Morning Oregonian

ESTABLISHED BY HENRY L. PITTOCK

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

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THE REVISED SHIP SUBSIDY BILL.

As amended by the majority of the house committee on merchant marine and fisheries, the ship subsidy bill has been materially improved. It contains safeguards against monopoly ownership and against arbitrary action of the shipping board, also protection for new shipping companies to operate from ports which are not favored by existing companies. There is room for further improvement in these respects, for which we must look to the house and senate. There should be no division along party lines in this work, for both parties agree that we must have an American merchant marine, and the choice lies between two policies to establish and maintain it. One policy is government ownership, which has been thoroughly discredited by experience; the other is government aid to privately owned ships, sufficient to induce the people to buy the emergency fleet and to enable them to operate those ships in competition with those of other nations.

For the first time since ship subsidy became an issue in politics, the people of the interior approve that policy and a considerable breach has been made in democratic opposition, as evidenced by approval of the original draft of the bill by the democratic as well as the republican members of the shipping board. That approval, however, is conditional on dispersion of ownership among the people of all sections, in order that each port and the territory which it serves may have lines to foreign and coastwise ports, owned by themselves. The source of opposition to former bills has been the knowledge that the subsidy would inure to the benefit of a few companies closely controlled by a certain group, which concentrated ocean commerce at a few ports, leaving others to languish and die. Any provisions in the bill or any policy in its administration which tended to perpetuate this state of affairs by placing the emergency fleet in the hands of that group would revive and intensify the old opposition to subsidies. Rather than be in the power of a shipping monopoly, the people of the ports which have suffered from discrimination and those of the interior would permit foreign ships to carry their commerce. Government aid to which all the people contribute must be open to all on equal terms or none will be tolerated.

The course of the shipping board has given good cause to believe that it is not in sympathy with this policy. It has uniformly discriminated in favor of monopoly companies and their chosen ports against new companies and against ports which strove for independent existence. For that reason The Oregonian has urged that such specific directions to the board and such limitations on its discretion be inserted in the bill as would render it powerless to gratify this inclination. From this viewpoint we discuss the committee's amendments to the board's bill.

A grave fault in the original bill was the authority given the board to sell ships without advertisement or competition, which could be used to sell ships privately at an agreed price to favored buyers. The committee has guarded against abuse of this power by providing that private sales must be authorized by affirmative vote of five of the seven members of the board and that the vote and the reasons therefor must be spread on the minutes and thus become a public record.

The policy to be pursued by the board in establishing lines and in making sales is laid down in section 7 of the Jones act. It contains a proviso that in sales preference be given "to persons who are citizens of the United States who have the support, financial and otherwise, of the domestic communities primarily interested" but the blood is sucked out of that proviso by these weasel words:

> If the board is satisfied of the ability of such persons to maintain the service desired and proposed to be maintained.

The committee, however, fortifies this proviso by adding:

> Provided further that domestic communities primarily interested in such lines shall be understood to mean the geographical divisions of the coast lines of the United States known as the North Atlantic, South Atlantic, Gulf and Pacific coasts, together with the particular ports from which such lines may run or be intended to run, and the territorial regions and zones naturally tributary to such ports and coastal divisions: Provided further that the board shall not for the period of two years after the enactment of the merchant marine act, 1922, sell such vessels to persons other than those who have the support, financial and otherwise, of the domestic communities primarily interested in such lines.

This explicit direction is evidently in response to the demand that the board continue operation of existing lines for five years unless they should be sold sooner as required by this section. Two years is too short a period, according to the present outlook, and was probably adopted at the suggestion of Chairman Lasker, who talks of selling off the emergency fleet in thirty months. Five years is not too long a period for return of normal prosperity in world commerce, on which building up of a new line to a paying basis under competition would depend, and for complete trial of a new line. It is to be hoped that the house will raise the time limit.

The committee has made the instructions to the board still more stringent by inserting a new paragraph declaring the policy of congress to be "to discourage monopoly in the American merchant marine" and directing the board in its sales policy "to continue as far as possible and practicable all existing steamship routes and regular services" and to endeavor to bring about their permanent establishment, and "their retention, as far as possible, in the hands of persons having the support, financial and otherwise, of the domestic communities primarily interested." The best precaution that this shall be done is the direction to the board:

> To investigate fully all matters in connection therewith, and to conduct hearings at which the persons interested in such communities may have the opportunity to express their views as to the course to be pursued by the board and the methods to be adopted in carrying out the policy herein prescribed.

