Morning Oregonian

ESTABLISHED BY HENRY L. PITTOCK.

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

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

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

Subscription Rates—Invariably in Advance.
(By Mail.)

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

(By Carrier.)

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

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

Postage Rates—1 to 16 pages, 1 cent; 18 to 32 pages, 2 cents; 34 to 48 pages, 3 cents; 50 to 64 pages, 4 cents; 66 to 80 pages, 5 cents; 82 to 96 pages, 6 cents. Foreign postage double rate.

Eastern Business Office—Verree & Conklin, 200 Madison avenue, New York; Verree & Conklin, Steger building, Chicago; Verree & Conklin, Free Press building, Detroit, Mich.; Verree & Conklin, Selling building, Portland.

HARDING A SAFE LEADER.

At the session which has just opened congress will make the record on which its members must go before the people for re-election next fall. They can hardly be satisfied with the record that they have made in the extra session. They did much creditable work, but the most important piece of work—the tax bill—was ill done, and many things that should have been done were not done at all. Congress has done nothing to put the railroads in a position to reduce rates to a proper ratio with deflated prices or to improve service, has made no provision to settle the debt of the allies and it has a half-finished tariff bill on its hands. It has done nothing for reclamation of arid and swamp land, though by this means it could add to the productive area of the country, employ many thousands of the unemployed and make homes for many ex-service men.

The brief recess between the special and regular sessions will have served a useful purpose if it only gave congress an opportunity to learn what the people think of it and of President Harding. Its members must have learned that it has fallen low in public esteem, while the president stands immeasurably higher than he stood on the day of his inauguration. When the members recall how frequently they have acted contrary to the president's advice they will do some thinking about the contrast between what they have done and what the president advised them to do. Then the republican majority may conclude that a president who gains strength is a safe leader for men who wish to stand well with the people, and they may mass behind him to give effect by legislation to republican policy and pledges as expressed in their platform.

The outstanding difference between Mr. Harding and congress has been that he has thought and acted for the whole nation, while congressmen in too many instances thought for particular interests and groups. Congressmen have been too ready to give ear to the noise of clamorous minorities seeking something for themselves; the president read correctly the minds of the silent masses—those who are slow to volunteer opinions in a way to make a noise but who readily and frankly express opinions when invited. Congress has been misled by vociferous groups to split into corresponding groups, which have obeyed the demands that the few dinned in their ears rather than the national will as expressed at the polls. The men who have thus misjudged public opinion have learned that their popular support was an inverted pyramid perilously balanced on its apex while that of the president rested on the broad base of recognized service to the whole nation. Congress will find safety on the foundation which the president has laid.

The peculiar problems which confront the present congress cannot be solved by men of parochial mind who look at them in one narrow aspect; an honest search for their solution may lead a man all the way from Kansas to Kamchatka. The man who finds a farmer burning corn for fuel because the freight on one bushel to market is the price of two bushels on the farm cannot permanently help the farmer with some patent legislative device to raise the price or lower the freight on corn; he only treats a symptom. Still less can he help the farmer by firing broadsides of oratory at banks, capitalists, railroads, speculators. A broad policy which reduces taxes by reducing expenses of government, which puts railroads in condition to render better service at lower rates, which restores the economic health of the world and, by setting industry and commerce in motion in all lands creates a demand for the farmer's corn, helps the farmer at the same time that it helps the whole nation and other nations. Such a policy is the work of a statesman, who attacks and cures political, economic and social disease; the parochial politician can apply temporary palliatives at best.

The American people instinctively recognize that Mr. Harding has attacked the disease which afflicts this nation at its source by seeking to reduce the waste of money on armament and, to that end, by dispelling the cloud of war which hangs over the far east. By relieving other nations in larger measure than it can relieve the United States his policy will bring back prosperity to them, and through them to us. He reduces waste in our own government by half a billion dollars a year. He calls on congress to readjust our tariff to changed conditions and to fortify our merchant marine. In all these things he takes the national as opposed to the group view, and when occasion demands, he expands the national view to a world view. He sees that the cure for the nation's ills is a world at work, succeeding a world at war. Let congress follow him.

The scars that war leaves are not on the wounded alone. A traveler just back from central Europe reports that even sadder than the poverty of the people and the suffering of the sick is the spirit of distrust which prevails everywhere. This is due in part to the breaking down of authority, as a result of which thieves and swindlers go unrebuked and unpunished and honest folk suffer because they have no way of making their virtues known. They in turn become embittered, and unless made of uncommon fiber are apt to conclude that in such a struggle honesty is not worth while. A few are proof against temptation, many succumb and reconstruction and reorganization are indefinitely delayed when they are most essential to human happiness. Americans who complain of conditions in their own country do not know when they are well off, and the one bright spot in many a European community, according to this traveler, is the relief center maintained by Americans who, when they return to this country, will be able to do real service by picturing in their true colors the conditions which they have left behind.

