, and they concluded that the government would do well enough if it should assist us in making that depth permanent, also that it would be ample for the ships which then came to Portland. That was the view of men who provide for the present and do not look far into the future, men whose recommendations must stand the fire of criticism by their superiors and of a committee of congress which must judge among the claims of many projects and after sifting out the worthy ones must discount their claims in order to give something to each of them.

The Port of Portland approaches the subject from a fundamentally different viewpoint. Its mental eye is on the future. In 1919 it did not consider only what would suffice for the ships of that year, but what would be needed for the ships of 1921 and succeeding years. Events have proved that it did right in asking for 35 feet, or at least for a substantial increase on 30 feet, for already ships are crowding that limit. The port's only limit is what is reasonably ample to realize the ambition of its people that Portland shall rank with the greatest world ports. It has seen commerce flow through Portland in larger volume with every improvement in the approach to the port and in its harbor facilities, and thereby it is inspired with confidence that each further improvement will be justified by results. Then it will plan for continued improvement until the greatest ships afloat will not turn aside from the Columbia river for lack of water. Since the Port commission will pay the added cost, it will have no doubt that the government engineers will approve its plans, or that the people will readily pay the price. For the people realize that the only limit to the growth of Portland commerce is the productive possibilities of the inland empire, of which this is the gateway to the ocean and the world.

The great sums hitherto expended by the government on the Columbia river were expended in raising an infant to lusty manhood. Portland is about ready to cut the leading string and go "on its own." All that it need ask is the sum needed to start on its independent career and a diminishing amount of help over the first hard places.

THE RUSSIAN FAMINE AND ITS CAUSE

The Russian famine, which affects at least 10,000,000 people and may threaten 20,000,000, is basically caused, not by drouth, which may occur in some district in Russia every year and which over the whole area has been no more prevalent this year than usual, but by fundamental failure of the Russian economic system. The statement of the Russian trade delegation in London that twenty-four provinces of Russia formerly produced surpluses of grain, whereas only four provinces have done so this season is no more significant than the fact, also well authenticated, that pig-iron production this year has been 2 per cent of that of pre-bolshevist years. It means much also that whereas in 1918 there were more than 19,000 locomotives in Russia fit for use, there are now fewer than 5000. In at least two aspects these facts are as important as the Russian weather news. They indicate first that the non-agricultural classes are producing next to nothing to exchange for the farmer's crops, if he grew them, and second, that the means of production and of distribution are not being furnished to farmers, however willing they may be.

Roughly speaking, says the trade commission, the famine area represents a one-twentieth part of Russia, which in former seasons produced about one-half the Russian harvest. But it now appears that in Siberia alone, where there has been no exceptional drouth, the crop will amount to 300,000,000 poods, or 5,000,000 tons, whereas in the famine area there will be less than 30,000,000 poods, or 500,000 tons. But although the more fortunate peasants are willing to share with their distant neighbors, the means of transportation are wholly wanting. Siberia, notwithstanding its comparative plenty, is unable to do as much as it would like to do. The members of the trade commission say:

> The question of grain is complicated by lack of transport, our biggest problem being the absence of railway engines and fuel, which makes it very difficult to convey grain from Siberia to the famine area. The harvest in general is not worse than last year's, but is unequally distributed.

The greater menace of famine is the epidemic that can be reasonably expected to follow in its train. Food failing to reach the starving, many of them have set out in search of food. The hungry people of the Volga are moving southward as an avalanche, sowing infection and death. Cholera has developed in the governments of Rostoff, Volga, Voronesh and Orel. Scattered outbreaks have been discovered in the most widespread localities. There are some who remember a similar epidemic in 1892, and who still shudder at the thought of it. But under the government of the czar prompt action of a kind was taken to check it, and there is hardly the semblance of effective organization now to give promise that it will be restrained. There are practically no local governments to deal with the present emergency. The American Red Cross is the only agency in the whole region competent to counsel, and it is handicapped by the same lack of transportation facilities that has made relief of the famine difficult if not impossible.

