Morning Oregonian

ESTABLISHED BY HENRY L. PITTOCK.

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

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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
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Daily, Sunday included, one year	9.00
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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, 500 Madison avenue, New York; Verree & Conklin, Steger building, Chicago; Verree & Conklin, Free Press building, Detroit, Mich.; Verree & Conklin, Selling building, Portland.

THE LEGISLATURE'S DUTY.

In a friendly and hopeful spirit The Oregonian suggests to the legislature which meets in special session today that its duty may be summed up in four paragraphs:

1. Adoption of a definite programme and completion of it within the week.

2. Consideration of the prepared plan for financing the exposition, without interposition of revolutionary changes in taxation or important dependent issues.

3. Adoption of the report of the special highway commission as the ground work, if not the text, of new highway legislation.

4. Rejection of miscellaneous legislation, and of all legislation not specified in the call unless it be clearly demonstrated that it is both important and urgent.

It is needless to remind the legislature that there is a disposition among an unfortunately large proportion of the people to refer to the legislature and to its deliberations in contemptuous terms. The Oregonian does not subscribe to this disposition. It is not a captious critic but prefers to analyze before it commends or rebukes. It merely states a fact, which it deplores, when it says that many of the people judge the legislature by its few mistakes and not by its many achievements.

This is one reason why it would have the legislature avoid a prolonged session or the enactment of miscellaneous legislation. Such course would be an obvious mistake, an error that would overbalance whatever good was done by other legislation in the minds of those who are prone to judge harshly. It was an error into which the 1920 special session fell, and from the larger consequences of which to its repute it was saved only by numerous gubernatorial vetoes.

It is because the Oregonian believes thoroughly in representative government, that it desires to see the legislature grow stronger in public estimation, and particularly in the estimation of those of hasty judgment. It would therefore have it refrain from excursions into matters in which it is itself not strongly interested but which become magnified as evils when viewed by a considerable portion of the people.

Proposed highway legislation has been heretofore discussed in these columns. In brief, it is apparent from investigation that there are no available data upon which may be based a statute requiring automobile carriers to compensate the state for wear of roads. There is a fairly accurate guide, however, for laws which will guard against destruction. There is need for curtailment of the speed of heavy vehicles, for impact, not deadweight, is the important factor, within certain wide limits. There is need also for better enforcement of traffic laws, for regulation by means of franchises of carriers that use the highways and need for inspections and reports upon which to found future enactments.

Numerous substitutes have been suggested for the prepared plan of financing the 1925 exposition. Professions of friendship for the exposition are general, but there is controversy over how the funds needed for it shall be raised. The proponents of these substitute plans may be friendly and sincere, but the effect, whatever their intent, of substitution is that of a flank attack upon the exposition itself.

It is proposed, for one thing, that an income tax, detailed and sweeping in its provisions, shall be considered by a legislature which by right should sit not more than five or six days, and that this measure shall be attached as a rider to the exposition bill.

It is not befitting that a revolutionary system of taxation have the status of rider. It is unfair to the principle of the income tax itself that its adoption or rejection be made dependent upon public sentiment toward a world's fair or any other peaceful enterprise. The federal income tax law, as amended, is not the product of hasty congressional action, but of weeks and months of consideration, in which unlimited service of experts was available to the national lawmakers. No body of experts anywhere can measure the requirements of a state and equitably apply the ramifications of an income tax to meet them within the time that the income tax has been under specific discussion in Oregon. An income tax law, so drawn, and passed in haste, would be experimental and possibly destructive. A special committee, appointed by authority of the last legislature, has been working for several months on an income tax law. It is not ready to submit it. It will not be ready to submit it until the legislature meets in regular session in 1923. This committee has among its members several who are sincere advocates of a state income tax. The committee is united in its request that the special session do not attempt legislation of that character.

The formal request of the voters of Portland is that the legislature give the people of the state an opportunity to vote on the issue of taxing themselves in a particular way, to finance the exposition. The way proposed is the old, tried, established way of taxing general property—a system which in its final analysis taxes everyone, big and little, property owner or not, however superficially different it may appear.

This formal request, as already said, comes from the city of Portland, which by subscription and taxation, agrees to pay two-thirds of the cost of the exposition. The city of Portland contains one-third of the taxable wealth and one-third of the population of the state. Though small in area in comparison to the area of the state, it is nevertheless as much a part of the state as any other portion. What would be the answer of the legislature if any other third of Oregon came before it with a four-to-one petition for submission to the electorate of an enterprise in which it had the larger interest but which was still of general state-wide benefit? Has a referendum ever been denied to eastern Oregon on a similar showing? Was not state aid to irrigation submitted to the people without impossible conditions or collateral issues? Were not the market roads bill and the highway bonding amendments, which tax Portland for the primary benefit of the remainder of the state, submitted to the people and submitted without the complication of distracting departures from previous methods of taxation?

