Morning Oregonian

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WHO IS RUNNING PORTLAND?

One question involved in the waterfront strike is a subject for investigation, not by a state board of conciliation, nor by a committee of citizens, nor by an agent of the shipping board but for both investigation and action by the mayor of Portland and by the courts. That is the question whether men who work ships on the terms offered by the stevedores and accepted by themselves are to be protected or are bands of strong-arm men, either members of or in sympathy with the longshoremen's union, or I. W. W. disturbers not in sympathy with them, to be permitted to beat, maim and kidnap, and to do so with impunity.

There is abundance of investigation of the merits of the controversy between the employers and the union. The state board of conciliation has offered its services, but, being composed of a representative of the unions, a representative of the employers and a representative of the public who is a candidate for office, its services do not seem to be acceptable to both parties. A committee appointed by Mayor Baker is also holding an inquiry. The shipping board has proclaimed neutrality and is also holding an inquiry. But the reign of terror that exists on the water front is not a subject for conciliation or inquiry. It is an ugly, ominous, notorious fact. No board or committee of impartial citizens can conciliate the sluggers, for their only terms are unconditional surrender to force. The only appropriate way to conciliate them is to place them behind strong bars for a stiff term.

With few exceptions attacks on non-union workmen are committed when and where no police are at hand. Either the police are not all awake to their duty, or are not properly distributed to prevent mob attacks, or there are not enough of them. If they need waking up, that is up to the mayor and the chief. If they are blinded by partiality for the sluggers or by fear of being slugged themselves, they should promptly lose their jobs, and that, too, is up to the mayor and the chief. If they are not at the right place when wanted, that, too, is up to the same officials. If the police force is not large enough, it should be reinforced to the point where it can sufficiently guard all places where dock-workers are employed and lodged, and should be composed of men who have the strength and the will to subdue the sluggers and to capture them.

The suggestion is frequently heard that some public officials are reluctant to take vigorous action against the terrorists because they or their friends are candidates at the approaching primaries and because they fear to antagonize what is called "the labor vote." The Oregonian refuses to believe, in the absence of proof, that the thousands of men in Portland who are members of labor unions approve of the slugger method of trying to win a strike; in other words, that the sluggers control the labor vote. If this opinion coincides with the facts, the only vote that can be lost by any official or candidate through drastic treatment of the sluggers is the slugger vote. Against it is to be set the vote of every man and woman who upholds the right of every citizen to do lawful work free from lawless violence. If any official or candidate prefers to conciliate the slugger vote by dealing gently with the sluggers, let us know it; then those of us who stand for the supremacy of the law will know how to vote, and it will not be for the sluggers' friends.

It is a plain question that is before us: Are the mayor and the courts or the sluggers running Portland? The Oregonian is ready to uphold the mayor in the employment of any additional number of police that is necessary to suppress the terrorists and to bring them to justice. He is justified in incurring any expense that would necessarily be involved, for money spent in crushing the lawless is well spent. Any judge who exerts the power of the courts to bring to the bar and to punish brutal assailants of men whose only offense is that they work will be sustained by the great majority of citizens. There is no doubt that the people will stand by a judge who is fearless in punishing the lawless. Then let us have a prompt, emphatic answer to the question:

Who is running Portland, the officers of the law or the sluggers?

The finding of British military experts that Gibraltar is no longer impregnable deprives the English language of one of its most vivid figures of speech and puts us on our mettle to find a simile for strong defense. The great rock now dominates the strait of Gibraltar at the tolerance of Spain, which, if she were hostile, could reduce it with long-range guns, and the abstention of enemy aircraft, which would find no competing airplanes there to repel attack. Gibraltar is found to be unsuitable as an air base and consequently impotent under modern conditions to withstand prolonged attack, in consequence of which there is talk in Great Britain of offering it to Spain in exchange for Ceuta and a corresponding zone in northern Morocco. Sentimental considerations pull in opposite directions. In point of years of possession Spain's claims are the greater, but in vigor of defense those of Great Britain loom large. The famous siege of 1779-83 constitutes a chapter in the annals of heroism unsurpassed by few events in the history of the world.

PROFITS AND HOT AIR.

The mind that conceived the amazing idea that the financial condition of Multnomah county is sound is the same mind that imagines great and continuous profits from the interstate bridge. It is County Commissioner Holman's mind, and it is the same commissioner's palaver that seeks to show that the county of Multnomah has taken more money out of the bridge than has been put in. Net dividends received from the bridge up to May 1, 1922, are said to total $1,265,230, of which Multnomah county received $759,011, and Clarke county (Washington) $506,219, making an excess of net receipts over the cost of the bridge span $234,404.