These are facts culled, not from anti-soviet propaganda, but from sources that will be credited in America. The cause of the crop shortage is not drouth in the main but failure of the peasants to plant, and that failure has been due to two principal causes. Collapse of production in the industrial centers attended by a famine in agricultural implements of even the most primitive kind, and neglect to realize that farmers will not plant unless assured of the rewards of their labor, which is one of the most fundamental and the simplest of all economic laws, have brought out a condition from which in the long run the Russian people must extricate themselves. The same reasons which make it difficult for Siberia to help the Ukraine render the distribution of any food that other countries might send also almost impracticable.

NO COMPROMISE.

In a helpful and kindly spirit and quite undismayed by the failure of similarly helpful and kindly suggestions, The Dalles Chronicle proposes that the name of the mountain over which Tacoma and Seattle occasionally quarrel be changed to Mount Lane, in honor of Franklin K. Lane. Mr. Lane once lived in Tacoma, where he conducted a daily newspaper, so the suggestion has a sentiment that in other circumstances would doubtless appeal to Tacoma, in addition to its appropriateness as an honor to a distinguished statesman and a firm friend of the west.

Once The Oregonian offered the name of "Roosevelt" as a proper compromise of the difficulty over the mountain's name, but so far as we recall receipt of the offer was not even acknowledged. We fear it will be the same with the proposal that comes from The Dalles. The folk of Puget sound are divided into two groups. One perceives beauty and sentiment in perpetuating the nomenclature of the squalid redman; the other sees no appropriateness in any name attached to a work of nature unless that name was conferred by the original white discoverer.

So there are virtually two outstanding mountains in view from Puget sound. The one seen from any point within the city limits of Tacoma is Mount Tacoma; the one seen from any point outside the city limits of Tacoma is Mount Rainier. It is not a difficult rule to follow. Why should we consider longer about it when we know that the names of Roosevelt and Lane will be perpetuated without the aid of mountain nomenclature while that of the British naval officer, Rainier, or the reputed generalizations of a passing race would soon be forgotten without it.

GENERAL MEDOREM CRAWFORD.

The name Medorem Crawford, which is brought to mind by the death in Washington of Brigadier-General Crawford, U. S. A., retired, is famous in the annals of Oregon, the general's father having been a distinguished member of the memorable immigration of 1842, in which year Dr. Elijah White brought the first company of real homeseekers across the plains to the Willamette valley, and also a prominent figure in the early political and social history of the territory. But General Crawford's claim to distinction as an Oregonian rests also upon his having been the first white child, with a possible single exception, born in the western Willamette valley, and certainly he was the oldest native Yamhiller. His only competitor for the sentimental distinction of priority of birth west of the Willamette was the child of a family named Pomeroy, who dwelt in 1843 nearly opposite Oregon City.

General Crawford was not, however, the oldest living white native of Oregon, as has been supposed by some. This honor belongs to George Phelps Holman, son of Joseph Holman, a member of the famous Peoria party which left Illinois in 1839, but which was not an immigration of families, for it consisted only of single men, though they were homeseekers. George Phelps Holman, who was born in what is now Marion county on February 6, 1842, and is therefore now 79 years old, resides in Salt Lake City, but is an active member of the Oregon Pioneer association.

An earlier native citizen of the region west of the Willamette than either of these was Silas B. Smith, son of Solomon Howard Smith, who was the second teacher of a school in Oregon, and of the daughter of Chief Cobaway. Silas Smith was born in 1839. The name of Crawford, which, as has been said, was given luster by the sturdy qualities of the pioneer of 1842, was well upheld by his son, who was a distinguished artillery expert and teacher of military science, and is further perpetuated by the third of the line, Medorem Crawford Jr., now in the east.

THE CHANCE OF THE COUNTRY BOY.

In pointing out that the country youth's chances for obtaining an education are only about half those of the city youngster, Professor Mabel Carney of Columbia university accounts for a considerable measure of the desire of country people to move to town, for it is quite widely understood that the motive of education is a close second to the economic one in the depopulation of the rural districts. It is the universal desire of American parents to give their children the best possible chance. Schooling in the backwoods districts is notoriously incompetent and inadequate, and when children approach school age thoughts turn first to the more thickly settled farming regions and then to the larger cities.

Professor Carney avoids the charge that she is but vending an old beverage in a new container by presenting recent statistics to illustrate her point. For example, some 8,000,000 children are still dependent on the rural schools, out of a total of 16,000,000 children of school age in the entire country. These attend schools conducted in 210,000 buildings, more than half of which are of the box-car type, many of them dilapidated beyond description. But their school term even under these unfavorable conditions averages only 137 days a year, by comparison with an average of 184 days a year for all the cities.

