Morning Oregonian

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THE COMMISSION REVERSES ITSELF.

In refusing to permit transcontinental railroads to make rates at which they could compete with water lines the interstate commerce commission has reversed its former decisions at every point of the same controversy. On the question whether the proposed rail rates would discriminate against the intermountain country it stands six to five, the five thus standing by the former position of the commission. Two of the five adhere completely to the commission's former position that rail rates competitive with water rates should be permitted. This sharp division of opinion can be ascribed fairly to changes in its composition and to influences which have impaired its independence of judgment.

To controvert the reasoning by which the majority has reached its conclusions we need only quote its own former decisions. The only material changes in the law bearing on the question are those provisions of the transportation act declaring the policy of congress to foster competition between rail and water lines, authorizing the commission to fix a rate basis which will yield a standard return and requiring that the rates competitive with water rates that it authorizes shall be "reasonably compensatory." Do these changes justify a complete reversal of its former decisions, involving abandonment of all principles heretofore followed? Does the decision square with the law as changed?

The decision hinges principally on the construction to be placed on the words "reasonably compensatory" as defining the rates to be made. The commission adopts four rules of construction, of which the first is that the rate must:

> Cover and more than cover the extra or additional expense incurred in handling the traffic to which it applies.

The opinion expressed by the commission itself in its decision of June 30, 1917, seems to conform with this principle. It reads:

> The railroads are enabled to fill up their trains with traffic which, although not highly profitable, yields a revenue materially greater than the out-of-pocket costs of securing and handling the traffic, thereby adding to the net returns of the carriers and to that extent lightening the transportation burden borne by other localities.
>
> If government control is so exercised as to prevent them from securing any considerable share of the business to and from the terminals and the largest possible return therefrom, such return must be derived from the other communities along their lines.

The second principle is that the rate must:

> Be no lower than necessary to meet existing competition.

The water rates which the railroads asked authority to meet were those in force on January 1, 1922. Between that date and last September water rates have fallen to less than half the January scale. So far were the proposed rail rates from being "less than necessary" that they have already become too high to "meet existing competition." The most that the roads could hope was to have the rule established that they were free to meet competition; the adequacy of their proposed rates could not come into question until much further reduced.

In the third place the commission holds that rates must:

> Not be so low as to threaten the extinction of legitimate competition by water carriers.

That reaffirms in different language what the commission said in 1917, namely:

> Neither is it our purpose to permit the maintenance of rates to or from Pacific coast points at a level that will render the service unattractive to the boat lines.

Fourth, the rail rates must:

> Not impose an undue burden on other traffic or jeopardize the appropriate return on the value of carrier property generally.

To show the conformity of rail competition with this rule we need only refer again to what the commission said in 1917 about "lightening the transportation burdens borne by other localities," while the following from the same decision is to the same effect and flatly contradicts the finding of the bare majority that competitive rates to the coast discriminate against interior points:

> We are of the opinion that the best interests of the public, of the transcontinental carriers and of these intermountain cities in particular will be served by a policy that permits the transcontinental carriers to share with the water lines in the traffic to and from the Pacific coast ports.

Existing facts furnish convincing proof that the commission's conclusions in 1917 were sound and are in close harmony with the construction that it now puts on the words "reasonably compensatory" and that its present conclusions are contrary to both the spirit and purpose of the law as amended in 1920. When the examiner for the commission reported his findings early this year he said:

> The record shows that for some time past traffic destined to the Pacific coast has been moving by water in tremendous volume, and recently it has assumed unprecedented proportions. Competition is keener and the service more efficient than at any time before the war.

Each month since those words were written they have become more applicable. In September, 1922, the intercoastal traffic carried by water was 355,255 tons, against 177,262 in the same month of 1921, or more than double, and in that month such traffic was 30 per cent of the total carried through the Panama canal. The examiner's statement that "none of the proposed rates meet or even approximate the coast-to-coast rates of the water lines" referred to the rates in force at the opening of this year. The rate on iron and steel by water was then 75 cents in carloads or $1.90 in less than carloads. In August it had fallen to 30 cents and is now only 40 cents for any quantity. The railroads only sought acceptance of the principle that they should compete, for the rates they then proposed would not have brought back lost business; the question whether the rates that would enable them to compete would be reasonably compensatory should have awaited adjustment to that principle.