That method would present a most welcome contrast to past practice, under which an order would come by telegraph from the manager of operations that an entire line should be transferred from one company to another, without notice and without hearing evidence for or against the change from the community interested. That method gave abundant opportunity to lobbyists and schemers for monopoly to put things over on the board and the communities interested. In requiring the board to give hearings congress follows the precedent set by it in requiring the interstate commerce commission to hold hearings on its plans for railroad consolidation, with which establishment and maintenance of shipping lines is equally important.

The committee bill will put the board on the right track in this respect at least, but needs stiffening at other points in order to keep the board on that track. The board has formed a habit of exercising unlimited discretion which can be cured only by confining it to a clear, straight course defined by law. By following that course it can win public confidence for itself and for the new policy which it is to put in effect.

A WEATHER THEORY.

A suggestion advanced by weather theorists to account for our recent gloomy winter and uncommonly late spring, that they were due to deflection of the Japan current by an extensive shaking up of the bed of the Pacific ocean, would seem to have been disposed of by the kind of weather we have been having since summer began in earnest. It is hardly a tenable supposition that so mighty a cataclysm as would be required to alter the course of a great ocean current would be limited in its effect to winter and spring seasons alone.

The Japan current has not been studied with the minute attention that has been given to the Gulf stream, but discoveries with regard to the latter are to the point. It is concluded that within the areas in which the Gulf stream is readily distinguishable from the surrounding waters it could not in all probability be redivverted by any conceivable disturbance; beyond that it is a wind drift rather than a current and is influenced by climatic phenomena which vary in intensity periodically after the manner of their kind.

The influence of the Japan current upon climate at this distance from the point of its origin is moreover discounted by oceanographers. The configuration of our coast and the topography of the western part of the continent, which tend to promote the condensation of atmospheric moisture, which in turn promotes the growth of vegetation, which also modifies meteorological conditions, cut a much larger figure in climate than any current does. But weather and climate are not quite the same thing and it will require a succession of unusual winters and more than one late spring to constitute data of value as to the permanent effect upon our climate of an earthquake some thousands of miles away.

AN EASY AWE OF THE FOREIGN NAME.

An eastern critic sadly observes that Chicago is afflicted with that ailment "which Thomas Beer so happily dubbed, 'an easy awe of the foreign name.'" Why segregate Chicago for treatment, when the stale truth is that her sister cities of the republic are quite as prone to crook the pregnant hinges of the knee, as Mr. Beer did not say? Second-rate Englishmen, pursues the complainant, have but to enter Chicago to be welcomed with joyous though fawning enthusiasm—particularly when they have decorated a few book backs with their names or are the wearers of titles. On the other hand Chicago is not so keen for America's men of fame and small fame. The diagnosis is of far more general application. An easy awe of the foreign name is an odd complex for a democracy, but we have it.

We had it during the war to an aggravated degree. We were shamelessly humble in our zeal to serve those foreign emissaries, uniformed or in mufti, who were our honored guests. At the first the good gentlemen were somewhat amazed by our fervor, and disconcerted, but they were human enough to like it and to take advantage of the great American weakness, and presently they were telling us what worms we were. "Worms!" we repeated, rapturously. "Worms! O happy thought! That's precisely what we are." This flagellation of our national self-respect was even more marked after the war, when Ian Hay, for one, coolly informed us in his well-bred drawl that we had little to do with the winning of it.

We have it yet. May heaven spare us from the calamity of becoming a nation of gushers. For gush we do on all appropriate and inappropriate occasions, when literary candles and literary arc-lights from overseas condescend to brighten our drear existence with a personal ray. Nobody, broadly speaking, has read what they have written, but our ignorance does not deter us. We're for them. They were born and they acquired fame in a land other than ours, and necessarily they must be of quite imperial clay. An easy awe of the foreign name . . . you bet we have!

Gush. Tides, floods, inundations of gush—over art that brazenly declares itself to be art, over literature that calmly asserts itself to be literature, over economics that are specific but unproved, over isms and ismists by the tens and scores. It has come to pass that when any thread-bare European savant or fellow of the literati would line his pockets he looks toward America—and forthwith buys him a ticket. Such deigning on his part is never without reward, and, indeed, the only possible inconvenience to him is the ton or so of twaddle with which we strew his path. Chicago may be conspicuous for its easy awe of the foreign name, but Chicago shall have no letters patent upon that frailty. It is common as mud.