What this means is that the rural school child really has an elementary school course of six years, by comparison with eight years for his city cousin. The teachers in the latter are better teachers. Nor does this tell the whole story, since the country child cannot even attend school with regularity. The average attendance for city schools is 80 per cent; that for country schools is 65 per cent. The truancy problem is complicated by the circumstance that absence is not always voluntary. And the crowning disclosure of all is that illiteracy is about twice as prevalent in the country as in the city, notwithstanding the proportion of foreigners in the population of the latter.

High school opportunities show an even greater discrepancy in the country. The federal bureau of education finds that the average country child has but one-sixth of the chance for a high school education that the city child has. In the care of his health the country child is relatively even worse off. Here it is not so much a question of paternalism in the paying of costs as it is want of early training. Of children having defective teeth, the proportion runs 48 per cent in the country and 33 per cent in the city. Twenty-eight per cent of country children had tonsil trouble and 23 per cent had adenoids, while urban figures for the same handicaps are 16 and 12 per cent respectively. It will surprise a good many persons to learn that even breathing defects and malnutrition are worse in the country than in town. Country children are four times worse off in the matter of ear defects, while eye defects run 23 per cent for the country and 12 per cent for the town. Obviously the difference as to respiration and nutrition are due to no inherent inferiority of rural environment. It is plainly an issue of training. The adjusted ration and the hygienic value of fresh air come with education, and these cost no more on the whole than poor food and bad air.

The shortage of rural teachers is an old story. It continues, notwithstanding that the situation in the city schools has very nearly returned to normal. Of 300,000 teachers in country schools, about half, or 150,000, have not completed a four-year high school course, and 10 per cent, or 30,000, have finished only seven or eight grades of the elementary schools. A full third, or 100,000, have had no professional training whatever, while less than 2 per cent are normal school graduates and only one-tenth of 1 per cent have had any special rural training. This is a condition which might be improved if rural school teaching were regarded as a separate career, but the country school is a constant feeder to the city schools. In a large number of instances the rural teacher is at her post merely to obtain the "experience" which city boards of school trustees demand. There is want of permanence in country teaching staffs, which is inseparable, perhaps, from present conditions. There is a movement which has gained some headway, we believe, to make rural school teaching a distinctive profession. Undoubtedly its problems are individual and peculiar, but so also are its obstacles.

It is impossible for the country school to compete indefinitely with the city for its teachers except upon an economic basis, both the level of actual wages and the cost of living being taken into account. The monthly salary problem of the country is complicated by the prevalence of the short school term. Something might be gained by co-operation of adjoining districts in adjusting their terms so that teachers could be employed by them in succession, as was once suggested, but the plan is highly theoretical and filled with practical difficulties. District consolidation and transportation for pupils are excellent as far as they go, but they reach only a small proportion of those affected. Yet the day of the one-teacher school can be reasonably supposed to be nearly over.

It is entirely possible to concede all the points that Professor Carney makes without giving way utterly to gloom. The wholesome influence of the average country home is left, at least, and something can be said in favor of rural lack of disconcerting diversions. A good many country boys and girls do amount to something, despite their handicaps. But in the haste of the cities to gain population, it is quite probable that they have overlooked some of the essentials of permanent well-being, one of which is that the cities cannot prosper without a background, and that the interests of the whole country are bound up in the education of all its citizens. The wisest and most direct solution of the country life problem is indeed to be attained through proper attention to the rural schools, but in all probability it will not be reached without the co-operation of city folk.

An unexpected danger arises in Bunchgrass. Autos may be struck by lightning. This, however, will not keep tourists from a drive through an interesting region where the world is young and in the making.

The quintessence of disrespect of prohibition and all other law is shown when a plain-clothes man appears in drunken condition. It was lucky for him that he was not in uniform.

One of the chiropodists in session at San Francisco says the American public is breaking down under too much bathing. The small boy can cut this out and show it to his mother.

A ninety-foot spar, sixteen inches at the small end, is a unique specimen of products of the Cottage Grove region. Oregon grows them elsewhere, too.