THE PEOPLE MUST VOTE.

It is stated by the Oregon Voter that the special session of the legislature can enact an income tax which will go into effect within ninety days after it has been signed by the governor, unless it be referred to the people by referendum petition.

The suggestion overlooks the 6 per cent tax limitation. While that section of the constitution is commonly called a tax limitation it is more properly termed a tax revenue limitation. Revenues raised in any one year by taxation may not exceed those raised in the preceding year by more than 6 per cent, except that the people by their votes may authorize a greater increase.

It is clear, we think, that the legislature has no authority to levy any kind of tax that will raise sufficient money to finance the exposition. Only the people may do that.

As heretofore pointed out, the legislature is summoned, in this connection, only to act as intermediary. It is asked to submit a definite measure to the people for their approval or rejection, and that request is by more than double the number of voters whose signatures are required to submit an initiative petition of their own making direct to the people.

SHIPS SUSTAIN THE PORT'S LIFE.

When nineteen ships of various nations are in the Willamette river on one day, the people of Portland can visualize the great proportions that their ocean commerce has attained. Since the days when all buildings clustered along the river bank business houses and residences have moved back some distance, the greatest docks are far down the river from the business center, and ships come and go there unseen by the majority of the people.

But shipping becomes constantly more intimately connected with the business of the city. Vessels not only come to terminal No. 4 to discharge and load bulk cargo; they push on to the upper harbor with general cargo for mercantile houses and gather shipments from the upper docks. Great freighters equal in tonnage to eight or ten of the largest sailing vessels of former days are under the eyes of the people as they cross the bridges. They carry grain and lumber across both the Pacific and Atlantic oceans, they have begun taking full cargoes of apples to Europe, and they bring silk from Japan, coffee from South America, glass from Belgium, copra from the Pacific islands and varied goods from many lands.

Thus we realize that the river is the great artery through which courses the lifeblood of the city, that the men who worked through years of discouragement to improve the channel to the sea and to build docks were not visionaries, and that the confidence of the people who voted money for these purposes was justified. Portland has taken its place among world ports.

EXPLAINING THE LOOT OF CHINA.

Explanations offered by the great powers for their seizure of Chinese territory are most illuminating as to what is the matter with China. Because Germany forcibly occupied Shantung and constrained China to grant a lease of Kiaochow, Russia demanded and took the Liao Tung peninsula, France took Kwang Chowan and Great Britain took Wei Hai Wei and Kowloon. They based their claims on "the necessity for preserving the balance of power in the far east" and China granted the leases "with the sole purpose of maintaining the balance in the far east between the other powers concerning China." Translated into plain American, this means that, Germany, having stolen a slice, each other power stole a slice to make things even, and China acquiesced on the theory that there was safety in numbers of thieves, the presence of the others serving to restrain any one from stealing more.

All now admit that this was all wrong, but when called upon for restitution Japan and Great Britain urge that they be allowed to retain much of what they have taken. Japan was late in getting into the game and had to fight Russia and Germany in order to get a share of the plunder. It offers to restore Shantung on certain conditions, but "has no intention to relinquish" its part of Manchuria, for it was acquired from Russia, which had no right to it, "at considerable sacrifice of men and treasure" and is "a region where Japan has vital interests." Great Britain is willing to restore Wei Hai Wei, but maintains that it should hold Kowloon, which is on the mainland opposite Hongkong, for whithout it Hongkong is indefensible and "the safeguarding of Hongkong is not merely a British interest but one in which the whole world is concerned."

By the same line of reasoning as Japan adopts the United States should have annexed Cuba, for we drove out Spain "at considerable sacrifice of men and treasure" and that island is "a region where the United States has vital interests." By the British line of reasoning Cuba might take Florida, if it could, as necessary to its defense, or the United States might take Juarez from Mexico as necessary to the defense of El Paso, lest some predatory third power should take it.

If the conference should accomplish no more than to require these nations to justify their occupation of Chinese territory, it would serve a valuable purpose. Their delegates must feel decidedly embarrassed while defending their conduct virtually in the hearing of the whole world and under the eyes of a nation which went into the world war asking nothing for itself and came out with nothing but a great debt and a long list of killed and wounded.

But it is not true, as the dispatch says, that the United States is "not concerned directly in this phase of the discussion." A cardinal principle of American policy is the independence and integrity of China, to which the conference has pledged itself. Occupation of Chinese territory by other nations is contrary to that principle. The open door of opportunity in China is necessary to American interests, but it cannot be wide open while foreign nations stand guard at some of the doors. Expediency may dictate that restitution of some occupied territory be deferred until China is strong enough to defend it, but the necessities of those who took it cannot be accepted as a valid reason for their retaining it.

NOT VINDICATED.