WORDS.

Beleaguered by words, that rush upon him torrentially, is he who reads the Congressional Record. It is saddening, when so engaged, to reflect that so much extraneous and unimportant matter, so vast a tonnage of turgid oratory, must be printed and paid for from the public purse. Never at any time has the value of silence been more convincingly demonstrated by too huge a volume of sound. Of course, one is not compelled to read the Record, but after all one has a sort of proprietary interest in it and is forever hoping to discover wheat in the litter—as one may.

A meditative mood such as this may be induced by taking up any issue, but as a conspicuous example that of June 23 is most convincing. Therein it is that John Sharp Williams, senator from Mississippi, reminds the president of the senate that he has permission to insert in the congressional Record the full text of two of his recent addresses, specifying that they stand boldly forth in eight-point type, and not in meagre agate. Were these oratorical classics delivered in congress? Not so's you would notice, as the phrase has it. They were, however, spoken with telling effect at Port Gibson and Memphis.

As one taxpayer to another, may we not ask the pertinency of such a practice? For ten and more pages of solid type the senator's oratory flows grandly along, and though our dramatic appetite is whetted by references to the Black Prince at Poitiers, and the valor of Drake when he walloped the Armada, right difficult it is to perceive why there was any necessity for printing the same, unless at the senator's own expense. Yet cheek by jowl his rhetorical children strut through an official document of the nation. "And pray you, my friends, for what?" as Senator Williams very aptly says, of quite another matter, in the text.

The manifest absurdity of such a privilege, its unfairness, its cost without service, and the common vanity which prompts representatives and senators alike thus to embalm their pet phrases, combine to make the reader wearied long ere he concludes. Moreover, he is paying for it. His peeve is altogether human.

THE OUNCE OF PREVENTION.

The Rockefeller Foundation's latest review of its activities is an exceptionally interesting document. Doubtless this is due to the stress placed in 1921 upon prevention as distinguished from cure of disease. "Cure," in the words of an American health officer who is quoted in the report, "looks through a microscope, prevention through a telescope." The figure, as the directors of the Foundation observe, serves its purpose if not too closely examined. Undoubtedly prevention requires the longer vision, yet there is not necessarily so wide a variance between it and cure as would be indicated by the opposite nature of the two instruments mentioned. "The one thinks of the individual patient, the other of the community as a whole," yet individual health is important and cannot be disregarded, though meanwhile the counsel of perfection bids us establish conditions such as will minimize the chances of sickness in the individual.

A summary of recent progress in prevention would seem nevertheless to warrant some of the optimism contained in the prediction that the time will come when "the physician of the future, receiving an annual retaining fee from his clients, will feel no embarrassment in taking the initiative and keeping a watchful eye upon them." We are reminded that Jenner's discovery of vaccination for smallpox, Pasteur's researches in the causation of various diseases by bacteria and microbes, the use of vaccines and serums, and Lister's introduction of antiseptic surgery strikingly illustrate the scientific knowledge of the origin, spread and prevention of certain maladies which has been made available since the end of the eighteenth century, and especially during the last fifty years. The promise for the future, while it is not absolute, is encouraging. For example:

> The presence of smallpox is now a disgrace to any civilized community or country; cholera and plague have disappeared from the leading nations; typhoid fever has been enormously reduced; malaria and hookworm diseases are giving ground; yellow fever is being narrowly restricted; typhus is practically unknown among a cleanly people; the fear of diphtheria is being allayed. Such victories as these, together with advances in general sanitation, higher living standards, more attention to individual health habits, have resulted in steadily falling death rates in all the more progressive countries.

This is something. Though it is only a beginning, as the Foundation reminds us, its total is considerable. It is true that many diseases continue to baffle the health authorities and that whole regions have been practically untouched. The ideal will not have been achieved until two further steps have been taken—the education of individuals in the importance of knowledge of personal hygiene and the conversion of more physicians to the larger aspect of disease. Yet in the latter respect we are advancing more rapidly than in the former. Cure and prevention as a matter of fact have been closely related and the science of sanitation has measurably kept step with that of curative medicine. Control of physical environment, through pure water, milk and food supplies, has largely been accomplished and the principle which it involves is no longer questioned.