Reno is so well known as the place where marriages are dissolved that the fact that its mayor has married is real news to send abroad.

Brumfield did well to get as far as Alberta while Oregon was being combed. It was a perfect getaway for the time being.

"Better than forty bushels" is good report of Morrow county wheat. "Better than a dollar a bushel" will be better.

Geraldine locked out husband Tellegen and does not care who knows it. Geraldine has a good publicity man.

Possibly a flip of the comet's tail accounts for the shower of "nuggets" on the Walla Walla streets.

A man who killed his ex-wife says he did so because she slapped his face. Wives should take warning.

Anybody recall what happened a few nights ago when we passed through the tail of a comet?

The phone rate hearing is losing interest. It needs some Dawes-like language.

What the president thinks of the "old gent" will not be published.

HOW TO MAKE A WIFE HAPPY

Six Rules Offered Which Recognize Her as Household Goddess.

PORTLAND, Aug. 11.—(To the Editor.)—The time has come for a new set of rules to be laid down regarding the attitude of husband and wife toward each other. Under the old code the wife was inclined to be somewhat submissive. She may not have positively shrunk, but she often yielded. This was perhaps never better summarized than by Isabel, wife of Sir Richard Burton, the great linguist, traveler and explorer. In a letter to a young woman friend soon to be married, she gives this advice:

> Let your husband find in you a companion, friend and adviser and confidante. . . And let him find in the wife what he and many other men fancy is only to be found in a mistress. . . Improve and educate yourself in every way, that he may not weary of you. . . Try to look well and to dress well to please his eye. . . Perpetually work up his interests in the world. . . Hide his faults from everyone and back him up through every difficulty and trouble. . . Never permit anyone to speak disrespectfully of him before you. . . Never permit anyone to tell you of his conduct in regard to other women. . . Do not bother him with religious talk, but be religious yourself.

This sort of thing may have worked years ago, but it is of course now quite out of date. A wife who seriously tried to be guided by such a set of rules would be laughed at as being hopelessly old-fashioned. In its day no doubt such rules may have promoted domestic harmony, but somehow they no longer fit. What is necessary is a new code for husbands to follow which will smooth the way as effectively today as the old one did in its time. Something is necessary to remove the snarls from married life and I offer the following as practical rules for husbands to apply in order to avoid matrimonial shipwreck. I speak from sad experience, which has made me, I hope, a wiser and a better man.

1. Work unremittingly to earn much money, so your wife may never have cause to complain that she is not living on a scale on which so clever, talented and beautiful a woman as she deserves to live.

2. Provide her with all the leisure she desires. Make no requests that she do any task in the least disagreeable to her or diverting her attention from more refining and elegant occupation of her time.

3. Give her a bank account of her own and an unlimited right to charge any purchases which she, being a woman of judgment and good taste who appreciates the niceties and refinements of life, may think necessary to make life worth while.

4. Always let your wife know where you are 24 hours out of the day. But do not be inquisitive or jealously suspicious if her hours may occasionally seem slightly irregular. A good woman like your wife does not deserve to have the smallest suspicion directed toward her. Besides, jealousy is a primitive feeling that a civilized husband will not allow himself to harbor. Remember also that a rich and fascinating personality such as your wife's calls for development and cannot be expected to be always satisfied with monotonous routine.

5. Keep her well supplied with candy and flowers and assure her ardently at least twice a day that she is the most wonderful woman in the world.

6. For fear you or your friends might be a bore to her cultivated and superior intelligence, let her at all times decide who are to be the guests in her house, in which you should always move about quietly, be low-spoken, neat and clean in your habits.

If husbands nowadays would have the good sense to apply these excellent rules in their domestic relations I'm sure the divorce rate would soon be materially checked.

EX-HUSBAND.

WRECK INQUIRY LOOKS BEHIND

Yet Field Invites Investigator Into Preventive Measures.

PORTLAND, Aug. 12.—(To the Editor.)—A paragraph in The Oregonian seems to me to be worthy of some elaboration:

> Government will investigate the Blunts Reef wreck, but nothing can come of it. The captain gave his life.