The effect on the railroads of the loss of traffic is apparent in their reports of earnings. Notwithstanding the enormous increase in volume of traffic and the very substantial decrease in cost of operation, the Union Pacific shows a serious decrease of earnings in the first seven months of 1922, and other transcontinental roads show only slight increases. There is small prospect of a general scaling down of rates, for which all are anxious when that is the case.

Any burden that would have been cast on traffic in general by the carriage of competitive traffic at somewhat more than out-of-pocket cost of hauling would have been light by comparison with that which is now borne through the hauling of entire trains of empty cars west in order to relieve the disastrous shortage. By order of the commission itself these trains are hauled at a dead loss, when the railroads asked permission to load them at rates that would have paid more than the cost of hauling.

The west must have those cars in order that its lumber, fruit and other industries may live. The great bulk of the traffic that would have filled them would have been obtained in competition with water lines. The commission in effect decrees that, rather than take that traffic, the roads must haul those cars empty. The cost of so doing will be added to the total cost of operation, therefore will be borne by all the traffic of the roads concerned, including that of the intermountain points which fondly imagine that they have won a great victory. Had the railroads been permitted to haul loaded in place of empty trains, that burden would have been much less.

Intermountain people have made a fetish of proportional as against competitive rates to the coast. It seems hopeless to attempt to show them that they share the cost of moving empty trains or that, if those trains are not hauled at all, they will lack cars to haul their products either east or west. Apparently nothing but experience can convince them of the folly of resisting economic law.

DEATH OF THE YEAR.

The death of the year is not a time of sadness, else the maple leaf would not be quite so happy in its passing. The crows are joyous, jovial rogues that they are, and flock to banquet on the late corn. Rain has contented the thirsty roots of the meadow, until the new grass is as green as any coverlid of spring. There are hopeful catkins on the willows, and if you were to delve for the bulb of some narcissus, dried and unlovely but a few short weeks ago, you would discover that this day it is thrusting spears of ivory toward the surface and the sun.

Years do not die, they pause, and in the respite from their labors drink deep of life and promise and prepare another season of miracle. And more than spring, or summer, or the ripeness of harvest, is the presage of the fall. Indeed, it is then that nature holds her accounting, like the thrifty housewife she is, and jots down in her book of futurity the many items of gladness that are held for release in another year. The sea fogs that swing inland, opal and gray, the mists of the river, the swift showers and the tedious drizzle are her servants. The gloom is in the heart of the beholder; it has no place in nature. For nature is calmly and happily assured.

Four sandhill crane, high against the cloud mass, now lost in vapor, now glinting in a rift of sunshine, their insistent sibilant call, ventriloquial if ever there was one, sounds almost at the side of the listener. Yonder are brant, gossiping of fen and field far to the south and known to the elders, and there drive by those regal voyagers, the geese, shouting at intervals the metallic bugle note of their clan. Swift ducks winnow the river, mallard and widgeon, prig and blue-wing, the very gallant woodduck and the absurd ruddy. Life stirs beneath the water, a new and buoyant life—the salmon fingerlings of spring, ventured upon their first adventure. And up from the sea, straight to a chosen goal of chill mountain torrent, swim the silver trout and the vigorous steelhead. Death of the year? It is the very season of virility and change and birth.

SETTLING WITH THE TURK.

This is the week when the Turk hopes to complete his triumph. With the sword of Islam he has cut in pieces the treaty of Sevres, which would have made Turkey a subject state with only the shadow of independence, and his diplomats will attempt to dictate peace to the powers while his soldiers try to shoulder them out of Constantinople and the straits. He can be foiled only if the powers pull together, not only ostensibly but in earnest.

An effort will be made to patch up a preliminary agreement between Britain and France, but that will not suffice, for Mussolini refuses again to indorse such prior arrangements; he insists that Italy participate in full equality. Through force of circumstances the new British cabinet must continue the policy for which it overthrew that of Lloyd George. France is angered at the insolence of the savage Turkish animal that it has coddled, and is getting into the mood to discipline him, especially as the deposition of Constantine has removed the cause of its enmity to Greece. But France is disposed to make Britain pay by exacting effective British help in making Germany pay. Italy also will insist on being paid. Its price will doubtless be the Dodecanese islands, which it had agreed to hand over to Greece, but which it now is determined to hold.