In other instances when confronted by a plain desire by one-third, or even a lesser fraction, of the people for opportunity to present a plan of their own making to the voters at large, the legislature has deemed its duty largely perfunctory. There is no distinction between the present proposal and established precedent.

The Oregonian does not urge submission by the legislature of the Portland plan without the dotting of an "i" or the crossing of a "t." It is even reasonable to suppose that in friendly conference the plan may be modified in some particulars so as to remove some of the objections which members of the legislature believe the voters will find in it. It is in opposition to destructive departures and in support of submission of the exposition issue on its own bottom that this is written.

NEW CRIMES REQUIRE MORE JUDGES.

Congress has discovered that new laws defining new crimes make more work for the courts, which makes more judges necessary. Hence a bill providing for appointment of twenty-two additional district judges who may be assigned from time to time to districts where there is congestion of business.

There were on July 1 on the calendars of all the district courts in the United States 156,000 cases, of which 9700 were civil and 56,000 criminal. Since 1912 criminal business has increased nearly 800 per cent, due to new laws against narcotics, espionage, smuggling, auto-theft and especially the prohibition law.

We should punish these crimes, since we have declared them to be crimes, and we should not grudge the cost of machinery for their punishment. It adds to the cost of government, but after all that is trifling by comparison with the moral and economic waste caused by drugs and alcohol alone, and the effectiveness of law is greatly enhanced by the sureness and promptness of punishment.

TEAMWORK FOR ALL OREGON.

Progress of Oregon demands more people to cultivate its soil, mine its minerals, grow live stock, produce lumber and convert all these products into manufactured shape. The welfare of every part of the state is advanced by advancement on these lines in any other part, so that the efforts of all the people should be combined, as of one community, in promoting progress in any one of its parts. This is the principle on which the Oregon State Chamber of Commerce acts, and the manner in which it has been applied, with the results, is related in its annual report.

"Influence of the state chamber has been exerted in obtaining federal aid to highway construction and inducing the state to build certain important roads in all parts of the state. Its support has been given to particular irrigation projects and to legislation by congress for generous federal aid by means of long-term loans. It has co-operated with the Union Pacific railroad in spreading information which would attract settlers, and with the vocational education board and the Oregon veterans in settling service men on the land. It has joined other bodies in Oregon and Washington in support of port development and river improvement. It has assisted in finding markets for Oregon products, and has watched over Oregon interests in the tariff and railroad rates. It has endorsed the 1925 exposition as a benefit to the whole state. It has co-operated with other state organizations in many ways.

All these activities were inspired by belief that Oregon is one big community, not a mere bundle of small, disconnected communities. Its people should pull together as a team, for the parts are too small to accomplish much alone and are apt to nullify one another's efforts by working at cross purposes. United, they can advance irrigation in any part of central, eastern or southern Oregon, farming and fruit-growing in all sections, lumbering in either the west or northwest, mining in Josephine or Baker county, sheep-growing in the Blue mountains or the Willamette valley, cattle-growing on the range of the southeast, and all can promote improvement of the Columbia as a waterway and of Portland and other cities as seaports.

From this viewpoint the state chamber works and helps to get something done, and from this viewpoint the 1925 exposition should be considered—not as an enterprise of the city where it is to be held but as that of the entire state which, with its products, will be the chief exhibit.

Approach of Christmas is always heralded by arrival of the Christmas number of the Seattle Argus with its wealth of beautiful photo-engravings and descriptions of the Pacific northwest. The present number is devoted to the attractions of this section for the tourist by automobile, and H. A. Chadwick, the editor, proves his breadth of view by including all from the Canadian Rockies and the British Columbia coast to the southern boundary of Oregon in its scope. While the most prominence is naturally given to scenes on Puget sound, around Mount Rainier and on the Sunset highway, there are two pages of pictures of Oregon's beauties and a well written article on the Columbia river highway by Sydney B. Vincent. The number should certainly create an appetite for a tour of God's country among the suffering eastern people.

THE PASSING OF WOLFVILLE.

They were born with a savor of the past, of a day long sped, those stories that Alfred Henry Lewis told of Wolfville. The scent of leather and lathered horses was in them, and the pungency of black powder smoke, and the creak of stage wheels, and lonely star-strewn nights of the plains. Wherefore many readers of fiction will sigh with at least a passing regret to know that a certain Arizona hamlet, listed in the postal guide as Charleston, has ceased to be. For Charleston was the Wolfville of fiction, and through its streets there once swaggered and swore those westerners who were the prototypes of Lewis' characters.