"Nothing can come of it," because it looks backward and seeks to fix blame, while the only investigation of real worth would look forward and attempt by constructive measures to prevent a recurrence. This would be an investigation to be carried on by physicists and engineers. It would require both time and money, but there is not the slightest reason to doubt the possibility of securing results at an expenditure of money less than that represented by the value of the Alaska and of time far less than that represented by the combined expectation (in an actuarial sense) of the 39 people lost in this one accident.

There are at least three possibly productive lines of research.

1. Under water signaling by sound producing devices. Ships would in this case be provided with detecting devices of the sort used for submarine detection.

2. High frequency electric signals from under water cables surrounding dangerous rocks.

3. Wireless signals with direction finders on shipboard.

When we were faced with somewhat similar but far more difficult problems during the war, the scientific men of the country were called upon; and, in a large number of cases, they got the answer and got it quickly. The same thing can be done in time of peace if we will apply the lesson of the power of organized and co-operative effort directed toward the solution of a particular problem. If shipping companies, marine insurance companies and the government coastal service will provide the necessary funds and put this problem in the hands of a competent group of scientific men selected by and under the direction of the national research council, there is every reason to believe that means of preventing such accidents would be forthcoming.

A. K.

COMPLEXITY PROMOTES WASTE

Telephone Companies Could Save by Consolidating as Express System Did.

PORTLAND, Aug. 12.—(To the Editor.)—While testifying as a witness in the telephone hearing last week, the writer stated that great economies could be effected if the so-called parent company would do away with the vast overhead expense of subsidiary companies.

It may be put in more concrete form. The American Railway Express company consolidated seven companies. Immediately the saving of overhead was plainly apparent and the service no doubt is better.

The American Telephone company can do the same thing if it wants to, but it has persistently kept up the Western Electric and other companies. The so-called base rates naturally have within them all of the cost of this waste. It has to be obtained from somewhere, or the whole would go bankrupt, hence the public goat is sacrificed on the altar.

The failure, neglect or refusal of the American Telephone company to save this expense and reduce rates accordingly is a very fit element for the commission to consider. Briefly, the rates should be reduced to allow for this waste which the present system maintains. The company would speedily find means to save the expense and the public would not have so much camouflage to obscure the issues. Also expensive hearings could be avoided.

ROBERT C. WRIGHT.

Those Who Come and Go.

Tales of Folk at the Hotels.

"The fishing industry on the Columbia will suffer for the next two or three years as a result of the purse-seiners," predicted A. W. Norblad, state senator for Clatsop county, speaking on the subject nearest to his heart. "The salmon pack this year is small and it will be as poor or worse next year and the year after that. The only ones getting fish this season are the purse-seiners, and they are getting tons of fish, consisting largely of the small, immature ones. Gillnetters are hard hit. Their catches are very small and the gillnetter who does bring in a good haul is the exception. The gillnetters are going broke. When the fishing interests of Oregon saw what was about to happen to the supply of fish they began artificial propagation on a big scale, and this propagation has been very successful, more so than anywhere else that I have heard of. However, the purse-seiners are reaping the benefit of Oregon's thrift and foresight, for these outfits scoop up tons of fish. One of the worst features of the purse seine is that it captures the immature fish, thus interfering with the future supply. And most of these purse-seine operators belong to the state of Washington, so we have the spectacle of Oregon spending money to propagate salmon which are caught by the Washington fishermen. We passed a law putting the purse seines out of business at the beginning of the coming year, but now the case is in the courts."

"Warm? This isn't warm. You ought to see how it is in China and the Philippines," observed a chap in the Hotel Oregon lobby. "It's so warm there that a man has to change his 'whites' at least twice a day and his shoes three times. The suits of drill material are cheap. I had half a dozen made for $3 each, and the Chinese laundrymen charge only 5 cents a piece for washing. It doesn't matter whether the piece is a handkerchief or the jacket of a white suit, it is 5 cents for washing and ironing. A Chinaman complained to me that the white men were cheating the China boys because they wear underwear with the drawers sewed to the shirt, making a union suit one piece, whereas the union suit should be two pieces, so that 10 cents could be collected. I bought a white evening dress suit—bob-tailed. I gave the order and was measured in the morning and at 4 o'clock that afternoon the new suit was laid out on the bed in my room. Speaking of clothes, in Japan a tailor said he would fix up an old blue serge suit I was wearing for $5 and make it look like new. The serge was shiny. He took the suit in the afternoon and at 7 o'clock the next morning returned it, looking like a brand-new outfit. I asked him what he did to it and he explained that he had ripped it all apart, turned the cloth inside out and put it together again. The only thing wrong with it was that the upper left-hand pocket was on the right-hand side."