A jury disagreement in the case of Roscoe Arbuckle lacks the quality of a vindication, as for that matter still another hung jury or even an ultimate verdict of acquittal would do. In the strict consfruction of the law, Arbuckle is on trial for causing the death of Virginia Rappe; in the eyes of the public there are other not wholly minor matters which will not be overlooked.

It is admitted, for example, that Arbuckle was a participant in an illegal orgy, that the behavior of the members of the party was scandalous if not utterly immoral, that the atmosphere of the whole affair was one of pajamas, and booze, and jazz, and that a death resulted directly in consequence. The testimony concerning the whole affair shows that the actors were recreant to a trust which the public reposes in its idols. The sense of moral responsibility which we think ought to exist in a peculiar sense in public and quasi-public characters seems to have been lacking throughout.

Doubtless considerations such as these flitted through the minds of the recalcitrant jurors. Ten believed that Arbuckle had not been proved beyond doubt to have caused the death of Miss Rappe; two thought that a great wrong had been done that ought not to go unrebuked. It will not be said that the prosecution proved its case, or that it ever will be known just what happened to the victim of the tragic adventure. Nor will it be held that verdicts arrived at "on general principles" are right or safe. Yet it is certain that the public has lost almost as much as Arbuckle has by being deprived of its faith in one whom it looked upon as the veritable embodiment of joyous spirit and wholesome fun.

USE FOR OLD WARSHIPS.

Since we have begun to talk of scrapping warships, the question arises: "What shall we do with them?" The armor steel of battleships is so hard as to be extremely difficult to cut and is of such composition as to be useless for any other purpose. Hence the best use that the United States navy can find for old battleships is as targets with the deliberate purpose of sinking them, and a British middy, who was greatly impressed with the power of the submarine, profanely told Sir Percy Scott that "a battleship is no damned use at all."

Records of the British navy indicate that nothing is so useless as an obsolete warship. A miscellaneous lot of old ships, ranging from a mooring lighter built in 1827 to a pre-dreadnought battleship, was sold in 1909 and 1910. The lot cost $19,227,914, but it realized only $759,408 or 3.8 per cent of its cost. The cost of the old lighter was not known but it sold for $73,507, this artificially raising the percentage. From their character it may be presumed that the salvage from dreadnoughts would be even lower.

After the guns and equipment were removed, some use might be found for the hulks. The old French cruiser Chasseloup Laubat has been converted into a fish-drying factory at Port Etienne, West Africa. Old dreadnoughts might be moored in harbors for coal storage, some might be made into naval museums to preserve relics of the way we used to fight before scrapping of navies became the fashion, and some might be used to train our diminished navy forces, though they would need up-to-date ships to finish them off. But the best we can make of it is that an obsolete warship is about the most useless thing afloat.

WRECKERS PUT TO SILENCE.

Why was that threatened attack on the Washington conference not made? The inclination exists among the men who have striven, with too much success so far, to block every effort to reconstruct the world. The provocation is present, for the conference is making marked progress in bringing other nations to work with the United States for the common good of all nations, which in the jaundiced eye of the wreckers is a submergence of American sovereignty in the world sovereignty of a hypothetical superstate. Then why do they hold their hands, or their tongues? If the nation is once more to be saved by their prophetic warnings, now is the time to speak.

Consciousness that the conference is executing the composite will of this nation, of all nations, has struck the marplots dumb. On the first day of its meeting it scored its first success through submission and proclamation to the world of Secretary Hughes' plan to reduce navies. It went on to adopt Elihu Root's four principles to govern the nations' relations with China. It has proceeded to apply those principles by agreeing to leave China in full control of postal service and administration of justice. After years of threats, boycotts and diplomatic fencing it has brought China and Japan into direct negotiation on Shantung. Mr. Hughes and A. J. Balfour mediating as friends of both countries and as representatives of countries having a common aim. All of the western nations are substantially agreed on the naval question, which leaves no room for doubt that Japan will fall into line with them after a period of hesitation in hope of last-minute concessions.

By this series of successes won in the brief period of three weeks—brief as affairs diplomatic are measured—the conference has added momentum to the pressure of the vast body of public opinion that was behind it. By calling it President Harding called forth a multitude of hopes and prayers for its success which drowned, every discordant note. By his naval proposals Mr. Hughes massed that sentiment on something practical and concrete, so that it bore down opposition from all quarters except Japan and left that nation in so solitary a defensive position that its public opinion has been stirred and that its military statesmen are shaken by the spectacle of hopeless odds against them if they should cling to plans of imperial power. The weight of opinion behind the conference, passionately approving what it has done and proposes to do, has swept it on over obstacles which at former conferences, meeting in secret, would have been deemed insurmountable. Realization that the American people were behind their delegates and that other peoples required their delegates to follow the lead of America emboldened the conference to go forward firmly and without delay to lay solid foundations of peace. The loudest spokesmen of dissent are awed to silence by the success that is achieved and by the universal approval that greets it. The few carpers that are vocal merely call attention to the smallness of their numbers and the baseness of their motives.