Occupational hazards and maladies are now regulated through exercise of the so-called "police power" of the state—a development in law as well as in medicine. The third stage is that which we are now entering, in which individual education plays so large a part. The report of the Foundation estimates that some 80 per cent of the maladies which produce the total death rate "cannot be controlled by the sanitarian," but depend upon the willingness of individuals "to conform to the laws of health and to report promptly the first sign that anything is amiss."

We are impressed by the forward looking phases of the review. As in the preceding century Jenner and Pasteur led the way by developing a definite theory which has stood the test of practical demonstration, so an even broader field is now opened before us. How far do economic, social and mental influences react upon our health, both as individuals and as a people? Probably there is more to this phase than there has been to any of the others. Wholesome social living, healthful surroundings from the point of view of the everyday citizen concerned with the problem of how to live as well as that of how to make a living, recreation and adequate employment which is not overwork—these have their place in the new health scheme. Mental hygiene is a new thing, relatively speaking. The Rockefeller Foundation recognizes its importance with a contribution of $86,370 for its study during a single year. This involves defects and delinquency in children and criminality in adults. It is a sign of the enormous expanse of ground that is covered by the term "health."

If numbers alone can be said to count, we have already made progress in disease prevention. There are already about 10,000 persons engaged in the United States in public health work, under federal, state, municipal or county auspices. Perhaps some of this represents wasted endeavor, yet certainly not all, and the slack is certain to be taken up as the preventive aspect of the whole health movement becomes better organized and better comprehended. It is plain that in the past "the best ability has been drafted into the service of curative rather than preventive medicine," for reasons which require no elaborate explanation. The first is concrete, it embodies service in the relief of suffering which is patent and which calls for immediate relief. The second has lacked formal recognition, has been wanting in the dignity that adheres to the more ancient and better established profession, and in particular it has suffered the need of co-ordinated instruction. Public indifference—even private indifference—to an issue that presents itself in so negative a form as a condition of health that we wish to preserve rather than disease which must be stamped out is not easily overcome; public service is apt to be unattractive in republics, which are proverbially ungrateful. But the review sees a rift in the clouds. It says that "an increasing number of important posts are freeing themselves from the trammels of spoils politics." Salaries of competent health officials are advancing and public positions offer better opportunities than they used to do.

In view of the promise thus held out, the chapters of the report dealing with the possibilities of preventive medicine and hygiene undoubtedly touch upon the most genuinely romantic aspect of the subject. While cures of still baffling maladies continue to be sought in clinic and laboratory, methods for preventing them may still be studied, with all the greater prospect of success if efforts of workers in both departments are co-ordinated.

It is at this season of the year that the weeds flower and bear seed. They are not sightly, at best, and a lawn or garden plagued by them is a sore drain upon the patience and time of the householder. Yet even the fairly careful gardener thinks it but little harm to neglect the outpost weeds that fringe his domain. They interfere neither with the garden nor the lawn. The truth is that these few are sufficient when their seeds are distributed by wind and plowing and raking, or other agencies, to insure an abundant weed crop next season. For the true weed is quite unlike the coy egg-plant or the coquettish tomato. It needs no coaxing. Now is obviously the time to go to the aid of the garden, and to sentence to death each lush vagrant.

Politics in New Jersey is getting fierce. Federal raiders the other night took from a restaurant where Governor Edwards and various officials were dining 173 bottles of whisky and other "illuminants." The down-trodden partisans say republicans did it.

Because a Grand Ronde Indian died from an overdose of liquor Wednesday, three Yamhillites are facing all kinds of charges. The evil that men do paces them nowadays.

Nobody expects to be drowned, of course, so it was all right for a Coos bay couple to take a boat ride; but it is sorrowful for the six children made orphans when the boat overturned.

The official cost to the city of Portland of the late waterfront strike is put at $40,849, but just think what it might have been with arnica at wartime prices!

At a champion golf game in Kansas City today admission is charged, probably to recoup on wear and tear of language.

Trade must be reviving. The federal land offices that closed yesterday will reopen this morning.

Those who can may as well beg off Monday and make it a three-and-one-half day holiday.

Conan Doyle's advocacy of prohibition is a hard blow to several well known spirits.

You who travel tomorrow, absorb the changes in schedules effective today.