According to the traveling salesmen who are in town, there is a noticeable improvement in business conditions throughout the coast, and they have no complaint to make regarding Portland. In fact, they say that Portland has held up better than any other western city. "Portland," declared one, "is a town where cheap merchandise doesn't sell, but there is always a demand for the best grades and qualities, and you can buy in Portland shops the same style and quality which can be found on Fifth avenue, New York City." The salesmen with specialty lines are the ones reporting improved conditions and the luxuries go better than the staple articles.

N. M. Chambless comes from the sea shore nearest to Portland, approximately 40 miles away. In other words, Mr. Chambless is registered at the Perkins from Bay City, Or., through which runs a section of the Roosevelt highway. The route to the beaches north of Bay City is over the new location, which eliminates the hairpin curve at the top of a hill which every machine has had to take in "low." The new grade has been spread with rock and is rapidly being pounded into position by the constant passage of motor cars between Rockaway and Tillamook town.

"Conditions are returning to normal in Klamath Falls," said W. O. Smith, registered at the Imperial. "One trouble which the merchants brought on themselves was their speculation in timber. When the merchants were making money they put it into timber, expecting big profits, but the lumber industry is now at low ebb and the money of the merchants, instead of being in the banks, available for business, is tied up in the woods."

A. F. Allen, editor from Sioux City, Iowa, is at the Imperial with Mrs. Allen and his brother, H. K. Allen of Prineville, Or. It has been 25 years since Mr. Allen has visited this section of the world and naturally he finds it changed. Accompanied by his wife and brother, the editor has been visiting Crater lake, with which there is nothing in Iowa to compare, not even the tall corn.

Netarts is as popular as ever this season, according to Otto Peters, an arrival at the Perkins. Netarts is a score of miles out of the town of Tillamook, by way of a beautiful drive. The summer resort is on the shore of a small bay and it is particularly well stocked with crabs and clams, while in the winter time wild ducks are unusually thick. "Happy Camp" is the name given to the tent city at Netarts.

G. W. Moore of Hamilton, Mo., brother of Police Captain Moore of this city, was an interested spectator of rock-crushing activities at Kelly Butte yesterday. It may have been a professional interest, for his business is the manufacture of granite monuments.

Dr. R. B. Miller of Lebanon—there are two R. B. Millers in the town, one a dentist and the other a physician—is at the Imperial with J. E. Miller of Amity. The latter is a member of the city council.

When most people crave to get to the coast at this time of year, W. S. Morgan prefers coming to Portland, so he came up from Seaside with his wife and registered at the Hotel Oregon.

Heat in Pendleton is not worrying C. P. A. Lonergan, registered at the Hotel Portland, for he owns a cold storage plant and ice cream factory.

J. Takahshi from Tokio, Japan, is at the Hotel Portland. Mr. Takahshi is a lumber expert and is here to look into the lumber situation.

Henry Suzzallo, president of the University of Washington, and one of the best-known educators in the west, is at the Hotel Portland.

D. E. Fisher, connected with one of the oil companies and located at Seattle, is registered at the Hotel Portland.

Jack Moore, the public utility man of Newberg, was in Portland yesterday sporting a Palm Beach suit.

L. F. Folsom, who has an army store at Boise, Idaho, is registered at the Multnomah.

Burroughs Nature Club.

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Can You Answer These Questions?

1. Is there a difference between the migratory mourning dove and the common dove in Tennessee that stays all the time?

2. Do we have in Canada the black and blue cohosh, also Eupatorium perfoliatum and Euphrasia officinalis?

3. Is there a painted snake?

Answers in tomorrow's Nature Notes.

Answers to Previous Questions.

1. Which of a pair of small garden snakes is the male, the larger or the smaller?

The male is the smaller and this rule is common as applied to snakes and to insects. In the bird world among the birds of prey the male is smaller.