Practical effect is being given to the desire for some organization of the nations to provide a substitute for war, in place of the existing organization of each nation to make war. That desire prevailed before the war and became well-nigh universal during the war. The league of nations was formed to gratify that desire and the United States was rightly expected to be the backbone of its strength, but the builders pushed their work too fast and in too great detail for that faction of Americans which still lived in the past and by inspiring fear that the league would merge all nations into one world-state they led this nation to stand apart. How causeless was that fear is proved by the fact that the league has been overscrupulous in its regard for the rights of individual nations and has stood ready to admit the United States virtually on its own terms. How great was the need of it was proved by its living and gaining strength in our absence. When the nations rally to the call of this republic as leader in a new move in the same direction and practically confess that they cannot begin to reduce armament without our aid, they demonstrate how foolish a bogey was the danger that partnership would have involved loss of sovereignty.

The sentiment which gives the Washington conference its resistless motive power is deeper, less lifted up in the clouds of theory and idealism, than that which brought forth the league. Three years of strife and agony added to that of the war have sobered the people, brought them back to realities and made them content with the broad, simple but strong foundations which the conference lays for its structure of peace. In place of a slow-moving commission of all nations to decide on reduced armament, it proceeds to direct negotiations among the great powers, confident that the small powers will follow their example. It makes a direct attack on far eastern troubles by working to bring all nations into agreement on one policy, which it applies in practice to present conditions, and which each power individually will pursue. Here is no league, association or alliance, simply a meeting of minds of the delegates and of the nations they represent. When minds of nations thus travel together, there is far better assurance of unity in action than is to be found in any written pact. Italy and Roumania were bound by alliance to Germany and Austria, but turned against them because their interests were adverse. Great Britain was tied to France and Russia merely by an entente—an understanding—but they stood together till Russia broke in pieces, then France and Great Britain fought together to the finish. When nations freely agree on a common policy, they can trust each other to pursue it without written pledge of help, because self-interest moves them. No alliance could hold them beyond the point where their interests diverge.

No formal alliance or association need be expected to result from the Washington conference, for the sufficient reason that it will be unnecessary. But from the co-operation established there should develop co-operation in other fields of action, so that the United States and the other powers concerned will work along parallel lines with the league until the two merge. That is for time to work out.

One interesting question about Lloyd George's coming visit is whether he will call on Woodrow Wilson. Another is whether they will enjoy reminiscenses of Paris.

Bill Eatchel's machine to thaw snow and ice on a highway, perfected, will make him a millionaire and melt a way to the north pole. Verily, it will be "hot stuff."

As the labor board says conditions on railroads are improving, we may hope soon to see the improvement materialize in the shape of lower freight bills and lower prices.

He who notes the fall of a sparrow also notes the death of a helpless infant. The malady that is resulting fatally in a babies' home in this city surely can be stopped.

A button Chinaman well up says a woman loses her hold on a husband when he learns to cook. Well said, but all cannot be Chinamen, and get by with it.

Who knows but the one lone woman on the Arbuckle jury may be right and the eleven wrong? It may be instinct, it may be hunch; it may be right.

Organized baseball needed somebody like Landis, and has him. He is no respector of heroes, as Ruth and others have learned.

This packing-house strike will be the "toughest" ever pulled off. It's a brave strike-breaker who will tackle a carver by trade.

Already there is talk of the ex-kaiser marrying again. That is his privilege—but the old rascal!

A word in the ear of the city employe: Do a little more work. The day of the "snap" has passed.

Arbuckle's mother-in-law calls him: "The poor boy!" Perhaps; and then, again; Perhaps.

Another daily newspaper in Portland will disburse much of somebody's money.

On a modern jury one is as good as eleven when the one is a woman.

The Listening Post.

By DeWitt Harry.

BY DEWITT HARRY.

"THE steel corporation is a small thing compared with the restaurant industry," the caterer said as he and his guest were at lunch. "There is more money invested in dining and lunch rooms than in steel, but the steel industry is organized. If one great firm could control the feeding of the United States as thoroughly as steel is controlled it would take an immense capitalization.

"Prices in restaurants are, to a great extent, based on overhead. Short cuts frequently enable the management to pare a little from the right-hand side of their menu cards. Careful checking, elimination of leakage, a properly directed system of purchasing and an efficient kitchen with the utilization of all portions of food purchased make for a better menu at a price within reach and at the same time will pay dividends.

"There are few businesses more mismanaged than restaurants. Continual vigilance is necessary to hold down leakage. Yet, with all these problems, hundreds of ill-fitted persons try their hands at catering.