While the allies are striving to form a united front against the Turk that wily oriental will do his utmost to divide them. To France he may offer economic concessions, while threatening to invade Syria. Italy, too, may be offered land for colonization from which the Greeks have been driven, with the alternative of war in Tripoli. Threats to invade Mesopotamia and to provoke Moslem rebellion in India may be used to impose moderation on Britain. The Turk has squirmed out of many a tight corner by playing on the jealousy and cupidity of the nations; he will play the game at which he is an expert.

While all this goes on the United States will be represented by "observers." We have an interest second only to that of Britain in freedom of the straits. We have devoted men and women who have sacrificed themselves to missions in Turkey. Other Americans have business interests there, and more will wish to go if that country ever settles down. The only security for the lives, honor and fortune of these Americans is the capitulations by which they are exempt from Turkish jurisdiction. Millions of Americans have given freely for salvation of the subject peoples from extermination, and they boil with futile indignation at the barbarities committed by the Turk. If a Roosevelt had been president he would not have allowed these interests to be represented by mere observers.

THE NATIONAL DEFICIT WIPED OUT.

One of the drawbacks of democracy is that good management of the nation's finances does not appeal to the popular imagination, consequently that an administration does not get full credit for what it achieves in this direction. But for this, the voters would have expressed their appreciation of the arduous but successful work of the government in cutting expenses until the expected deficit for this fiscal year has already disappeared.

Revenue was expected to fall $698,000,000 short of expenditures for the year ending June 30, 1923, but Budget Director Lord, backed by President Harding, has cut estimates until they are within the total expected revenue of $3,198,000,000. This is $175,000,000 less than expenses for the year 1921-2 and is much less than half the total of $6,403,000,000 for 1920-1.

It is thankless work to effect such economy. It is done in the face of determined opposition from the spending departments, and the benefits reach the people so gradually and indirectly that they do not show due appreciation. Yet the first results are financial stability, which is the foundation of prosperity, which yields increased revenue without increase in rates of taxation. Next will come reduction of debt which will lop off a slice of annual interest. This process, continued, should lead to reduction of taxes unless the people demand expenditure on extension of the national plant, such as river and harbor improvements, highways and reclamation, which should add further to general prosperity, to productiveness of taxes and therefore should lead ultimately to lower rates. But this process extends over a term of years, during which two or more administrations may come and go, and the men who carry it through receive little credit beyond the satisfaction of having done a good job.

ALASKA DEDICATES A COLLEGE.

"In all history," said Governor Bone of Alaska at the dedication recently of the new Alaska Agricultural College and School of Mines, "there is nothing more sublime than the Alaskan spirit." The governor alluded, of course, to the pioneer spirit which has tamed the wilderness and abolished the so-called frontier; amended to make it somewhat more broadly inclusive the statement may well stand. The peculiarly American aspect of it is its insistence on education and the sacrifices it is willing to make to accomplish the ends of education. Through a land of magnificent distances, hampered by natural obstacles to intercommunication, with a population relatively small in relation to its vast area, Alaska has long fostered primary and intermediate schooling. It was a foregone conclusion that a university would follow, as it has done.

It usually takes rather less than a quarter of a century from the beginning of educational endeavor to put an institution of higher learning on its feet in a western community. Oregon, which was admitted as a territory of the United States in 1849, started its agricultural college in 1868 and its university in 1872. In 1868 California, which entered the Union in 1850, opened its state university. Washington acted rather more promptly, the foundation for its present state university having been laid within about eight years of its creation as a territorial commonwealth. But no western state—and few other American states—has long been content with less than it could possibly afford and Alaska, the last frontier of the west and the last to receive the benefits of the educational land grants made by the nation, is no exception to the rule.