"The main structure," cries the commissioner, "has not cost the county a cent. The county has reimbursed the state for construction of the bridge, and we are gradually retiring the bonds."

Interesting, if true. But where are all those pleasing profits? Where are they?

The public is easily puzzled by figures. But it knows that Multnomah county voted $1,250,000 bonds for the interstate bridge, and paid more than $100,000 besides from the general fund. Of this amount, $200,000 bonds have been retired, leaving $1,050,000 outstanding. Yet we are told that the net dividends to Multnomah county have been over $750,000. Where are they?

SIMPLY STATED.

The Oregonian regrets that it has lately given the Evening Telegram cause for worry about its attitude towards the direct primary. Just now the Telegram is the last surviving newspaper champion of the primary in the republican party. Its affection for the primary is sudden, passionate and even violent, and has not heretofore been suspected by anybody, least of all the Telegram. But when a feller needs a friend, you can count on the Telegram—sometimes, when the friend is the Telegram's friend.

Our concern about the Telegram, however, centers chiefly about its complete inability to understand, and to state with the smallest approach toward accuracy, what The Oregonian said the other day in suggesting for discussion a new nominating method. We shall repeat it in simple language so that it may be suited even to the Telegram's wavering intelligence. It was:

(1) A county primary for nomination of elective offices. Selection at the primary of delegates to a convention which should have power to nominate candidates for offices, where there had been failure to nominate in the primary by majority vote.

(2) A state convention, made up of delegates named by the county conventions, with power to adopt a platform, and to nominate candidates for office where there had been failure to nominate in the state primary by primary vote. District conventions also to be organized and held on a similar basis.

It is not proposed to abandon the primary, nor to return to the boss-ruled convention, which agitates the Telegram's democratic heart so painfully. It is proposed to eliminate a system which puts a premium on self-seeking, enables the unfit to defeat the fit, and provides no alternative for correction of grave errors.

It is not merely a question of educating the electorate, as the Telegram says. The Oregonian is not willing to think, as the Telegram evidently thinks, that the whole fault is with the voters. The trouble is with a system which divides and demoralizes intelligence, and prevents an intelligent and harmonious expression of the popular will.

RAILROAD EARNINGS NORMAL AGAIN.

A month more than two years after the transportation act took effect and nineteen months after the government guaranty of earnings expired, the class 1 railroads of the United States are earning the standard 6 per cent on the valuation placed on them by the Interstate commerce commission. For 197 out of 201 roads of that class the net operating income in March was $83,374,000 against $30,638,000 in March, 1921. This was only $2,521,401 short of 6 per cent on all the 201 roads, and the four remaining roads should almost, if not quite, make up this difference.

Gross earnings in March for the three districts, with the percentage of increase or decrease over March, 1921, were: eastern, $242,243,784, 10.78 per cent increase; southern, $62,009,728, 2.58 per cent increase; western, $168,435,657, 4.4 per cent decrease. Net earnings were:

	March, 1921.	March, 1922.
Eastern	$14,755,331	$47,801,191
Southern	4,016,643	11,093,394
Western	14,865,813	24,479,714

The large increase in the east was doubtless in part due to the impetus given to coal traffic by preparation for the miners' strike. The decrease in the west surely reflects diversion of traffic to water lines by enforcement of the long-and-short-haul clause of the interstate commerce law, which practically forbids railroads to compete with ships for transcontinental traffic, but it must also be due in part to inability of Pacific coast lumbermen to compete with the south in middle-western markets at the rates which the roads insist on exacting.

The railroads are now in a position to maintain the standard earnings under materially reduced rates, which would relieve industry and would increase volume of traffic. The good showing for March was made at abnormally high rates in spite of which industry was struggling to revive, and with much railroad equipment idle. With lower rates and all cars earning revenue, the railroads should be able to earn as much net income from the larger tonnage they would move. No doubt the interstate commission will take cognizance of the March results and of these plain inferences from them when it decides on the general application for lower rates that is now before it.

We may then have a practical demonstration of the effect on the standard of local rates that is produced by enforced elimination of railroad competition with water lines. The ratio of increase in net earnings is far less in the west than in the east or south, and the decrease in gross earnings proves it to be due entirely to cuts in expense of operation. Consequently the west must expect a proportionately smaller general reduction in rates by the commission than will be given to the other districts. The people of the intermountain country who have cried out against terminal rates which would permit railroads to compete with ships will then discover that they have been conducting a successful fight against reduction of local rates, including those for the back-haul from the seaboard to their own stations. The rate adjustment on which they insist simply compels Pacific terminals to ship by water and deprives them of the alternative railroad route and of markets on that route that cannot be reached by water, but, in the shape of higher rates than could otherwise be maintained, it takes money right out of the pockets of the inland empire people on every carload that they ship, either from the east or from the coast. How much longer will it take them to awaken to this situation?