"Take one of the best known local establishments. This place serves generous portions and it is hard to make a mistake in ordering. Everything on the bill-of-fare is usually excellent. Some of their portion prices are astoundingly low, in fact many dishes called 'leaders,' featured on the menu, are sold at an actual loss. This serves to attract trade and this loss is converted into gain by volume of business and the greater profit on other items sold as a consequence.

"Let's take tripe and other meats of a like character. They are very cheap, and allow a large margin of profit. A few orders of tripe, brains, kidneys or like dishes go a long way toward overcoming the actual loss on 'features.' It is the law of general averages that makes the business pay. And this is only one of the many neat little ways of converting losses into dividends. Ask any skillful housewife who works on a budget how she manages to keep her bills down?"

* * *

"Have you an October Delineator?"

The inquiry came from a man of medium height muffled to the throat in a dripping raincoat. The clerk in the news stand said he might be able to get one. It was the day of Marshal Foch's visit to Portland.

"I wish you would. I was telling Marshal Foch of an article in it when we were out riding this morning and promised to show it to him when we dine tonight. Can you get it for me by then?"

The clerk, with rough-and-ready cigar store wit, was about to hand in sarcastic comment on his customer's familiarity with the famous French leader when a man in front of the store hurried in with outstretched hand:

"How are you governor?"

And the man with the dripping coat turned to the clerk:

"When you find that magazine send it to the Mutnomah hotel. My name is Olcott."

* * *

Meet Conductor 854, a man after our own heart. How many times have you seen the passengers sprawling on the long side-seats the local streetcar company gives us, each taking up half again as much space as one person is entitled to?

There was a generous supply of seat hogs on this trip, and a crowded car. Near the front entrance was a little woman with a heavy market basket, and near the rear door was a gray-haired old woman, both standing before an unsympathetic sprawling audience.

No, 854 went into action when crossing the steel bridge. He stepped into the car and ordered the passengers on one side to move closer, created a seat and assisted the old woman to it. Then he went across the aisle, repeated the performance and helped the woman with the basket to a seat.

* * *

The big touring car approached the street intersection at a good rate of speed, but under perfect control, stopping with a scream of breakes as the semaphore showed red. On the proceed signal the driver held out an arm, came around in a clean curve and proceeded. The traffic cop's jaw sagged.

"Didja see her," he was yet in a maze. "Perfect driving. Perfect control. Knew her business. Good looker. Drove just like a man, and she was smoking a cigarette, just like a man would, no holder, blowing smoke through her nose."

* * *

It's impossible to excite those one-man car pilots. Jesse Rich got in with one last week during a heavy rain storm. The little car was throwing spray for several yards as it plowed through the water over the tracks.

"Hurry up on that gangplank," admonished the skipper. "We want to pull out of here, the water's getting low and we're drawing two feet. If I get with the current I can make better than 12 knots. All ashore there."

* * *

Box factory girls from a great plant on Oregon street usually can be spotted by their red tam o'shanter caps. It must be the bright colors that appeal, and they are certainly entitled to any pleasure they may get in this way. A day of hard labor in front of a great machine, or of back-breaking toil bent over a bench with paste pot and shears, warrant any little pleasure. Girls are the same in any walk of life; the liking for pretty things is universal. Red caps might not appeal to everyone, but they are all the rage in paper-box circles.

* * *

Returning recently from a trip to British Columbia, a local man went to his bank to cash in several traveler's checks. He had bought, but had not found it necessary to use them. The teller asked him, as a favor, if he would guide a party to Canada next year.

"You are the first man I ever knew who brought anything back from there," was the explanation from behind the wicket. "It might be possible to go there with you and not return broke."

BRIDGE OF GODS BELIEVED IN

Correspondent Convinced It Had Firmer Basis Than Mythology.

PORTLAND, Dec. 5.—(To the Editor.)—In a postscript to the letter by Lucile Glover in The Sunday Oregonian, relating to the much discussed Bridge of the Gods, you conclude with the statement that the Cascades is well recognized as the supposed location of the mythical bridge.

Whether or not you used the words "supposed" and "mythical" to stir up more interest in the romantic problem of the Bridge of the Gods you at least got me going to the extent that I now ask you to let me say that while I do not lay claim to being fully qualified to argue the problem I have followed past discussions to a point where I feel that the "supposed" bridge was more than a possibility, and even more than a probability.

If you will pardon my departure at this point from a plain letter I will condense it to the form of a vision, and seek to show what my observations of past discussions have led me to believe happened.

At one time the mountain chain was unbroken at the point of the Cascades. The connecting link at that point constituted a barrier to a great body of water which was held imprisoned by a mountain high obstruction, over which one of the world's greatest waterfalls poured the Columbia into a great hole so deep that for a mile or so below the falls the evidence is still present.