Now, it has been said of the Wolfville tales, by many men who never wrote a vivid paragraph, that they were overdrawn and that, raw as real westerners may have been, fact at no time approached fiction. They would have you believe that the old cattleman, whose diversion was reminiscence, romanced to a degree incompatible with the truth. If one agrees with these critics he must forsake much that is pleasant and instructive in life and books, and set himself up as a pedant who will not be amused. Yet men who have known the west, men who are in contact with it today, shall continue to find joy in Wolfville, recognizing its fictional characters as only slightly embellished and its episodes as entirely probable. Indeed, there are nooks in the west of the present where such congenial sages as Sam Enright and Doc Peets still shed the light of a rough but serviceable erudition, and maintain the traditions, though the bars and faro tables have vanished.

In American literature Lewis, though his stories lack the perfection of plot that marked those of his predecessor, was heir to the privilege of Bret Harte. Both wrote of the west, and caught for dullards and dreamers and fireside adventurers its brilliant reflection of humor, chivalry and careless courage. In a sense that should not be minimized they were the chroniclers of a period that will never be duplicated, that cannot otherwise be given a place in national history, and that it were grievous to lose. There is no need for them now, or for their like. The authors of today and tomorrow may busy themselves with sprightly and well-seasoned stories of fashionables, of maidens most sophisticated and casually sinful, of hungry hearts and empty heads, and the tittle-tattle of watering places. Old Sam Enright is not for them, nor Jack Hamlin, nor Faro Nell, nor Melissa, nor Doc Peets. Let the future judge between these vogues in literature.

The townsite of Charleston, so ran the news accounts, was sold to a land and cattle company for $342, a sum that, when Wolfville was at its zenith, would have been regarded as small change. Did not the old cattleman, yarning of Cherokee Hall, assert that he had seen $5000 gambled on the turn of a card and lost without the flicker of an eyelash? Unquestionably this was truth, and while it may be deemed improper to display pride in a practice so reprehensible, so godless and improvident, there stirs in the reader an answering thrill—comparable to the interest that followed the gambling exploits of the renowned Jack Hamlin. The fact that so tremendous a wager was made is, if we analyze our sensations, merely secondary to our vicarious enjoyment of the might-have-been. We, too, have had a hankering for Wolfville.

Those who have browsed through histories, buffeted by dates and ancient politics, have learned to hunger for a foot-note—for the grudged lines that in anecdote or incident instantly illumine the page and galvanize the characters. It is granted that these are not historical, and that they are appended on sufferance, yet in them is a very potent magic. They call back the past, until its great ones are known to us in a very human sort of way. Thereafter they do not bore the reader. He feels the kinship of acquaintance.

It is service such as this that Lewis gave in the tales of Wolfville, or that Bret Harte rendered in his stories of the mining camps—a service both literary and historical. Their places in the libraries of America are permanent and assured. But for them the most graphic phase of our national development would have passed with memory.

THE PROBLEM OF CHINA.

The most serious difficulty with which the Washington conference has to deal will arise when it comes finally to settle relations with China. Talk about China has slurred over the fact that it has not one government ruling over the whole former empire and capable of being held responsible by other nations. The Pekin correspondent of the London Times says that "in effect there are a dozen different governments in China, some entirely independent of each other, some recognizing others and having relations of a kind." He gives a map which, as regards its many subdivisions, has a family resemblance to a map of the Balkan peninsula.

The recognized government is in Pekin, of which "the machinery works around the capital, but weakens in the near distance, and far away ceases to pulsate altogether." In the south the Canton government rules over Kwangtung and Kwangsi. In the north Chang Tso-lin rules over Manchuria and a large area in north Chihli, and really controls the Pekin government, having nominated several cabinet members. He "has his own foreign office, and rules as an autocrat, pure and simple." Yunnan and Szechuan have "provincial military governments owing allegiance to nobody." Yunnan works more or less with Kweichow, and Szechuan is now attacking western Hupeh. Shensi is ruled by a nominee of Pekin, but a henchman of Wu-Pei-Fu threatens its capital with a large army. Wu-Pei-Fu has been appointed inspector-general of Hupeh and Hunan, has an army of 100,000 men, proposes a national convention to reconstruct the government and "in effect is acting independently of Pekin." In fighting against Hunan and western Hupeh "he is acting nominally under the orders of Pekin," but his policy is expected to result in another independent government at Wuchang. Then, we are told:

> In various other provinces the military commanders are really independent autocrats, rendering lip-service to Pekin but doing as they choose. During the last fifteen months there have been four distinct wars in the country, each involving not less than 100,000 troops. In these campaigns the casualties among the troops are trifling, but the terror inspired in the people and the loss and hardship imposed on them are incalculable. War in China always means indiscriminate looting, and frequently much worse by one side or the other. In addition to war at the above four points there is in half the provinces a plague of bandits that surpasses anything in the history of the country. Add the great famine in north China and lesser famines elsewhere, and immense damage by floods at innumerable points, due mainly to the breakdown of conservancy resulting from the collapse in administration, and we find a picture of woefulness that it would be hard to equal.