BEATING McARTHUR.

It is doubtful if there is another man in congress who has as much courage (as McArthur) in following his own inclinations and setting the wishes of the majority of his constituency at naught. He doesn't dodge or straddle, but stands up and faces the music. His courage is admirable, but his statesmanship is bad.—Portland Journal.

These words appear in an editorial article setting forth reasons why Mr. McArthur should not be elected to congress. They would be more fitting in any statement as to why Mr. McArthur, or anybody, should be elected to congress. If Mr. McArthur is to be defeated, there should be a better reason than his persistent exhibition of independence and courage.

But now that we know whom the Journal is against, can it not serve its readers and the public generally with a discussion of the qualities, good and bad, of the other candidates? Whom is it for? Naturally it will be against any republican candidate who may be nominated.

But what about the democratic candidates—Duncan, or Miller, or Watkins? Does our democratic friend find it difficult to choose among them? If so, why? Are they all equally fit?

WOMAN SUFFRAGE GAINS.

The International Alliance for Woman Suffrage is encouraged by reports of progress of the cause in other countries than the United States. Numerous gains for 1921 are recorded in the annual report. Australia, Belgium and Norway have elected women members of parliament. Rumania for the first time has admitted the sex to communal suffrage, which in all likelihood is the forerunner of other gains. A town in South Africa has elected a woman mayor. Women have cabinet portfolios in Canada. Even India has advanced; here women have obtained the same rights as men in half a dozen provinces, including Bombay and Madras.

Surprise is expressed that France has nothing to report of feminist progress. The answer probably is that the actual position of women before the law in France is less disadvantageous than it was in the countries in which the feminist movement had its inception. The essential partnership of the relation of husband and wife, which pervades the civil law and which is exemplified in the statutes of states of the United States which received their inheritance from the French code, is likely to have been instrumental in postponing the day of feminine protest. The French woman has been less inclined to demand the ballot because she has had fewer civil grievances to repair. Inequality of women before the law, particularly in her right to hold property and to control her children, was the potent motive of the early suffrage movement in this country.

The Anglo-Saxon male, with his age-old assumption of superiority, has not always demonstrated his right to the overlordship that he claimed. Wanting in foresight, if not in the sense of practical justice, it was he who precipitated the suffrage issue. From the viewpoint of the opponents of woman suffrage, Frenchmen were wiser than their fellows in other lands. Absence of an important feminist movement in France is a testimonial to the tact of French men, rather than to the want of intelligence of their daughters and wives.

POSTPONE THE JOY RIDE.

There is wholesome truth in the strictures of John E. Edgerton, president of the National Association of Manufacturers, on the expenditure of money and energy on luxuries, pleasure and non-essentials at a time when half the world is famishing through need of increased production of the necessaries, hence in need of all that can be saved from these uses in order that it may be applied to greater production of essentials. In this country more than in those countries which were the scene of actual hostilities there has been too great a descent from the exalted devotion that patriotism inspired during the war to the grossly selfish practice of every man for himself and the devil take the hindmost, of enjoying today without thought of the morrow. That is not the way to rebuild a world half the civilized part of which is half wrecked.

It is as true as ever that no man can live to himself alone, and that is as true of nations as of men. It is truer than ever since steam, electricity and chemistry worked their wonders, for men are more dependent on their neighbors, nations on one another. Hence he who wastes or unwisely uses energy, time, money, wastes part of a common stock, hinders the recovery of the world and delays improvement of his own fortune. Every hour saved from useless labor or from recreation in excess of that needed to maintain health can be used in rebuilding that which has been destroyed. Though it may not be thus applied directly, the money earned and saved from it can be used in employing others to rebuild. By spending less and earning more, we can save more to go into the fund of general reconstruction capital.

That may be a very vague motive for a man of moderate income to earn $100 a year more and to spend $200 a year less on pleasure, or for a city to forego for two or three years a new park or city hall, but the money thus saved would pass through various channels into the fund which is to replace the fixed capital destroyed by war. Replacement of that capital would mean rebuilding of factories, railroads, highways, houses, for which much of the goods produced by the owner of that $200 would be used. It would mean employment of millions of men in many lands who would replace wrecked furniture and ragged clothing with new, much of them bought in America. Europe is in no position as yet to add to the stock of capital available for these purposes. For our own benefit as well as for the general good, America should strive to provide an increased share.