* * *

2. What makes birds moult?

Though feathers, like hairs, grow from nourishing glands under the skin, they do not grow indefinitely as hairs do. When so completely matured that their tissues receive no renewing, feathers begin to wear out and are dropped. The whole coat (including wings and tail) is gradually dropped after the breeding season, new feathers pushing up to replace the old.

* * *

3. Does a turtle or tortoise have any feeling after the head is cut off? I notice they move round a great deal.

Probably not in the sense of feeling hurt. The same activity of the muscles after beheading is seen with chickens, snakes and frogs. The nerves get such a shock when the neck is cut that they twitch violently and make the body flop or writhe as though in pain, even though there is no longer any communication with the brain.

MEMORIAL TO POET IS PLANNED

Association Formed to Erect Monument to Samuel L. Simpson.

SALEM, Or., Aug. 10.—(To the Editor.)—The Samuel L. Simpson Memorial association has been formed and taken upon itself the pleasant and agreeable duty of erecting a monument to commemorate the talent and genius of Oregon's poet.

Samuel L. Simpson was a pioneer of this state, having been brought here by his parents in 1846. He was a graduate of the Willamette university in the class of 1866. The association has already been promised the cordial assistance of numerous individuals as well as clubs.

The funds to erect the monument can be obtained by entertainments, lectures and small contributions from former students of the Willamette university, pioneers, sons and daughters of pioneers and admirers of Samuel L. Simpson's high literary ability. The organization of the Sons and Daughters of Pioneers has contributed a very liberal amount towards the erection of the monument.

Miss Lillian M. Hackleman of Portland, secretary of the Sons and Daughters of Pioneers, is the secretary and A. N. Bush, the banker of Salem, is the treasurer of the association.

It is the wish of the association to enlist in behalf of this cause, persons residing in all the cities and towns of the northwest who were former students of Willamette university and all persons who appreciate his fine literary qualities. The association desires to bear testimony to his genius in a suitable and proper manner. A monument, the expense of which should be borne by the parties above mentioned, would be a fitting memorial to one who fell untimely in life's battle.

P. H. D'ARCY,
President Samuel L. Simpson Memorial association.

How Witte's Promotion Came.

London Tit Bits.

Before Count Witte was Russian premier, and working as traffic manager of the Russian Southwestern railroad, he got orders to route the czar's special train over his line, and was instructed to get it from one end of it to the other in a prescribed time. Witte promptly informed the court official that the czar might be in such a hurry as he pleased, but the speed he demanded was too great for safety, and please inform the czar that he would not run his train that fast. There were some sharp interchanges of telegrams, but Witte had his way—and the imperial minister of railways looked up the record of this decisive young man who knew his business. The result was that Witte soon left the railroad to enter the ministry of railways as its chief expert on tariff making, and in a few years he became minister himself.

Household List Checked.

(Birmingham Age-Herald.

"My wife made out an itemized expense account for last month," said Mr. Dubwaite. "Could you learn from her statement just what she bought?" "No. Most of her purchases were listed as 'etc.'"

More Truth Than Poetry.

By James J. Montague.

IN MOVIE LAND.

They're primitive and passionate, the people of the screen;
Their loves are always violent, their hatreds cold and keen.
The hero always gets the girl that he sets out to wed,
Although to do it he must kill her male relations dead.
The girl who aims to make a man the partner of her life
Succeeds, regardless of the fact that he may have a wife.
They do, as you are sure they will, exactly as they've planned,
"Go to it," is the only law that's known in Movie Land.

A burglar seeks to rob a flat; he's shot clear through the head,
And you legitimately expect that he is rather dead.
But no! They pick his body up and throw it through the door
And he goes out and robs a flat upon another floor.
One killing can't deter a man from perpetrating crimes;
To kill a crook in Movie Land you kill him seven times.
And even then he may appear in jumpers and blue jeans
If so be that the drama ends in truly rural scenes.

If you perhaps would like to see how kings of finance live,
Or how a wronged deserted maid can suffer and forgive,
If mighty passions thrill your soul or horror stirs your heart,
Or how an earnest faced young man can perish for his art
Forsake your world of sordid facts, and spend an hour or two
Where action is not limited by what folks really do;
Though actualities they shun, they certainly act grand!
And things are done that can't be done, in dear old Movie Land!

* * *

After Another Attraction.