The revenue from various sources is either mortgaged to cover debts or is much diminished, and the Pekin government "has nothing to live on but odds and ends of revenue" and what it can borrow at usurious rates, but its credit has become so impaired that borrowing is almost impossible. It has a large floating debt and is being pressed for payment of this and large overdue American and Japanese loans.

A large foreign loan could put the government on its feet if it could establish its authority in all parts of China and could stop the waste of its revenue, but under present conditions nobody would make a loan without control of its expenditures and over the operation of improvements, like railroads, from which interest would have to be earned. That would require subjugation of the rebel governors and a large measure of control over the government through its finances.

That is precisely what the present nominal rulers at Pekin refuse to consider. In an interview with Lord Northcliffe President Shu Chichang said that foreign control "would only cause further difficulties and troubles;" that "the Chinese people should be allowed to solve their own internal problems," which he described as "a natural step in the evolution of government after the overthrow of the monarchical form." He recalled that "England and America also had long periods of unsettled conditions before a stable administration was established." The premier, Chin Hung-peng, said:

> China wants money, and can offer ample security. We are willing to discuss control of expenditures if it does not interfere with China's sovereign rights. Give us the right to fix a tariff like any other nation and we shall be able to help ourselves. The more we are left alone the better for all concerned. We need money to disband the troops, and their pay is many months in arrears. China is absolutely solvent despite the present confusion of finance.

The powers represented at Washington are asked then to deal with a government as supreme in China which faces secession, rebellion and bankruptcy. They are asked to strengthen it financially by restoring tariff autonomy when it wastes its present revenue in paying troops which defy its authority. They are told that it needs money to disband these troops which would not stay disbanded so long as pay could be extorted. Disbandment could probably only be made permanent and rebellion suppressed by a superior army under complete control of the Pekin government. But that government is itself controlled by the principal rebel governor and refuses to recognize the facts of the situation—facts which the conference must consider in deciding how to help China.

Japan wants a rubber island; so does the United States. But all the islands have been distributed, and we have promised not to steal any other nation's islands for ten years. Both countries are in the same boat, and will have to buy rubber from other nations. No serious injury will result unless we go to war and lose control of the sea. For that contingency some chemical genius should invent a substitute, which will come handy if we have no war.

News writers again are flirting with the name of A. D. Charlton in connection with a high railway office. Mr. Charlton could have had all that years ago, but prefers to live in Portland. Portland prefers to have him, too.

Another Portland woman on the trail of a burglar and getting a piece of his coattails as a clew makes us think once more that it might be well to turn over to the women the job of suppressing the wave of crime.

A junior state official, married in the afternoon, was arrested for speeding later in the day at Woodburn. Traffic officers should exempt honeymooners.

Bandits must be asleep at the switch. A cargo of 31,000 cases of Scotch whisky is passing through Portland in bond to Canada—but it's the other Portland.

However, if it comes to it, the United States can very easily check French naval ambitions by declining to lend the money to build those additional ships.

If France sticks to her demand to have the third greatest navy in the world, she may run headlong into the world's greatest surprise.

Down in Florida they tar and feather men who sell liquor to boys. Florida's ethics are not so overwhelmingly bad.

King George and wife appear to be glad the daughter is to be married. Royalty does have its trials.

When the forecaster just now says "probably rain or snow," that's what will happen, most likely.

Hood River will have good apples next year. The mercury has been down to 6 below already.

Anybody who would buy a claim that had been "salted" with kerosene is easily deluded.

The unsettled question is on which day to eat the Christmas dinner.

Last week for the Christmas shopping. Make a whirlwind finish.

The quake at Guam necessarily was not extensive.

Where are all the calendar men this year?

That was enough snow for the winter.

BY PRODUCTS OF THE PRESS

Bachelors Tell Why They Don't Wed Modern Girl.

Seven bachelors, each of whom would be considered an excellent "catch" by mothers with marriageable daughters, tell why they have refused to wed the modern girl, in the Delineator. As a whole, they think she would be a failure as a wife. More specifically:

No. 1. Age 26, good looking, and earning $8000 a year, says she is "too easy." Hence he will continue in single blessedness.

No. 2. Twenty-nine years of age, with a salary of $35,000, thinks the present day young woman is "looking for a good thing"—and doesn't intend to be "it."

No. 3. With an income of $7500, this bachelor insists the girl of today has no reticence and lives only for a good time. He is 30.

No. 4. This one is 40, with $35,000 a year. "They demand too much," he asserts, "and possess intellects below those of average men."