A fact of peculiar interest to those who rely for their information on reference works a decade or two old is that the Alaska institution places emphasis on agriculture as well as on mining. "Alaska," says a relatively modern encyclopedia, "is too far north to be of any importance as an agricultural community." But the statement is already belied by accomplished facts. The census of 1900 recorded but 159 acres of farming land; the latest census, soon to be published, will make a far more impressive showing. But many things of importance to the industrial life of the territory have meanwhile come to pass. In no particular has the region profited more abundantly than it has done as the result of recent researches in agronomy. "The season," said the encyclopedist in question, "is too short for oats." But that was more than ten years ago. Alaskans now produce oats and various other grains. They are more than self-supporting as to meats. There are promising dairying districts in the valleys. The relative brevity of the growing season is measurably atoned for by its intensity. You can never convince a true sourdough, or an Alaskan tenderfoot for that matter, that the Garden of Eden was not originally situated somewhere within the boundaries of the land that Secretary Seward bought from Russia for a song.

Nearly invariably the western frontier of the United States has been thrust back by interests that were predominantly agricultural. This was particularly true of Oregon and the commonwealths that have been carved out of it, though Idaho owed its beginning, as Alaska has done, to discovery of mineral wealth. The tremendous mining excitement in California, important though it may have been, was but the forerunner of those other and more substantial basic developments through which states are built to endure. It is the spirit of the husbandman, interpreted as the spirit of the pioneer, which in our northwesternmost territory now insists on education and plenty of it, including all the opportunities that a university can give.

The romance of pioneering is alive even in this age; it is as pervasive as of old. It inoculates all classes. The great open spaces are no mere refuge for ne'er-do-wells. Of this we are persuaded by the statement which appears in an account of the recent dedicatory ceremonies at Fairbanks, that the Alaska school authorities are able to choose their teacher material from among "hundreds of applicants" well equipped for the jobs. It is Alaska's proud boast that "the territory can point to a teaching force that is more trained and experienced than that of any other state in the Union." The average teaching experience of all the schoolma'ams and schoolmasters in the territory is eight years; 70 per cent of its elementary teachers are either normal school or college graduates and in many instances they have had several years of advanced study beyond graduation from college. The call to duty, tinctured no doubt by individualism and by pure love of adventure, is heard and responded to by young college men and women from everywhere; and the result is a leaven that must profoundly affect the future of education in the entire territory. Western history repeats itself, on an ascending scale.

The avidity with which books about buried treasure are still read testifies to the universal interest of this topic in the minds of men, the product of that common desire to get something for nothing which oil stock promoters and gold brick operators capitalize, yet not to be confounded with acquisitiveness in its lowest forms. It is more plausibly a longing of the sort that filled the hills with prospectors when the west was young, that results in the discovery of Klondikes and El Dorados. There is a difference, however, when it comes to counting the returns. Every once in a while the prospector finds a bonanza. The seeker for buried treasure who is rewarded for his pains is the exception that does not prove the rule.

Fifty years ago this month, as The Oregonian related at the time, Mark Twain made a speech in London on "Success in Literature" and the London reporters "assiduously left out the jokes." Precisely the same thing seems to have happened to our Ambassador Harvey's observations on the Ten Commandments and the probability that women have souls.

It's the easiest possible thing to give to a cause and the chest leaders purpose to make it so. Any man can "flip" a dollar a week and be credited with a goodly sum at the end.

Windows of grocery and other stores make large display of Oregon apples. There is an apple a day for every person in the city. The fruit looks good and bites better.

Editors who failed of election will not need the aid of colored tickets to get into the heavenly kingdom. Blocks of seats are reserved for political martyrs.

Senator-elect Dill will be to the democrats what Senator La Follette is to the republicans, and their war records will give them a fellow feeling for one another.

As newer generations see the statue of "the rider that passed this way," the name of Dr. Coe, who made it possible, will also be remembered.

California needed an official vote ordering enforcement of the prohibition law. All she needs now is another to enforce the Ten Commandments.

Bryan campaigned Nebraska and his brother was chosen governor, while his erstwhile enemy, Hitchcock, was defeated. Foxy William Jennings.

There is to be a wet bloc in the new congress to vie with the farm bloc. We await the next as a chicken-fancier awaits the hatching of eggs.

The safest place for the jewels of the vatican is an American vault, as near the Rocky mountains as convenient.

Those who launch presidential booms should remember how easily they die of premature exposure to the air.

Any ocean port in the earthquake belt is liable to the disaster that overtook Antofagasta in Chile.