Lack of rain and dry pastures send milk up a cent. Any old reason is enough.

Climb, Beavers, climb! Crawl up that standing! Portland is with you.

Look in the book for the number. Girl operators are but human.

The Listening Post.

By DeWitt Harry.

It's kite-flying time. The heavens are plentifully sprinkled with the handiwork of the youngsters just beginning their long vacation. Kite flying in a big city has many hazards, mostly in the way of the network of wires. Skillful indeed is the boy who can get his kite aloft from the ordinary city street.

Picture this. Fully a score of kites aloft, evidently a neighborhood competition. Some of them shaped like birds, all apparently on a steady keel, floating, soaring, darting at varying heights. A flock of big birds, northbound, sail through the kites without breaking formation. A few minutes later along comes an airplane. The pilot evidently sees the kites, for he approaches deliberately, and to the delight of the boy owners dips and darts among them, for all the world like a great kite himself, though not tied to earth with any strings.

* * *

Dear Sir: Say, I think Brownhackle went fishing, because I was down at the mouth of the river the other day and I saw a fellow on a b'g scow out on Peacock spit. There were letters on the scow. The first one was B, but I could not make out whether the other one was H or S.

The scow was moored with a three-inch cable around the North Head lighthouse. The fisherman was using the mainmast of an old windjammer for a fishpole and he had an old brown Leghorn rooster for a fly and a stock anchor for a hook. He caught one—a whopper. I saw the three-inch cable come up taut and the lighthouse began to lean over toward Reinhart's, but the fisherman reached around with his penknife and cut the cable.

The last I saw was a streak of foam going out over the ocean a little to the left of Pekin.

YORANOTHER.

* * *

My Favorite Poetry.

How fresh and innocent the breeze
That skims the morning milk, and meads!
It hovers now among the trees,
And then to other spots proceeds.
I love the air, so column, so kool,
That breathes upon my fevered brow.
It wakes my appetite; poor fool!
I'd break my fast, but don't know how.
For, ah! the wind I love so well
Unfeelingly mocks me while I praise it,
Because I cannot—cannot tell
WHAT MEANS I CAN ADOPT TO RAISE IT. BILBATES.

* * *

"I wish they'd wear fingers again," said the elevator girl, "my hands are getting brown."

"Did you see the new gloves, no fingers at all?"—from the fair passenger.

"Well, even that will be better than pulling on long gloves and rolling the entire hand back," agreed the operator as she made a perfect stop.

"Wonder what we'll wear next. It's gloves rolled up and socks rolled down now. Wish I could get a line on the new styles," and the dentist's assistant got out on her floor.

* * *

"Dancing tonight, Rhose's Park," read the sandwich man's sign. Seems like we have heard of dancing in Rhose's park when it was a real dance, but what could it be now?

If our information is correct there used to be lots of beer in those days, the string orchestra coaxed out plaintive airs in the open-air pavilion to the accompaniment of the rumble of balls in the bowling alley and the crash of the falling pins, and would sit out one in a cool summer house and drink from a great pewter stein. The only drawback used to be that the odor of the flowers would not blend very well with the odor of stale beer.

* * *

'Most every girl carries "d'teh noney." Not necessarily because she distrusts her escort or is suspicious, but just for safety's sake. Ditch money is nothing more than enough to get home on if she should have a falling out or lose her escort in any way. It is a most valuable asset in case of a quarrel, for the girl can thereby hold her independence and go on her own. Many married women, often as the result of a habit formed when single, carry ditch money.

* * *

"Just to show the Whistling Post how simple it is," writes in some unidentified "subscriber," "I saw a man in a street car last night who is planning an early visit to the beach to see the gay girls in bathing. How did I know? He was studying a tide table."

And we observed another gent with a roll of flypaper under his arm. What is that an indication of?

* * *

An athletic young woman, employed by one of the banks, took up golf last season. For several months she was to be found on the links every day. This spring she has not seemed so keen about the game; indeed, she was seldom to be found on the course. Asked for an explanation, she explained that she had lost her ball.

* * *

So far as gynasiums are concerned women consider them a mere matter of form. The more attractive sex are seldom satisfied with the figure possessed, seeking the more shapely one just out of reach. Or, if satisfied to some little extent, they realize that constant vigilance is the price of attractiveness and almost any of them will confess that one has to be well-formed these days of short skirts, etc.—frequently etc.