Then as a result of subterranean disturbances, at the time of Mount Hood's greatest eruption, when Mount Adams also poured forth the fury of internal compression, a leak was sprung at the base of the great remaining wall, and in the course of time the barrier gave way and the force of the waters of the great lake which included Hood River valley, carried the mass of the mountain down stream and deposited it between the south point of the Rocky Butte, on through what is now Montavilla, on through what is now Rose City Park and Laurelhurst and finally depositing the last part in the form of silt in what is now known as the east part of Portland.

The Columbia then flowed to the south of Rocky Butte and joined the Willamette at the point of the center of the east side of Portland, but the final banking of deposit became so high at a point east of Montavilla that a new channel was begun to the north of Rocky Butte.

As evidence of the possible truth of this the trunks of great trees may now be found several hundred feet below the surface in both Montavilla and Laurelhurst, such an incident being on record when on the occasion of boring for water on what was then known as the Ladd farm.

J. A. CLEMENSON.

SPEED GOVERNOR IS SOLUTION

Suggestion Made That Motors Be Equipped With Automatic Regulator.

BAKER, Or., Dec. 4.—(To the Editor.)—We are spending large sums in improving our highways, which will have to be maintained, else in a few years they will be no better than before improvement. It is conceded on all hands that the heavy trucking is responsible for most of the injury to the roads, but it will also be conceded, I think, that it is the speed of the truck, more than the weight, that causes most of the damage. If the truck were limited to a speed of say ten or 12 miles an hour little damage would result, even by trucks carrying 20,000 pounds or more.

We have speed laws, but no way has been found to enforce them effectually, and there is no reason to suppose that other or different speed laws would be enforced any better unless a more effective system can be adopted, and that is the point I am getting at.

Is it not possible to devise some sort of mechanical contrivance that will regulate the speed of a motor vehicle, very much the same, for example, as the safety valve on a steam engine, which opens a steam escape when the pressure in the steam chest reaches a certain point? I am not a mechanic, but it would seem to me a very simple matter to attach some such device to a motor vehicle, by which, to illustrate, after the wheels or some part of the machinery reaches a certain number of revolutions per minute the gas would be automatically turned off. This device could be graduated to any number of revolutions desired, and could be locked to that number by the official issuing the license, who would retain the key. The device could be used on any vehicle, and the speed regulated according to weight, the heavier the vehicle the slower the speed to be required. This would not only save the roads, but eliminate the "speed maniac," and would obviate the expense of "speed cops" and of policing the highways, an item well worth considering.

We have numbering machines, adding machines and many other devices much more complicated than the speed device suggested. I have no doubt we have hundreds of mechanics in the state who could make such a device in ten days. I suggest that the officials in charge of issuing automobile licenses employ a good mechanic, and in less than 30 days a serious trouble will be solved. All cars are already equipped with a device to measure the speed, why not have a device to control that speed? It would certainly be a simple thing to do.

C. A. MOORE.

Why Cube Floats Corner Up.

PORTLAND, Dec. 5.—(To the Editor.)—The writer would be pleased to have your explanation of the reason why a square timber or any other square object when floating in the water always floats with one corner straight down. We have tested this out on timbers 12, 14, 16, 18 and 20 inches square and also on a piece of kiln dried lumber of even grain 2x2 inches and find that it will float with any corner turned down but will not float flatways.

We have had quite an agrument on this subject and will appreciate your explanation. H. L. CROSBY.

A floating body is acted upon by two equal forces in opposite directions; one vertically down through the center of gravity of the body itself; the other vertically up through the center of gravity of the liquid displaced by the body. The stability, or equilibrium, of a floating body depends on where the upward vertical force, when the body is tipped, intersects the axis, or line drawn between the two points of gravity. This intersection is known in hydro-mechanics as the metacenter. If the metacenter is above the center of gravity of the body it is stable; if it is below the center of gravity the body is unstable. The tendency of an unstable floating object is so to adjust its position that the metacenter will be above the center of gravity.

When a cube has more than one-half its bulk submerged and floats with one corner up, the two centers of gravity are both lower and the metacenter consequently higher than when it is floating flat. In other words, an object will float most readily in the position in which it is the least topheavy.

Those Who Come and Go.

Tales of Folks at the Hotels.

In the person of J. B. Meunier there is a resident of Los Angeles boosting for "Oregon 1925," which proves that there is hope for citizens of Los Angeles and California to see that the northwest is worth while boosting as well as their own state. "While I live in Los Angeles," confessed Mr. Meunier, at the Multnomah, "I am a booster for the rest of the Pacific coast also, and believe that what helps one section will help another. No one state has all the sights worth seeing. You have your great apple orchards and prune orchards, while we have orange, lemon and olive orchards. In fact, the Silmar olive orchard, owned by the Los Angeles Olive Growers' association, covers 2000 acres and is the largest olive orchard in the world. Many people do not know the meaning of Silmar. It comes from two Italian words—silvia, meaning tree, and mar, meaning sea. The word indicates a sea of trees. It takes a long time to make high-grade olive oil. Instead of being pressed and then put on the market, it has to be aged, very much like wine, and for eight months after the oil is pressed out it is passed through 2000 sheets of litmus paper twice, in order to make it perfectly clear and free from impurities. It is then placed in large tanks and only bottled when needed. In recent years there has been a great demand for ripe olives, and now California is the largest packer of olives anywhere and ships large quantities to England."