No. 5. "They are selfish, superficial and conceited," is the opinion of this bachelor, who is an advertising salesman, well able to support a wife.

No. 6. This one accuses the flapper, and even her older sister, of "insatiable romanticism," and wails that a man to meet her demands must possess every virtue.

No. 7. He is 30 and has kept from the marriage altar because "there is something a little ridiculous about any woman."

* * *

Many employers believe that a workman can vivify the routine of his labor by visualizing the complete contribution to civilization made possible by his seemingly unimportant task. To illustrate the spirit which they are trying to develop E. K. Hall, vice-president of the American Telephone & Telegraph company, recently told the Academy of Political Science the story of the third stone cutter—a story old, but timely just at present.

Three stone cutters were working on a stone. A stranger asked the first what he was doing.

"I'm working for $7.50 a day," he replied.

"And you?" the stranger asked the second.

"I'm cutting this stone," growled the laborer.

When the question was put to the third stone cutter, he answered, "I'm building a cathedral."—New York Evening Post.

* * *

It used to be that a beard was a senatorial badge says the New York Sun. Not whiskers, but beards were worn by the senators, beards that covered their neckties or the lack of them, beards that had to be tucked into collars, if any, when the wearers ate soup, beards that were braided and tucked into shirt bosoms.

But that day has passed and so have the beards. That this is the day of youth and the clean shaven legislator is attested by the fact that only four senators wear even whiskers. Besides Senator Lodge, there is Senator Nelson of Minnesota with his close cropped sailor's whiskers and Senator Ladd of North Dakota, who wears a scant gray patch of whiskers. Senator Ransdell of Louisiana, with a bunch of paint brush whiskers, wears the whiskers for the democratic side.

* * *

The parrot fish, found in the eastern Mediterranean, chews its cud like a cow says the Scientific American. In other words, it cuts off its food in relatively large bits, stores it away until it has time for the business of thorough chewing, and then reduces it to a fine pulp.

Curiously enough, the ancients called this fish a ruminant, but their tales of it had been taken with many grains of salt, until recently, by modern naturalists.

As far back as the fourth century B. C., Aristotle asserted that the parrot fish, is to be classed among ruminant animals.

This story was repeated by the Roman writer on natural history, Pliny. It passed as a fable, like so many other ancient statements of fact since verified.

* * *

In a neighbor's house not long since little Georgie for the first time saw a face vibrator. At home, shortly afterward, the youngster said: "Mrs. Umson's face must get awful dirty, mother."

"Why do you think that?" the mother asked.

"Because," replied Georgie, "while I was there I saw her trying to fix it up with a vacuum cleaner."—New York Globe.

* * *

Until this year musical and other plays were built around the charms or derelictions of women says a New York news letter. But this season mere man has his fling. Walking along Forty-second street I saw the following electric signs: "What Do Men Want?" "Nature's Nobleman," "The Man's Name," "The Grand Duke," "The Wandering Jew," "Daddy Goes A-Hunting," "The Sheik," "A Prince There Was" and "Peter Ibbetson."

* * *

More than a sixth of the people killed in motor car accidents at night lose their lives because of lack of sufficient street lighting, according to a report made by Earl A. Anderson and O. F. Hess to the Illuminating Engineering society.

It is estimated that $1,000,000,000 in money each year is lost on account of all street accidents, and that nearly half of this is due to lack of light. According to the census reports, the total expenditure for street lighting in the United States is not in excess of $50,000,000. Three to ten times as much light as is furnished on most city streets is an entirely feasible proposition and would largely reduce the present accidents, these investigators declare.

* * *

One often hears of a rose diamond, says the Kansas City Star. The stone is not different in kind from any other diamond, the name "rose diamond" having relation only to the form or cutting of the stone. A rose diamond is one that has a flat bottom and only the upper half of the stone being cut into facets, or little faces, and polished.

The diamond called a brilliant is so called not because of its brilliancy. A brilliant is the technical or trade name for a diamond that is completely cut and polished.

* * *

The task of tabulating army slang for the Imperial War museum will take some months, says Punch. A good plan would be to knock some ex-sergeant-major's beer over and get the whole issue at one sitting.

Those Who Come and Go.

Tales of Folks at the Hotels.

"We are looking forward to the time when our section of the country becomes a part of Oregon instead of a part of Idaho," said Sam Motherhead of Burns yesterday at the Imperial. He had just returned from Pendleton where he attended the irrigation congress. "As we are now situated we cannot trade with Portland. All of our merchants and farmers go to either Boise or Nampa. If the road from Crane to Bend is ever completed so that we may have rail connections we will become a part of Oregon. We are now busy with our irrigation projects. Not long ago $2,200,000 worth of bonds for the development of the Harney valley project were voted. The people are soon to vote on the bonds for the Blitzen Valley and Silver Creek projects. These three projects when developed will open up 180,000 acres of wonderful land for development and the country around Burns will become the garden spot of the state. There is not a man in our district who would not prefer to trade with the merchants of Portland if such a thing were possible, but as conditions exist now our only outlet is by way of Ontario and our nearest market is Boise." Mr. Motherhead is going to spend a few days in Salem where he will take in the special session of the legislature. "I have no bills to propose but I want to look on and see what the boys are going to do," he said.