To sum the situation up, as it prevails in one big gymnasium class, half the women are seeking weight and the other half are trying to reduce. Oh, for a clearing house for flesh! Boy, page Mr. Sherlock.

* * *

An exchange tells of a husband whose work is away from home, and at the close of the paragraph observes:

"He came over to visit his family for a few days, and one of the first things he did was to sharpen the ax for his wife."

* * *

When Greek meets Greek, they start a fruit stand, as previously reported; but here is the latest: Take a ramble over on Park street and gaze upon this sign in a shoemaker's window:

"Boots and Shoes Repaired Here Suddenly."

Those Who Come and Go.

Tales of Folks at the Hotels.

From a study for location of sections of the coast highway, Charles C. Kelly of the engineering departments of the state highway, arrived in Portland yesterday. Mr. Kelly has been down around Siletz and Salmon rivers in a region of Oregon which is at present almost unknown and where there is not even a trail, to say nothing of a road. The government, on a co-operative project, is working a road through from Neskowin to Devil's lake and this will eventually strike Salmon river and Siletz river, forming a link in the Roosevelt or coast highway. The department is now gathering statistics to ascertain what amount of money will be necessary to complete the Roosevelt highway. So long is this road and some of the country it traverses is so difficult that the estimates will not be completed until late in the year.

The man from the country gets tired in Portland very quickly. The small-town visitor who comes to Portland is usually weary by nightfall, because the pavements are hard on his feet, for continual walking on concrete sidewalks fatigues unaccustomed feet. Mike Dukek of Fossil and commissioner of Wheeler county, had only one complaint to make concerning his visit and that was that the sidewalks hurt his feet. Mr. Dukek found the state highway commission willing to award a contract from the town of Mitchell to the Ochoco forest line and while the bid was for more money than the county is able to pay for its share, the commission affably went a little further and absorbed the difference, so that Mitchell will soon be provided with an all-year outlet.

Notable persons in the literature of the northwest are Mr. and Mrs. Robert E. Strahorn of Spokane, Wash., who are at the Hotel Portland. Mr. Strahorn is a pioneer in the development of the west and in early days was associated in the building of the Oregon Short Line through southern Idaho, and he has written several volumes of his western activities. Mrs. Strahorn, a few years ago, wrote "Fifteen Thousand Miles by Stage," which embraced her own experiences. Mr. Strahorn was the builder of the North Coast railroad, the ownership of which mystified the public for a couple of years while in process of construction, and it was subsequently disclosed to be a Harriman line. At present Mr. Strahorn is interested in railroad development in central Oregon.

"We need rain," explains H. V. Alley of Nehalem, Or., who checked out of the Imperial for home. "It has been very dry on our part of the coast and things are drying up. Last winter we had all the rain we needed and more than we wanted, but we'd like to have a little now to off-set the dry spell." The consolation which Mr. Alley gets out of the dry weather is that it enables the Tillamook county court to push ahead with its road building programme. Within a short time the court will be laying a surface of crushed rock for three miles north of Rockaway, which will bring the surfaced road to about the quarry north of Manhattan beach.

Zig Zag is the name of a ranger station on the southern side of Mount Hood and it is from that point that Mr. and Mrs. C. F. Brown come to the Multnomah. Zig Zag takes its name from one of the winding streams on the mountain side. Zig Zag is directly on the Mount Hood loop and the highway at that place has been graded for a couple of years, this grading having been completed long before the grading was started in the Clackamas county section of the loop road.

Edgar Marvin of Enterprise, judge of Wallowa county, has been in the city for a few days talking highway stuff. A bid was offered to the highway commission this week for improvement of the Lostine-Enterprise section of the Le Grande-Enterprise road, but the contractor wanted so much for the job that Judge Marvin came to the conclusion it would be better for the county to wait a while rather than have the bid accepted.

Throughout the length of the John Day people know Henry Trowbridge, while at Tia Juana, Mex., and Reno, Nev., the race horses of Mr. Trowbridge have performed. Mr. Trowbridge has only a few young racers at present, but in the past he has owned a stable which cut quite a figure on western tracks. At present he is registered at the Imperial, having come from a business trip to British Columbia.