In Oregon it will be remembered by both republicans and democrats as the year of the big blow.

Some of the men defeated should thank the voters for keeping them in what may be paths of rectitude.

A suspect in the New Brunswick murder case has been identified. They are making real progress.

Think of Oregon democrats eating turkey and not crow this Thanksgiving day!

Notice the very loud silence emanating from Mr. Bryan?

Another "epidemic of crime" follows lower temperatures.

TAXES NOT NECESSARY TO FAIR

Sale to People of "Guaranteed Bonds" Is Advocated.

PORTLAND, Nov. 11.—(To the Editor.)—That Portland people want the fair is of little doubt. However, we know there are a few who, like calamity howlers of all ages, do not and predict dire disaster for the city should a fair be held in Portland.

Many ways and means have been suggested, but none has really been decided upon and the people of the country are waiting for some real decision to be made, so they can make preparation for the coming event.

We know that the very minute the decision is made and the fair is a sure thing people all over the country will begin to prepare for migration to Portland and the city would immediately benefit from this migration.

Population is wealth to any community and if Portland is to be a better and larger city things must be done to give to the people some reason for coming beside the climate, location and other advantages that this end of the world has.

If a public institution would be formed among the business people of the city and $6,000,000 of guaranteed bonds issued drawing about 3 per cent interest, in denominations from $25 to $1000, and this done in the very near future, business in Portland would go forward in leaps and bounds.

These bonds could be disposed of in a very short time, for there would be an element of pride as well as well-doing in the matter and the people of Portland would respond immediately.

In handling the matter in this way we would not have to vote on the issue, or place taxes upon people who are not in favor of the fair and it would give the people who believe in a progressive city the privilege of showing their hand in the matter.

Those who would benefit the most should naturally buy the greatest number of bonds and it is almost a safe bet that the thing could be put over with a bang if started at the right time by the right people.

The fair would thus become a community affair, in which nearly all citizens would be interested, making it a success from its beginning. DR. INNES V. BRENT.

321 Abington Bldg.

NEWSPAPER HISTORIAN ERRS

Mr. Geer Corrects Contemporary on Early Election Data.

PORTLAND, Or., Nov. 11.—(To the Editor.)—In one of its reports on the results of the recent election a local evening paper says that "on March 4, 1879, John Whitaker was elected representative at large to congress," and that he "defeated Richard Williams for representative at large at the general election of 1878."

In the interest of accuracy it should be said that no man has ever been elected to congress on March 4 in any state and that the man defeated by Mr. Whitaker in 1878 was not Richard Williams but was the Rev. H. K. Hines, a pioneer Methodist minister.

Richard Williams was the republican candidate for congress in 1874. The democratic candidate was George A. LaDow, of Umatilla county. Mr. Williams and T. W. Davenport, an independent candidate, waged a spirited joint debating campaign which covered the entire state and both were defeated, Mr. LeDow, who did not leave Umatilla county, being elected. Mr. LaDow died before taking his seat and Fafayette Lane, a democrat, was elected to fill his term at a special election. Mr. Williams was elected at the general election of 1876 and was not a candidate to succeed himself in 1878.

The same local evening paper announces that W. H. Downing, of Marion county, will be an applicant for the position of warden of the penitentiary under the Pierce administration, adding that he held that position under a former administration.

The fact is that he has never held that position, but his father, George Downing was at the head of the state prison during the last three years of Governor Pennoyer's first term and during the four years of his last term.

These being important matters in the political history of the state they should be kept straight in the public mind. T. T. GEER.

Merchant Sailors Overlooked.

PORTLAND, Nov. 12.—(To the Editor.)—Sardonic ghosts of merchant sailors must have hovered Armistice day over the parade that forgot them and the port that did not concern itself to see they were commemorated. This is the second Armistice day I have happened to be in Portland. As in its former parade, nowhere any sign that civilian sailors had any part in the war. Yet men of our civilian ships had suffered and had died long before the United States entered the war.

The first men to die by attack upon the United States flag after we were in the war were merchant sailors. Throughout the war they lost more men in proportion to the numbers engaged than any other branch of the service. They were the first Americans in German prison camps. They carried more supplies to Europe than any other service. They, the un-uniformed service of the United States, were the occasion of our getting into the war.