According to W. O. Parker, sales manager for the Kennedy Fiber company of Seattle, the concern believes in using western products whenever possible. Immense quantities of western paper is purchased and made into fiber for chairs and tables. These products are finding ready sale along the Pacific coast and has resulted in enlarging the plant on Puget Sound. Mr. Parker is registered at the Multnomah.

Someone once said, after taking a look at Biggs, on the shore of the Columbia river, with nothing but rock cliffs and sand on every hand, that anyone could better his condition by going from Biggs in any direction. Mr. and Mrs. C. E. Arnold have arrived from that dot on the map and are at the Imperial. It was not far from Biggs that the tragic railroad collision occurred last week.

It looks like a railroad convention at the Multnomah. Among the arrivals are William Sproule, president of the Southern Pacific lines; E. E. Calvin, president of the Oregon Short line; C. R. Gray, president of the Union Pacific; H. M. Adams, vice-president of the Union Pacific in charge of traffic; J. L. Hough, assistant to Mr. Adams, and D. W. Batchelder Jr., secretary to the president.

While his wife has been doing a little pre-Christmas shopping, Seymoure Jones of Marion county has been giving some attention to political affairs. Mr. Jones is mentioned as one of the possible candidates for governor in the republican primaries next year. He was speaker of the house in the 1919 regular session and the special session which followed.

State Senator Porter of Linn county attended the meeting of the committee which is collecting highway statistics for truck regulation for the benefit of the special session of the legislature. The senator says he has not made up his mind on what course he will pursue at the legislature regarding highway regulation or the exposition bill.

Once upon a time, when Marcus Daly was a political power in Montana, D. W. French was his private secretary. Now Mr. French is president of the Basche-Sage Hardware company of Baker, the largest concern of the kind in eastern Oregon. Mr. French is here to attend the rate hearing.

William von der Hellen of Medford is at the Imperial. Mr. von der Hellen is a contractor and has built a considerable portion of the highway between Crater lake and Medford. His father formerly was a member of the state senate for Jackson county.

Dan W. Bass, a Seattle hotelman, arrived at the Imperial yesterday on his way back to Puget sound. Mr. Bass has been in New York attending the convention of hotelmen at the recent national gathering.

Owing to the snow in the Cascades, George Brewster did not attempt to get into Portland via the McKenzie pass, but went around the other way. Mr. Brewster is at the Imperial from Sisters, in Deschutes county.

George Neuner, district attorney of Douglas county, was a Portland visitor yesterday. Mr. Neuner had been to Oregon City Sunday, where he delivered a memorial address in the Elks' lodge.

"We've been snowed in," announced J. G. Farefowl, as he registered at the Hotel Oregon yesterday from Shaniko. "We have had an abundance of snow and everything was tied up for a while."

Clarence L. Reames, formerly United States attorney for Oregon and subsequently looking after the interests of the department of justice in Seattle during the war, is at the Imperial.

Adolph Straub of Waterman is at the Perkins. Waterman is in the range country and is a postoffice and general store. Things around Waterman are going as well as can be expected.

Calvin Cobb, owner and editor of the Idaho Daily Statesman, is registered at the Multnomah from Boise. Mr. Cobb will spend a few days in Portland and Seattle conferring with publishers.

Fred C. Walters, in the lumber business at Eugene, is among the Imperial arrivals.

G. C. McLain, a cowman from Lostine, Or., is at the Imperial.

Passport Details Are Many.

MEDFORD, Or., Dec 4.—(To the Editor.)—Kindly answer what are the requirements of an American-born-and-reared citizen, 45 years old, physically and mentally sound, to make a trip to England and France as a working man, jack of all trades and master of none? Have about $400. In other words, can I get passport to go, look and learn and labor, and take a chance? It has taken me about 20 years to accumulate this amount and I, in all earnestness, want to try some place else besides North America, having been and worked in nearly every state and province.

DISSATISFIED.

Your letter does not disclose any obstacle to issuance of passport to you, but formalities for receiving one are too detailed to be given in these columns. Consult the World Almanac in your city library, or write to clerk of the district court, Portland.

Cards When Returning Call.

PORTLAND, Dec. 5.—(To the Editor.)—I have recently moved to this city and several ladies of my neighborhood have called. In returning these first calls, should I leave my card? M.

Yes.