If any man asks why he should thus deny himself, what direct gain he will make, the answer is that the larger the aggregate of the world's production and the more he contributes to it, the larger share he will get; that prices, buying and selling are but the means by which each man's share is determined in relation to what he contributes. Prices are now about 50 per cent higher than before the war because aggregate production is less per capita and because much of it is absorbed in paying interest on capital that was burned up by war and for which the recipient makes no present return in production of goods. As we approach the pre-war scale of production, prices will fall and each one's share will be larger if he does his share of work. When war debts are paid, the bondholder must either go to work or invest his capital in industry, either case adding to the world's stock of goods and making the shares larger. Then the capital that was destroyed will have been replaced and the labor that was diverted to its replacement can be employed in producing more goods for consumption, of which a part can properly be used for the luxuries and pleasures with which we should now dispense.

When half of a town is burned, the population does not go on a joyride next day. In a sense, half the world has been burned, and America, which is in the fortunate other half, should help to rebuild and should postpone its joyride till the roof is on.

LET BOTH USE THE RIVER.

Astoria shows a commendable disposition to help itself by chartering steamboats and barges to transport grain from the upper Columbia and thus overcome the handicap imposed by the differential in railroad rates in favor of Portland. The port by the mouth of the Columbia may overcome the differential and more too. Of course, Portland can follow its lead by taking to the river route also and gain the benefit of being a hundred miles higher up the river, but Astoria can gain much by being the first to move.

But there is no ground for saying, as the Astoria Budget does, that "the differential, instead of going to the farmer, has been appropriated by the grain buyers of Portland." Seattle has done something to nullify its effect by inducing steamship lines to absorb part and by reducing wharf and dock charges to absorb another part, but the quantity of wheat shipped to Portland in the present cereal year is so much greater than that shipped to all Puget sound ports as to prove that growers derive some decided advantage from exporting through this port. Portland will always strive to handle wheat at as low charges as are made at any competing port. That is one of the principal motives for the present struggle by shipping men to equalize longshoremen's wages with those paid on the sound.

A useful hint is conveyed by Astoria's efforts to retain its place as a wheat port. Like Seattle, it will exhaust its resources in the effort to wipe out the effect of the rate differential. The safest way for Portland to retain its advantages is to hold all other charges down to the minimum on an equality with other ports, and thus to give the producer the full benefit of the differential in the shape of higher prices on the farm. Then Portland will profit by volume of business and will strengthen its hold on the grain trade. One way is not to be content with the railroad differential, but to use the river.

The real signs of a building boom come when more permits are issued for new houses than for garages. After "the car" has been provided for, the rest of the family come into their own.

Just as well for Oregonians to have a cold winter now and then. Think of the educational value of knowing at first hand how the rest of the world lives.

A rose festival should have a movable date; it depends on the bloom, which varies according to season. The occasion can be as joyous a few weeks later.

The Bar association is ponderous and at times slow of motion, but when it slips off the incubus of inertia to clean house it is irresistible.

Mrs. Sangster doubtless read with particular interest what Conan Doyle said about there being no children as the result of marriages in heaven.

After a few years of "everything but," the Chicago palate has lost its sensitiveness if it cannot detect the absence of the kick in near beer.

The Russians may not win official recognition from the powers but they certainly are getting plenty of the unofficial kind.

Mr. Rockefeller says it is hard work to give away a million dollars. Lots of us would like to have a chance to try.

The Great Northern is arranging to sell real service to the suburbs of Spokane. It will meet the buses, card for card.

Gouverneur Morris, a fiction writer of "sex stories," is suing his wife for divorce. Maybe she took his fiction too seriously.

The Florida supreme court says Croker was competent and any old Tammany man will affirm: "Always was!"

A free running translation of "noblesse oblige" is that an official should not break the speed law.

Canneries are going ahead, not worried about frosts and injury to fruit crops.

Now is the time to work off pessimism. There will be fruit galore.

The grower who loses by late frosts can recoup on late potatoes.

Stars and Starmakers.

By Leone Cass Baer.

Sophie Tucker is proving a sensation in London, and the critics there hail her as a greater comedienne than any of her predecessors, Ethel Levey, Elsie Janis, Frank Tinney, or even their own English idols. The Sunday Times says: "Sophie Tucker has a reputation in America as big as that of Marie Lloyd in England. Yet, unheralded and unboomed, she stood up suddenly in the middle of the 'Midnight Follies' revel on Friday night, her name, which had just been shouted, conveying nothing to the English people present. In a minute her artistry had triumphed over her lack of natural possessions. She is now the Yvette Guilbert—of ragtime. Almost plain, with nothing much of a voice, and with a figure against her, she is a genius. She sang four syncopated songs to a tumult of enthusiasm. She laughed at herself in melody; she made fun of her own limitations, and the audience rocked itself in a frenzy of appreciation. She made the midnight revellers sing with her, like Lauder does; and they encored her until the small hours of the morning."