Rupert Wanless, ambulance driving hero of the world war, was at the Multnomah hotel yesterday enroute to La Grande. Wanless was a member of the 263d ambulance company of the 91st division during the war. He was decorated for bravery. When his division was fighting in Flanders Wanless was busy hauling wounded men from the front. One day he lost his way and ran almost into the German lines. As he was preparing to turn around he saw several Americans emerge from a dilapidated dwelling and motion to him. He turned back his machine and drove towards their hiding place. Frenchmen who were in the vicinity motioned frantically for him to withdraw as they had never seen an ambulance so close to the front. Wanless kept on, stopped his machine behind an embankment and rescued several wounded men from the buildings despite the fact that his pathway from the machine to the spot was swept with machine-gun fire. Several holes were shot in the ambulance but Wanless escaped unhurt and won a coveted decoration, the French de Guerre, and a citation for his bravery.

Lettuce and celery growing are becoming great industries around Nampa, Idaho, according to E. H. Dewey who is at the Multnomah for a few days before leaving for California where he will spend the winter. "Nampa is in good condition right now and lettuce and celery have helped make it so," he said yesterday. "We shipped 200 cars of lettuce out of Nampa this season. This netted our growers more than $80,000. Many of our farmers are now specializing on celery and they hope to make Nampa the celery center of the west. Other parts of Idaho have had bank failures and business conditions have been bad but Nampa has not suffered." Mr. Dewey was formerly one of the owners of the Dewey Palace hotel in Nampa.

J. R. Lynch of Los Angeles, who is at the Multnomah, claims that a negro mammy in the south is responsible for his success in business. He has added a new thought to the laundry business. One day he was walking by a stream in one of the southern states when he noticed an old negro woman busily engaged washing clothes. She had several piles of clothing placed in rows along the stream bank. Lynch asked her why she separated the clothes into piles and she declared that they belonged to different families. Lynch started thinking and started a laundry in which the washings of families were kept separate.

The people of the Coos bay country are not in favor of any legislative measures that will cause them to pay taxes for the 1925 exposition, according to Thomas T. Bennett of Marshfield who was here yesterday en route to Salem to attend the special session. "The bill as framed would make us pay $90,000 in taxes for the fair," he said yesterday at the Imperial. "After we had paid that amount of money we would just be started. We would be called upon to spend $100,000 or more to build a building at the fair to advertise the Coos bay country. We have a small county and cannot afford any more taxes than those we now have."

"What's the matter with these railroad companies"? inquired a guest of the Multnomah yesterday of one of the clerks, as he held a railroad ticket in his hand. "Here they have it stamped '1 A. M., December, 1921,' and with that on it how do I know what train to take?" The clerk looked at the ticket. "Why that's O. K.," he said. "Your ticket reads '1 A. M., December 19, '21.'" The guest was satisfied.

When it comes to names that are short Miss Clara Ek, at the Oregon, has anyone on the register defeated. Miss Ek is from Rhinelander, Wisconsin, and with Mr. and Mrs. W. C. Cartwright of Lancaster, Wisconsin, is touring the Pacific coast.

W. A. Johnston of the Dalles who was recently elected one of the delegates from Al Kader temple of the Shrine to the imperial conclave, was in Portland yesterday and was at the Imperial.

L. C. Falkenhagen of Grants Pass is in Portland to attend the convention of the Marshall-Wells sales force which will be held in the Multnomah hotel during the week.

C. J. Harrison, a lumberman of White Salmon, Wash., is in Portland in connection with business interests and is at the Oregon.

Dr. C. D. Donahue, one of the leading dentists of Eugene, spent the week end in Portland and stopped at the Multnomah.

A. H. Brown, who is engaged in the lumber business in Chehalis, Wash., spent the week end in Portland and was registered at the Oregon.

H. F. and E. D. Bothwell, brothers of Maupin, Oregon, are registered at the Oregon and they are both well.

E. D. Miles of Salem, who is engaged in the retail lumber business is at the Multnomah.

Charles R. Peterson, stockman from Crane, Oregon, is at the Imperial.

Use of "Shall" and "Will."

PORTLAND, Dec. 17.—(To the Editor.)—Which of the following sentences is correct?

I shall (or will) work a month for you for $60.