Everyone in Baker county either knows Colonel W. G. Ayre personally or has heard of him. The colonel arrived at the Hotel Portland yesterday and will be in town a few days. The colonel "made his pile" in mines, sheep and livestock, and now all he has to do is spend his winters in the Hawaiian islands, loaf around California and occasionally put in an appearance in the old town of Baker.

Dr. E. H. Smith of Lakeview is visiting Portland on business. The doctor is the county judge of Lake county and his special mission here has been to seek road aid on the route between Lakeview and Klamath Falls. The highway commission intends visiting Lakeview during the present month and will decide at that time what can be done.

There has been an exodus of Oregon visitors from the Portland hotels because so many of the up-state towns are planning big celebrations for July 3 and 4. Men in town from eastern Oregon, southern Oregon and along the coast are hurrying home to be on hand with their families at the festivities.

C. M. Small, son of Frank Small, Tillamook fish packer, arrived at the Hotel Oregon yesterday from Fort Bragg, Cal., where the elder Small is interested in another cannery.

H. R. Newport of the Newport Construction company of Hermiston, Or., is registered at the Perkins. Mr. Newport came to town to submit a bid for road work.

A Missouri Fur Farm.

Warrensburg Star Journal.

Johnson county is to have one of the largest fur farms in the United States. W. H. Hout and Harley Hoar have leased a farm on which will be placed 20,000 to 30,000 black skunks. The entire 20 acres will be inclosed with a mesh wire fence, heavily charged with electricity, to prevent thieving and the skunks will be allowed to run at large on 10 acres. The farm will be equipped with a waterworks system and an electric light plant, so that the entire place can be flooded with light at any time. Black skunks will be raised exclusively and the stock purchased locally.

Somebody Home.

Boston Transcript.

The man with a well-furnished mind never has a vacant look.

More Truth Than Poetry.

By James J. Montague.

THE FEATHERED POLICEMAN.

When little Roland Robin
Sets up a troubled squawk
Because he sees
Above the trees
A swift and soaring hawk,
His agitated parents
Rush homeward on the hop,
And shrilly shout
The warning out
That calls the Kingbird cop.

Upon a near-by locust
The feathered guardian swings,
With beady eyes
Upon the skies,
And half extended wings;
And when, upon the signal,
He hurtles through the air,
The bird of prey,
With scant delay,
Departs away from there.

The owl and jaybird tremble
To see that flying streak;
The eagle dread
That black-capped head
And needle-pointed beak,
And even Mr. Tomcat
Lies flattened on the ground,
And for a time
Renounces crime
When Kingbirds are around.

His size is not imposing,
He's gaunt and rather slight.
No bluebird's child
Appears more mild,
But how he loves to fight!
And all the fowls of plunder
Will turn in swift retreat,
And hide away
Till fall of day
When he is on his beat.

* * *

You Can't Stop Her.

Mrs. Asquith says America is too rich. If she means the government, we'll agree with her every time a tax installment is due.

* * *

Only Human.

Now the Bolsheviks want money. We thought they would begin to be less different by and by.

* * *

Perfectly Safe.

Mr. Hohenzollern will never get writer's cramp from autographing copies of his book for American admirers.

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Burroughs Nature Club.

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Can You Answer These Questions?

1. What do trout eat?
2. Why does the white patch around a prong-horn antelope's tail show more at times than at others?
3. How can I keep my collection of birds' nests from falling apart? They seem to loosen and lose their shape.

Answers in tomorrow's nature notes.

* * *

Answers to Previous Questions.

1. Though it may seem a foolish question, I want to know if there is such a thing as a snake charmer?

In India there appear to be individuals able to handle poisonous snakes without being bitten. The theory is that these persons are without fear and control the snakes. Many "charmers" probably manage their exhibits by having specimens with the poison fangs withdrawn, or by showing snakes that are torpid from feeding and sluggish anyway in the day time. In such zoological collections as we know, the snake keepers use caution in handling snakes and do not attempt any "charming."

* * *

2. How large do prairie-dog towns grow?

At least one dog "town" is on scientific record as covering approximately 25,000 miles. The inhabitants were estimated at 4,000,000 dogs. These towns are a network of underground tunneling, some burrows going down 15 feet. The mouth of the shaft usually has a rim around it of hard-packed dirt, thrown up in tunneling. This keeps water from draining into the hole.

* * *

Do meadowlarks migrate in winter?