Much to the regret of the lawyers, the summer run of the Stillman divorce trial seems to be closed.

* * *

Most of 'Em Are Here.

Lloyd George is coming to America where he will have an opportunity to meet the Irish leaders.

* * *

A Lost Opportunity.

That moaning sound to the eastward is the lamentation of the Paris hotelkeepers who have discovered that the disarmament conference is to be held in America.

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In Other Days.

Twenty-Five Years Ago.

From The Oregonian of August 13, 1896.

Mayor Pennoyer's reconstructed fire department proved itself incapable of handling a fire that started late last night in the photograph gallery of Charles A. Dealey on Washington street.

A petition has been presented to the council asking the privilege of placing bells on cows on Marquam's hill, but whether or not all signers own cows has not yet been established.

The bids for the proposed improvement of Washington street will be opened by the street committee next Saturday.

The mayor's action in vetoing the ordinance allowing bicyclists to ride on the sidewalks in the north end of the city and on part of the east side does not meet with the approval of bicyclists generally.

Half-Year Auto Licenses.

CRAWFORDSVILLE, Or., Aug. 11.—(To the Editor.)—If a person purchases a new auto at this season of the year, does he have to pay the same for his "license tag" as he does January 1? Seven months of this year have passed. If so, it should be known generally so persons contemplating investing would know what to expect.

J. R. SPRINGER.

Persons purchasing auto licenses after July 1 pay one-half the regular fee.

Meaning of Chinook Word.

McMINNVILLE, Or., Aug. 11.—(To the Editor.)—I have read with much pleasure an article in the Sunday Oregonian, July 3, by DeWitt Harry, depicting the delightful scenery and experiences to be enjoyed by the nature lover, in making a trip up the Eagle creek trail.

Mr. Harry is in error, however, in his translation of the Chinook jargon word "Polaklie" which means "night" instead of "dog." The jargon word for dog is cowmux.

C. W. TALMADGE.

Politician Is Placed.

Louisville Courier-Journal.

"Have you heard about Whiffltree, who was so prominently mentional for the cabinet, the federal bench and the diplomatic corps?" "No. What happened to him?" "He finally landed a $1000 job."

Thirty Minutes to Vacation Land

To those who must journey many weary miles before they sight the province of vacation land it must bring envy to know that anywhere in Oregon is there. For instance, in the Sunday issue, De Witt Harry tells of the attractions of Oswego lake, just a half-hour distant from the heart of the city. Those who do not know this charming little body of water, and those who do, alike will discover much to enthuse them in this account. Illustrated with a seven-column view in colors. Magazine section.

Another Escape From Maelstrom—Not as told by Poe in fiction, but as related in fact from the experience of the boy who actually lived to tell of his adventure with the giant whirlpool of the Niagaran rapids. Spinning eternally, the huge vortex has carried down to death every swimmer who came within its clutch, save this one. In the Sunday magazine section, with illustrations, Thomas B. Sherman presents the thrilling narrative of Edwin Denney's escape.

Death in Fangs of Serpent—Turn to page three of the Sunday magazine to discover a scientific chat on snakes—the old, old enemies of man, whose feud runs back to Eden. Dr. Leonard Stejneger, curator of the national museum, knows all the serpents and their ways, and his dissertation on North American snakes cannot fail to impart knowledge that should be the common possession of all. With illustrations.

Daughter of Pan—Stephen McKenna has written a masterpiece in this story—one of the best of the season—the strange romance of an artist who fell in love with the beauty of ugliness. Watch the Sunday magazine section each week for hitherto unpublished short stories by popular American authors.

Wanted—a Kiss Censor!—The public has its rights, no less than Cupid. Wherefore the public, duly indignant, declares that public osculation must be checked for a variety of reasons. One of 'em is that a soul kiss, lingeringly delivered, often delays a train. You don't believe it? Well, anyhow, the Aquitania didn't sail until it was finished. Read Barbara Craydon's discussion of the topic in the Sunday issue, with several sorts illustrated by photos.

Fountains of Fire—In distant Hawaii the government has declared another national park about the flaming glory of the volcano Kilauea. Edward Barber contributes a special article of descriptive character in the Sunday issue.

A Nickel and a Nod Buy
THE SUNDAY OREGONIAN
Anywhere.