* * *

Henry Lehrman, who figured as the fiance of Virginia Rappe in the Arbuckle case, is reported to have married Jocelyn Leigh, the "Follies" beauty, last week in Los Angeles. The bride is in Los Angeles with her parents from Chicago, but denies that she is to enter pictures. Lehrman is now directing comedies for the Century company.

* * *

Alice Brady (Crane), has received her final decree of divorce from James A. Crane, a resettled order of final judgment making provision for the custody of Miss Brady's child. She is awarded its custody, but has waived any claims to alimony. The issues were submitted to a referee, who recommended the interlocutory decree, which the judge affirmed. The advent of the baby necessitated a resettlement of the order.

* * *

Art Hickman and his jazz artists are going into vaudeville via the Orpheum circuit. They have been engaged by Martin Beck.

Beck heard Hickman and his orchestra while they were playing in the Ambassador hotel in Los Angeles, and is said to have made them an offer.

* * *

From Chicago comes a line concerning Walter Siegfried, who used to be here with the Baker Stock. The paragraph, in a theatrical exchange, says that 'Varieties of 1922' is the title of a vaudeville road show composed of Walter Weems, Gallarini Sisters, Olga and Mishka, Mr. and Mrs. Walter Siegfried and Middletown's Mannikins, which was formed in Chicago for the purpose of touring the middle western states and playing the intermediate towns.

"The show has had block paper made and will play all engagements on a percentage basis, with the company share split up among the acts. It begins its engagement next week in Wisconsin and will play through that territory first. It expects to remain intact until August."

* * *

Alice Fleming has returned to the stage. She was married recently and retired, but a few weeks ago returned to the footlights in "The Nest," a new play, running at the Forty-eighth-street theater in New York.

* * *

A London correspondent says that the long rest which followed Marie Lloyd's illness last year was supposed to have resulted in a complete restoration to health. She returned to her audience recently, and the audience received her with all the old enthusiasm. The "come-back" unfortunately seems to have only been of a temporary nature, for she collapsed on the stage of the Empire, Cardiff. After singing one number she burst into tears and the curtain was run down. The management explained to the audience that the comedienne had recently been seriously ill and was unable to bear the strain.

* * *

Henry Miller and Blanche Bates are playing a five-week engagement in repertoire at the Columbia in San Francisco.

* * *

Geraldine Farrar is going to make her debut on the legitimate stage under the management of David Belasco in about a year's time.

It is understood that Mr. Belasco is already at work on a play for the grand opera favorite who left the ranks of the Metropolitan company at the close of the season there.

Her reason for leaving the Metropolitan was that she and Gatti-Casazza could not agree on the terms of a new contract. The Metropolitan management wished to cut down the number of appearances that Miss Farrar was to make during the season, and, rather than accept a curtailment of her performances, which would naturally cut down her income, she arranged for a concert tour under the management of Charles Foley of Boston.

She announced she would appear in the legitimate following her concert tour.

* * *

Pauline Frederick's play for next season is "Fire of Spring," written by Robert McLaughlin.

* * *

"Wild Birds," a three-act tragedy written by Dan Totheroh of San Francisco and which won a $300 prize in a contest conducted by the University of California, stirred up great excitement in San Francisco last week during its production at the Players' club, an amateur organization, when the police censor ordered it taken off because he characterized the lines as "pretty strong stuff."

The play and the Players' club came into a world of publicity because of a controversy which was started when Chief of Police Dan O'Brien said he would put the author, the producer and all of the actors in jail if they did not take off the play. The author, Totheroh, and the producer, Irving Pichel, defied Chief O'Brien.

In the meantime a group of citizens interested in the club "went to the bat" for them and urged the chief to be more considerate. In the face of this showing Chief O'Brien finally agreed that if they would change one word in the dialogue "Wild Birds" could continue its flight.

This seemed like a fair proposition and Author Totheroh and Producer Pichel agreed to have the father of the "heroine" call the girl "hussy" instead of a more picturesque epithet that was formerly used.

Those Who Come and Go.

Tales of Folks at the Hotels.

"Beginning June 15 the rock surfacing of the Corvallis-Newport highway will start on the Blodgett-Toledo section," reports J. C. McLeod, division engineer of the highway department. "The contract calls for the work being completed by October 15, so that the 34 miles will all be surfaced in four months. Three quarries have been secured and are being opened up. One quarry is estimated to have at least 100,000 cubic yards of the finest kind of rock and we do not know how much more rock can be taken from this spot. From Corvallis to Blodgett the road is now in fine shape. When the 34 miles from Blodgett to Toledo are surfaced the people of the Willamette valley will be able to reach the Yaquina bay beaches by automobile over a very attractive route." Mr. McLeod was in Portland yesterday arranging for encroachments on the railroad property where the highway needs a little more room.