In some locations, yet; but they are resident in others. This question came from Oregon—the western meadowlark is resident in Oregon and Washington, and in the Pacific region generally south of 39 degrees. It is believed that some locations where the bird is seen all the year round are really not populated by the same individuals, though the species is represented constantly. The summer meadowlarks probably move a little further south for the winter, and the winter residents are individuals that have come down from a more northerly summer home.

In Other Days.

Fifty Years Ago.

From The Oregonian of July 1, 1872.

A new and much needed plank roadway between the corner of F and North Front streets and the Willamette Iron Works was being put down yesterday.

A splendid new passenger car built at the east side shops was brought down the tracks to the depot on Friday last, and on Saturday was conveyed across the river to this side. It will be used on the Oregon Central railroad. This car is one of the finest used on either side of the river.

Paris.—Remusat, minister of foreign affairs, and Count von Arnim, the German ambassador, tonight signed the treaty providing for the evacuation of French territory by the German troops.

New York.—Boss horseshoers now charge 50 cents extra for shoeing to meet the demands of the journeymen.

Six hundred packing box makers struck for an advance of 33 per cent.

Twenty-five Years Ago.

From The Oregonian of July 1, 1897.

Kansas City.—Eight thousand people, delegates to the Christian Endeavor convention at San Francisco, passed through this city today.

Joliet.—W. D. Ryan, state secretary for Illinois of the Miners' association, today issued a notice that work in the Illinois fields would stop and that national suspension was a certainty. The strike will affect 25,000 Illinois miners.

The Indian war dance next Saturday night will be the first ever given in Portland and will be given immediately after the performance of "Jack, the Giant Killer" in Cycle park. Accommodations are made for seating 10,000 people.

The concert given at the Oregon Road club last evening by Mr. Millard O. Lownsdale, assisted by Mr. and Mrs. Edgar E. Coursen, was very highly appreciated.

Fly and Flea Flew.

A fly and a flea were imprisened in a flue.
"Let us flee," said the fly.
"Let us fly," said the flea.
So they flew through a flaw in the flue.

Startling New Statues Cause Sensations in World Capitals

New York's controversy over MacMonnies' symbolizing virtue by a male figure is rivaled by distinct shocks caused by sculptors in Paris, Havana and London, says article in The Sunday Oregonian.

Children's Home Is Worthy Institution
Illustrated article on establishment, which is to benefit from Faling will, in tomorrow's paper.

Little Stories of Married Life
Another Helen and Warren series in Sunday's paper will deal with interesting life problems.

Do You Remember Multorpor Club?
Picture of that organization taken in 1894 in tomorrow's paper recalls former incidents in city's history.

IN THE MAGAZINE

Floating Teas the New Rage
Bathing fans, no longer content with dip, live now as amphibian creatures and marry in "briny."

Fiction Story by Sophie Kerr
"Probability and Error" tells what happened when the man in the case arrived with receipt for making money.

Jilt Americans for Two Titles
Sisters turn from land of democracy to castles in Spain and leave millionaires waiting at church.

Blind Credence the Church's Foe
This is declaration of scientist, who says he believes in evolution and in God and tells why.

The Web of Circumstance
Unusual case of mistaken identity that almost sent innocent man to prison told in true detective story.

United States Gives Medal to Verdun
Only award of that character ever made by this country is recognition of valor of defenders of French city.

Beauty and the Beach
Some intensely human sketches of people caught in various poses at the seashore.

Secrets of Hobos and Habits Told
Illustrated article by DeWitt Harry tells how this strange race is created.

OTHER FEATURES

Canning Clams Declared Easy
Column by Evelene Spencer gives some of the secrets of preparing delicious dishes from fish.

Great Things Are Expected for Radio
Marconi, wireless wizard, predicts present apparatus soon to be junked to keep pace with development.

Darling's Cartoons Depict the Times
Current happenings in world pictorially presented by page by this cartoonist.

For the Comic Section Fan
Polly and her pals and other favorites in four-page department devoted to those funny folks.

Columbia Highway Is Now Completed
Article by H. W. Lyman tells of achievement and gives history of work on this roadway.

Tacoma to Have Big Speed Classic
Plans for annual event to be staged on Independence day told in illustrated article.

For Baseball Fan the Box Scores
For the business man the latest business and financial news. For the woman society and club news.

All the News of All the World Found in The Sunday Oregonian

Just 5 Cents