WAY TO STOP ROAD BREAKDOWN

Legislative Encouragement to Railroads Will End Jitney Traffic.

EUGENE, Or., Dec. 4.—(To the Editor.)—This month the governor has called the legislature into extra session to decide on two vitally important matters. First, to provide the state share of the finances of the 1925 exposition. As for this measure, to my notion, there is not even an argument. Of course we should pay our share. Every motorist from the east who visits Portland will probably drive as far as Eugene and on to Ashland and Crater lake, or to Astoria and the Columbia valley towns and all will spend some money. A great many will be impressed with our beautiful climate, fine orchards and fertile farms, and our many fine business opportunities. Particularly will they be impressed with our wonderful hard-surfaced highways if—and there's the rub—if—any of them are left by that time.

Think of it. We have four well-built steel lines from Eugene and Springfield north to Portland; east side main line, Southern Pacific main line, Southern Pacific electric, Corvallis line and the splendid line of the Oregon Electric, all able and willing to handle an unlimited amount of traffic, running half empty trains because we poor simps have turned our million-dollar highways over to a bunch of irresponsibles who every hour of the day endanger the life and limb of everybody who has the audacity to use our own pavements. Last Sunday, driving to Junction City with my family, one of these road demons passed a string of eight cars all going as fast as the law would or should allow, using the wrong side of the road for at least half a mile. And these freight trucks—they are regular juggernauts.

Let me suggest a remedy: Let the legislators use a little brains and money to encourage the railroads. Turn our electric railroads, the Oregon Electric and Southern Pacific red line into regular small unit interurbans, one car at a time every hour, instead of trying to have them perform the steam railway's function. Empower them to make a rate of 2 cents a mile and they would have the passenger business so quick their would be nothing to it.

Let the interurbans have all the local passenger traffic, Portland to Eugene and way. Give the Southern Pacific main line all express, freight and through traffic to the east and from the east. Divorce both electric lines from interstate traffic and get away from all foolishness about three men to a train. Hire a good practical street railway operating official and you won't need any anti-jitney laws because jitneys could not exist.

Do this and in 1925 we will have our highways and lots of people will be alive to ride over them in their own cars which is what they were built for, and not for a bunch of pirates to ruin our railways, which everybody knows or should know are the life arteries of our future prosperity. JOHN T. EVANS.

In Other Days.

Fifty Years Ago.

From The Oregonian of December 6, 1871.

Two of the persons awarded the contract for constructing the second section of the Northern Pacific railroad are reported to have left the city and state clandestinely, leaving behind a number of creditors.

The common council of this city has been asked to appropriate $1000 to publish the prize essays on the history of Oregon written a short time ago.

London—The annexation of the diamond fields in South Africa to the British dominion has been completed.

The annual report of the secretary of the treasury says that all internal taxes except those on liquor and tobacco can be dispensed with, and recommends certain reductions on import duties.

Twenty-five Years Ago.

From The Oregonian of December 6, 1896.

San Francisco—The superior court here has issued an injunction forbidding payment of money to Sharkey and Fitzimmons for their fight until investigations following charges of fraud have been made.

If all the stories of killed and wounded enemies told by both sides to the Cuban struggle from the beginning were true, the island would be depopulated by this time.

A mothers' convention held in Chicago has undertaken to set the seal of condemnation on "Mother Goose," the objection being that the rhymes do not state real facts.

Hilary Herbert, secretary of the navy, in his report to the president says "we have not a single vessel of war that could keep the seas against a first-class vessel of any important power.

Meaning of Brindellism.

GRANTS PASS, Or., Dec. 4.—(To the Editor.)—In the affirmative of our southern Oregon district debate question, "Resolved, the open shop principle should be adopted in American industries," my opponents brought up "Brindellism." It was asked "Would Brindellism be possible under the open shop?"

I think this term may have been taken from some radical closed shop believer named Brindel because I've read of Trickism, Pinkertonism and Carnegieism in reference to radical open shop believers. I would appreciate information.

LULA D. GARRETT.

The term "Brindellism" is derived from the name Robert P. Brindell, ex-president of the building trades council in New York city, now serving from five to ten years in Sing Sing prison for extortion, having been convicted in February, 1921.

Exposure of his methods showed that as head of all building trade unions in New York, he used his power as a club over contractors who were negotiating building projects. Evidence produced was to the effect that unless these contractors paid Brindell sums which he stipulated, workmen would not be provided for their operations from the unions. Local strikes were frequently called as reminders that Brindell had not been paid, and as soon as these difficulties would be adjusted the strikes would then be called off and the work would proceed without further hindrance. A number of contracting builders who refused to submit to Brindell testified that they had been forced out of business. Brindell's rule was shown in court to amount to almost despotism.

Federal Livestock Loans.

LAKESIDE, Or., Dec. 4.—(To