I shall (or will) sell you my suit for $5.

I shall not (or will not) be responsible for any debts contracted by my wife. W. E. TRAVIS.

520 Second street, city.

In the first person "shall" denotes simple futurity; "will" implies willingness, consent, promise or determination. In the examples given "will" is the correct word in each instance.

ROADS ENTITLED TO ROAD MONEY

Writer Opposes Joseph Plan for Reimbursing Fair Taxpayers.

FOREST GROVE, Or., Dec. 17.—(To The Editor.)—I have been reading considerable favorable comment regarding Senator Joseph's plan to finance the exposition by depleting the revenues derived from the gasoline tax for the year 1925. It is claimed that if the excess of taxes received by the state for the year 1925 over what would be received in 1924 were turned into the general fund of the state, instead of into the highway funds, the taxpayer would be benefited thereby.

Will some one explain to me in what way the farmer would be repaid for the 1-mill tax proposed to be levied from now on to the exposition year upon his property, which he had paid and which had been turned over to the state? Senator Joseph claims there will be 1,000,000 more cars brought into Oregon during 1925 with the exposition than without it. Granting that this estimate is right, then it means that there will be much more travel on our highways, that much more wear, that much more destruction of the roads. Yet he would take away from the highway funds all the benefits to the roads by reducing the attending added revenue needed for repairs of the roads.

If the exposition brings more people to the state to travel our roads, as it undoubtedly will, thereby consuming more gasoline, and increasing our road tax funds, why should not the roads of the state receive the benefit? If this exposition will bring $2,000,000 more into the road funds by additional consumption of gasoline in what way can the farmers be more largely benefited than by expending that sum in betterment of the roads? I am of the opinion that the manner of securing funds for financing the exposition proposed by Senator Joseph will not meet with the approval of the farmer. I doubt if the farmer will like remaining stuck in the mud any better than he will enjoy increasing his already heavy burden of taxes.

I hope you will not consider me an opponent of the exposition. I have property in Portland and favor holding the exposition. I had the pleasure of drafting the gasoline tax law of 1919, also the bond measures of 1919 and 1920 for building our highways, and I am a good roads enthusiast. I am not willing that a dollar of our road money should be diverted from its sacred purpose. You need no better proof of good roads benefiting the state than to travel along our paved highways and see the improvements going on.

Let us have the exposition, but let us find some better way of financing it than by robbing our highway funds.

I would suggest, if it is the sincere desire of those who favor the plan of Senator Joseph to lessen the burden on the taxpayer by appropriating the profits of the road funds to the payment of the exposition tax, that they study the possibilities of an income tax as a means of raising the necessary funds. I am quite sure that would be a greater blessing to the farmer than to use the gasoline tax.

There can be no greater or more lasting benefit come to our state than a betterment of our road system as a result of the exposition. When the effects of the exposition on Portland have been long forgotten we can still point to better roads as a lasting reward for our present efforts.

LOYAL M. GRAHAM.

CONTROL OF SPEED IS COMING

Automatic Register or Gear Control Inevitable if Guilt Continues.

PORTLAND, Dec. 17.—(To the Editor.)—At last the speeding motorist is to be curbed in a very practical way. Congressman Jones of New Jersey is preparing a bill which will make it compulsory to equip every automobile with a speed recorder, such as the Maihak instrument, which records the speed for each minute the car is run, making it possible for any observer to look at his watch, take the license number and then assume the position of the complainant.

These instruments are now used in many parts of Europe and at some places in the United States in locomotive practice and in fact are very simple in construction, the clock being wound once in eight days from the battery or ignition line, the speed curve registering on a card provided with space for each day in the year, the whole device being encased in a steel box which is sealed by the license bureau when license is issued. The Maihak recorder or one similar could be applied at a cost of about $15.

That is about the sort of a news item we may expect to see in the year 1922; the writer has driven automobiles in New York, Chicago and many other large cities of the United States and Canada, but for insane driving, Portland, or rather the drivers of Portland, take the palm.

Does the average driver know that a lawful maximum could be placed on the gear ratio on third or high speed? In the Hotel Sherman lobby, Chicago, several years ago a man was heard to say he would bet $50,000 that not one present would live to see liquor prohibition.

Moral—Don't monkey with public sentiment. H. T. S.

Pooling of Bonuses.

PORTLAND, Dec. 17.—(To the Editor.)—Under the interpretations and rulings of the world war veterans' state aid commission veterans are not allowed to pool their borrowing rights, the security offered by each applicant to be separate from that offered by any other, and must be on a farm or residence.

Many men are not attracted by farm or even rural life and single men generally do not care for a residence.

If this fund could be loaned out to veterans acting alone or to a pool of several and for the purpose of purchasing or erecting buildings for business purposes, more veterans would be helped and business all along the line would gain.