It is just a little puzzle and you have to jump pegs one over the other till all but one is gone, yet 4000 a day are being manufactured and by summertime 12,000 a day will be necessary to take care of the demand, according to A. H. Rose of Clinton, Ia., registered at the Multnomah. This shows what a simple little article can do in the way of building up the resources of a town and increasing the payroll. Speaking of this puzzle, it appears that bankers fail for it more quickly than children or other people, possibly because they want something to take their minds off of more serious matters, on the same theory that Thomas Edison reads nickel detective novels when working on a complicated invention.

Looking a typical outdoor man, although he is now a practicing physician in San Francisco, Dr. F. S. Pyle registered at the Multnomah yesterday. Twenty-four years ago the doctor was a cowpuncher and rode the range in eastern and central Oregon and in southern Idaho. The years in the saddle gave him his build and appearance. "In those days in the saddle," explained the doctor, "I used to ride all day without seeing a soul and there was nothing but jackrabbits, sagebrush and sand where towns now flourish. Twin Falls, Idaho, was, when I rode the range, non-existent and there was a very generous quantity of sagebrush where the town is now situated."

John F. Moss, manager of the Lee Hardware company of Salina, Kan., is registered at the Multnomah while making a business tour of the Pacific coast. He states that Portland is several jumps ahead of other western cities in the return to normalcy and claims that the hum of activity is now apparent all along the coast, with Portland manifesting leadership in the last 60 days. Having made a trip over the Columbia river highway, Mr. Moss is now as enthusiastic as everyone else who has toured that road of scenic splendors.

"An apartment house containing 50 apartments is to be built in Roseburg," says R. M. Jennings, manager of the power company in that city. "This is a building which would be a credit to Portland and there is no doubt but what it will be a paying investment. The site is excellent and the people of the town are already proud of the impending structure. Business in Roseubrg is doing nicely and the town, in addition to the apartment house referred to, is having a number of residences built."

The roads are good and the fishing fine, so says Lydo M. McKay of the Bend Press, who motored to Portland with C. A. Hayden, superintendent of the box department of the Shevlin-Hixon mill, and O. F. Larsen, jeweler. The tourist crop will be large this year in that section is the belief of these visitors, who are registered at the Multnomah, due to the wide publicity given Bend by Irvin Cobb.

"Eugene is looking fine, the town is prosperous and houses are going up. Eugene is on the upgrade," declares Charles Hardy of the university town, who came to Portland yesterday. Mr. Hardy's mission was to appear before the state highway commission at the hearing scheduled for the truck owners, Mr. Hardy representing some of these owners.

John Goss of Coos bay is in town with a case in the federal court involving a violation of the prohibition law. Among the witnesses in the case are A. S. Miller, A. B. Miller and J. Milville, farmers living near Gold Beach, in Curry county. Judge Goss was one of the pioneer boosters for the Roosevelt highway.

J. N. Alnutt of Klamath Falls arrived at the Imperial yesterday. The town of Klamath Falls is suffering from the strike among the mills and this affects the entire community, for the reason the mills are largely responsible for the payroll of the town.

"Sheep business on the coast is doing nicely and the price of wool is getting better," says I. B. Cushman of Cushman, who is a visitor at the Imperial. Mr. Cushman is also president of the port of Siuslaw.

Twenty-five laundry men from California, most of them from San Francisco, registered at the Multnomah yesterday while on their way to The Dalles to attend a convention of the laundrymen of Oregon.

BIRDS' HEARTS NOT BROKEN

Writer Distinguishes Between Love and the Mating Instinct.

PORTLAND, May 10.—(To the Editor.)—The poem, "The Bird With a Broken Heart," is inspiring, yet I have a few words of criticism.

As a student of birds, flowers and animals, such as are found in our Oregon woods, I think that the author has allowed his poetic dream to cause him to err, in intimating that a robin was singing "its wild, sweet, radiant note." It is going beyond poetic license to give robins credit for a "radiant note."

I am also sure that no creature knows anything of the experience of a broken heart except man. Birds (I mean Oregon birds) have but two songs—the mating song and the cradle song—and both are instinctively produced. I feel quite sure that birds think and plan, but not over love matters.

It is a common error of many poets and all story writers to fancy they are writing of love affairs when it is only the ever-vacillating, ever uncertain, extremely notional, always persistent fires of sex. Our need of today is a novelist who will teach our children the vast difference between the mating instinct and love—that, in fact, there is no kinship whatever. It is the mating instinct that drives a man to marriage and woos a woman to the altar. Love, with the vast majority of men, is an after-marriage growth; and doubtless this is also true of more women than we are wont to think. This instinct is so sacred and fraught with such import to the children of men that writers have unwittingly called it love. When we understand these facts marriage will be made with more discretion.