This would require more legislation, but would it not be well to "help the boys" in a way that would be a real help and not spoil a good man by making a poor farmer?

C. G. THAYER.

Prices Paid for Coins.

DALLAS, Or., Dec. 17.—(To the Editor.)—Would like to know the value of a $10 gold piece of 1852. On one side it has 13 stars, a lady's head and the letters W. M. & Co. on the lady's crown; also the date 1852. On the other side has an eagle and the letters S. M. V.; also says "California gold. Ten D." This coin does not have U. S. A. on it.

A SUBSCRIBER.

The Oregonian cannot quote market prices on old coins. Subscribers desiring address of a coin dealer should enclose stamped envelope for reply by mail.

Employment of Vulcanizers.

FOREST GROVE, Or., Dec. 17.—(To the Editor.)—After a person learns tire repairing or vulcanizing for a trade, does he have to own his own tire repair shop to do vulcanizing or can he find places where he can do vulcanizing for someone else?

The person does not want to own his own business and wants to do vulcanizing for someone else, and wants to know if vulcanizers are hired the same as some other kinds of work.

JOHN B.

Vulcanizing is a trade at which men are often employed by others.

More Truth Than Poetry.

By James J. Montague.

PLAYING SAFE.

We've written verses for release,
And marked 'em, "Run in full!"
The day that Ireland makes her peace
With merry Mr. Bull.
But every time we were about
To swim them in the public's ken,
Hostilities have broken out
Again.
Though years ago those lines were minted
We thought we'd never get 'em printed.

It cheered us up when Mr. George
And Mr. Griffith, wreathed in smiles,
In conference began to forge
The links of love between the isles.
We told ourselves, "It's almost done;
The clouds of bitterness disperse;
The chances are we soon will run
That verse."
But while next morning we were napping,
Good gracious! How they started scrapping!

They met again—these statesmen did
And, from the cable news that night,
It seemed that they had clapped the lid
Upon the then prevailing fight.
We muttered softly, "Hip hurray!
They're both conciliatory chaps;
We'll print that ode next Saturday,
Perhaps!"
A hopeful notion, but we dropped it;
A lively row in Dublin stopped it.

They've now agreed, so they aver,
So everybody's satisfied
No more disturbance will occur
And joy is spreading far and wide.
The dove of peace speeds o'er the foam
Glad hands extend from isle to isle,
And yet we think we'll hold that pome
A while!

* * *

Useful.

A little scrapping now and then
Lifts taxes off hard working men.

* * *

Ineffectual.

Mr. Brisbane says that Shelley was a splendid advertiser, but we don't notice any particularly active demand for skylarks.

* * *

Both Worthless.

Germany's marks do her about as much good as her Marx did.

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Burroughs Nature Club.

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Can You Answer These Questions?

1. Does a centipede really have a hundred legs?

2. How can I prepare skunk hides to avoid rank smell?

3. How do sea gulls arrange at the breeding season about following vessels for food?

Answers in tomorrow's Nature Notes.

* * *

Answers to Previous Questions.

1. Is there any book telling incubation periods for all the common birds?

We do not know of one with tables. A good many ornithologies give incubation period for at least part of the birds, Nuttall being helpful this way. Occasional papers in ornithological magazines like The Auk and Condor supply some data. It is a good idea as one comes across bits of information, to jot it down, thus gradually building up a list, with reference to authority.

* * *

2. Please tell me how many poison snakes we have in the southern part of the U. S., and give names they are commonly known by.

We cannot give a detailed report on every poison snake ever found in the south, but can name as dangerous and well established kinds, the ground and diamond-back rattlers, the water moccasin or cotton-mouth, coral snake and king snake.

* * *

3. How can I free my English ivy from scale insects?

We have answered this before, but as so many readers have ivy for a window plant, we repeat: Wash with soap suds frequently, sponging the leaves upper and under and stems thoroughly; or, better still, use kerosene emulsion, a strong soap suds with about a teaspoonful of kerosene to a quart of suds. Wash the stems. Repeat until the scale insect no longer hatches. If you can in summer catch a ladybug and induce it to stay on your ivy, it will clean up the plant beautifully by eating the insects.

In Other Days.

Twenty-five Years Ago.

From The Oregonian of December 19, 1896.

This was the special Cascade Locks edition which contained the first colored supplement ever printed in an Oregon paper.

Washington.—The senate committee on foreign relations favor Cuban independence, it was announced after a meeting today.

Oregon City.—Burglars made a clean sweep in robbing the postoffice here last night, breaking open the safe and taking $2800 in cash and stamps.

The burglars who have been dormant in Portland in the last two weeks have again come forth and resumed operations on a larger scale.

The first Oregon road convention adjourned yester