F. W. PARKER.

Burroughs Nature Club.

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Can You Answer These Questions?

1. Are the rings of growth at the top of a trunk of a tree fewer in number than at the base?

2. What is a mongoose?

3. Is the heron the same as a crane, only called differently?

Answers in tomorrow's nature notes.

* * *

Answers to Previous Questions.

1. How do birds drink?

Most birds drink rather awkwardly, dipping in the bill and getting only a sip, or what water can be dipped up by the lower mandible. It is then allowed to run down the throat. Pigeons, however, can drink a draught of water about as horses and cattle do.

* * *

2. What is the sticky brown stuff from grasshoppers that children call "grasshopper molasses"?

This liquid is a part of the grasshoppers' means of defense and is a mouth secretion with a disagreeable odor which discourages certain of its enemies from a grasshopper diet.

* * *

3. Why don't pines and such trees shed their needles as other trees do?

They do shed, but not in the same fashion as deciduous trees. In spring new needles push out, but the old ones do not drop off immediately, waiting, instead, for the new needles to be well grown. Then they drop a few at a time. Often the tree looks quite yellow for a brief time in fall when the old needles are ready to drop. The theory of this style of shedding is, that the pines, etc., belong to the most ancient type of tree, and reflect a habit that was common to their original period, when climate influenced their leafing ways.

FORGIVENESS MEANS PAYMENT

If World Would Exculpate Germany, It Should Shoulder Burden.

HOOD RIVER, Or., May 10.—(To the Editor.)—Did anyone compel Germany to devastate Europe as she did? Let us say that she was not wholly responsible for the war, yet was she under compulsion wantonly to devastate the countries where she waged war? Are not these countries devastated? And now that Germany has been brought to terms, if she does not repair these wanton devastations, have not the people of the devastated region to pay for the crimes of Germany?

If France and Belgium and Italy and Serbia and Poland forgive the central powers a part of the debt due they have to pay that debt themselves. Now, if the world, as such, wants to forgive Germany, the thing to do, in justice, is for the whole world, the nations which have suffered and those who have not, to pay the damage done by Germany. Thus Germany owing its debt to the world, let the world forgive Germany if Germany is willing to accept this as a forgiveness. In this manner forgiveness and justice would go hand in hand. But for the world to say to Germany, we are of a forgiving spirit, and therefore we forgive you a part of your debt, and then ask the devastated country to pay the whole price of this forgiveness, is the very height of hypocrisy. It is on the level of Germany forgiving Russia and Russia forgiving Germany; for let it not be forgotten that most of the injuries worked by each of these countries on the other was worked on Polish territory; so they are well willing to forgive if Poland pays the bill.

The world is saturated with false ideas of forgiveness, ideas which make forgiveness the antithesis of justice, so that you have to choose between justice and forgiveness. This is deplorable, for it destroys the sense of justice and the sanctity of contracts. Let the world face the truth and realize that if anyone forgives, he must pay the price of forgiveness—this is the wonder of forgiveness. But then forgiveness must be what it is really, an act of free will on the part of him that forgives, and a thing of unmerited mercy to the one that is forgiven, as well as an act of free grace on the part of him that forgives and pays the price of forgiveness. Then justice and mercy can walk hand in hand.

If the whole world would indorse the debt to the suffering countries, they themselves taking their share of it, then would call on Germany and say, You owe this righteous debt to the whole world; if you are willing to recognize it as a just debt, and accept a part remission of it as an act of unmerited forgiveness, it is forgiven to you, the world will pay the debt for you. Then we would have an act of forgiveness in full harmony with justice, and we could look with some strong hope to a real reconstruction of the world on a basis of justice and mercy. C. R. DELEPINE.

TOMATO-PLANTING TIME NEAR

Successful Amateur Grower Gives Pointers on Cultivation in Garden.

PORTLAND, May 10.—(To the Editor.)—The successful raising of tomatoes in and about Portland may be termed a purely local issue. For 28 years the writer has planted, assiduously cultivated and prayerfully watched this vegetable-fruit attain various degrees of perfection, too often blighted, however, by early or late frosts.

The soil in Irvington inclines to a heavy clay. Successive failures years ago prompted him to turn for advice to a neighboring florist who in his hothouse kindly started individual plants early in February and by May 15, having been transferred to six-inch containers, these individual plants had acquired a degree of size and vigor, even to blossoms, as would make transplanting safe and give to the grower two extra months at least of growth.

The soil into which the tomatoes are to be placed should not only be stirred up, but a liberal admixture of sand and well-rotted fertilizer prevents the slightly delay in formation of fruit buds. In removing from the pot always set the plant three or four inches lower in the ground, pressing the earth firmly down about them and mulching with an additional supply of the soil, sand and fertilizer. This will hold the moisture.

Now for the trellis: 2x4s set at an angle of 45 degrees in the ground and carrying a strip of poultry netting, 2 or 2-inch mesh, 6 feet wide, presents a safe and easy resting place for the tomato vines as they spring upward. A vertical trellis is too much of a strain on the tender plants and shoots. It should incline enough to enable the plants to grow at ease.

Do not allow the plants to grow higher than the top of the trellis; six feet of stalk is sufficient. Pinch off as they appear any excess or unnecessary number of side shoots; allow a sufficient number of laterals to grow on either side of the main stalk to cover the trellis well. Pinch off any excess of fruit. Fruit in actual contact on the growing vine is apt to mildew and blight. Water well of an evening, at the roots; never the vines. If there are signs of mildew on the leaves, dust with sulphur.

If the weather moderates a bit it should be safe to set the plants out next Sunday, either before or after church.

WILLIAM F. WOODWARD.

More Truth Than Poetry.

By James J. Montague.

THE JUDGMENT OF THE FISHES.

Certain European politicians profess to see a portent in the fact that the fish of the Adriatic have deserted the shores of Italy for those of Jugoslavia.

I don't believe in portents,
I don't believe in signs,
Nor in the switch of hazel which
A hidden spring divines.
I know no valid reason
A simple fish could have
To cross the deep a tryst to keep
With any Jugoslav.
Though statesmen in this action
A prophecy may see,
I must admit it's not a bit
Significant to me.

The fishermen of Venice
Their baited lines still set
Upon the main, but all in vain,
For not a bite they get.
In blue Sicilian waters
The sardine nets are spread,
Without a haul, the fishes all
Plumeward have fled.
Believe this curious conduct
An omen if you wish,
We're not inclined to change our mind
Because of any fish.

How fickle are these fishes
All anglers are aware;
Their haunts you seek in sea or creek
But seldom find them there,
I fail to see how statesmen
Possessing common sense
Can think they move about to prove
Their racial preference.
They know no flag or country
And it's of no avail
To hang the fate of any state
Upon a fish's tail.

* * *

A Healthful Gait.

The horse that lived to be 51 years old is a running horse. It is the pace that kills.

* * *

And They'd Deserve What They Get.

If it were a statutory offense to rob people of their sleep, the jails would be overcrowded with the operators of pneumatic riveters.

* * *

It Will Not Occur Again.

A New York taxi driver recently ran over a dog. It was a foggy day and he probably mistook the animal for a pedestrian.

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In Other Days.

Twenty-Five Years Ago.

From The Oregonian of May 11, 1897.

Judge Lewis L. McArthur, one of the most prominent lawyers in the state, died at Walla Walla yesterday.

Washington—The Cuban situation was reviewed in the senate yesterday and opposition was shown to Morgan's resolution for the first time.

Athens—Germany's demands that Greece give her formal consent to the principle of autonomy for Crete will be accepted by the Greek government.

New York—The 20-round bout between Joe Choynski and Denver Ed Smith was stopped at two minutes of fighting in the fourth round tonight, after Smith had repeatedly attempted to hold his opponent's hand.

Fifty Years Ago.

From The Oregonian of May 11, 1872.

Dallas, Texas.—It is now the style for barefooted bridesmaids to assist at Texas weddings.

The authorities are having great difficulties in putting an end to a series of burglaries which have been taking place in East Portland.

Washington—A large number of the members of congress are coming to the opinion that no tariff bill will be passed this session.

London—Accouchement of her royal highness, the Princess of Wales, is expected the latter part of June or early in July.

STANDING OF NAVAL RESERVE

Changes Urged in Bill Now Pending Before Congress.

EUGENE, Or., May 9.—(To the Editor.)—The Oregon ex-naval-reserve men, who are scheduled to meet at Portland in the course of the next few days, and all other citizens concerned with our maritime life, with an equal pride in both of its sea services, the navy and the merchant marine, should give careful consideration to House Bill 11,656, introduced in congress last month, "to provide for the creation . . . . and maintenance of a naval reserve," and secure certain changes in it, thereafter swinging to a full-hearted support of it.

This bill furnishes the first opportunity since the war to define officially the two services and the nature of a naval reserve as the liaison factor between them. The principle that a naval reserve is established to assure a navy additional prompt support for its fighting service in time of war or emergency needs to be understood in this country and accepted by our navy department, as in every other maritime country it is assumed without discussion.

We need to take the lead of Admiral Sims in this matter. But naval authorities at Washington are on record as