Portland is trying to develop its consciousness as a great American seaport. A nation is strong at sea only as its merchant ships, not first of all its navy, are numerous and manned by its own citizenry. Yet a city setting itself to be a great port could celebrate an historic occasion in which merchant sailors played an heroic part and forget their existence.

WILKIE NELSON COLLINS.

WAIT FOR ME.

Today we laugh and play together,
Lovers, pals and friends;
How well we love youth's spring-time weather
That lures us up the way that bends
Among the sunlit hills and streams.

Tomorrow you or I may go
Along that bending way
To fairer hills—the afterglow
Of mortal life, that lures us up the way
Among the sunlit hills and streams.

If you go before me, I'll tell you what you do.
Just wait somewhere along the way,
And if I go first I'll wait for you,
And we will stop and play
Among the sunlit hills and streams.
—WILLIAM CHELCIE STRIKER.

No State Tax Involved.

ESTACADA, Or., Nov. 11.—(To the Editor.)—Please tell me if the state of Oregon as a whole was to be taxed if the fair bill was passed. S. BRYANT.

No tax was levied by the amendment to the state constitution defeated in the recent election. It was purely a permission to Portland to tax itself.

Those Who Come and Go.

Tales of Folks at the Hotels.

"These orators who are always referring to the poppies that bloom in Flanders field give me a pain," declared Adrian B. Overholt, of Philadelphia who was voicing his views in the lobby of the Multnomah yesterday. "One would think from hearing the windjammers speak that all of our men who lost their lives in Europe are in Flanders. The facts of the matter are that very few of the Yankees were killed in Flanders. It was because Lieutenant Colonel John McRae, a Canadian veteran wrote the beautiful 'Flanders Field' that press agents took up the poppy business. The majority of our men lost their lives in the Argonne and are buried in the cemetery at Romagne. Others fell at Cantigny, St. Michiel, Soissons and along the Lys-Shelt river in Belgium. Half of the orators who love to talk of the fields of Flanders cannot give the date which opened the Argonne drive yet that drive proved to be the greatest ever undertaken by American troops in any war. They are of the opinion that the fields of Flanders are covered with a mass of blooming poppies. This opinion brings a laugh to any man who has ever been over that country. About the nearest thing to poppies that I saw in Flanders when serving with the 37th division was Brussels sprouts. There was millions of them and our mess sergeant served them every meal until we were sick of them. I wish these orators would read a little war history and quit talking about our dead in Flanders field when only about 500 out of 50,000 or more are buried there."

Vernonia is growing and will soon be one of the best known payroll towns in the state according to the opinion of H. L. Visart, of that town who was in Portland yesterday and registered at the Portland hotel. New buildings are going up in the city and real estate is booming. The railroad line of the Portland-Astoria and Pacific has placed the town in closer contact with Portland and scores of cars loaded with logs are being taken out to the market each week. Vernonia is to be the home of the big Central Coal & Coke Company sawmill which will be erected in the spring.

Dupont, Wash., lacks much of being what it was in the hectic days of 1917-18-19, when Camp Lewis, nearby, was the training place of thousands of soldiers, according to F. E. Smith, of that town who was at the Oregon yesterday. During the war many soldiers who were married had their families at Dupont and it was almost impossible to find a room in the little city. New houses were constructed and today these are empty for there are few soldiers in the cantonment and there is not the demand for dwellings that there once was.

For the purpose of renewing old acquaintances in Oregon Mr. and Mrs. H. F. Kelley of Helmville, Montana, are in Portland and are living for several days at the Imperial hotel. Until a few years ago the Kelleys lived in this state and were in the stock business in Eastern Oregon. Montana seemed to afford a better opportunity to Mr. Kelley's way of thinking so the Oregon holdings were sold and a new home was found in Helmville. There Mr. Kelley is now extensively interested.

Earl C. Simmons, who deals in automobiles at Eugene was at the Benson yesterday. He is one of the best known of the young business men of Lane county. Having arrived at the point where automobile riding no longer produces a thrill for him Mr. Simmons has purchased an airplane which he has been experimenting with. The machine was delivered to him ten days ago.

The man who did not have to run for office in the last election was extremely fortunate in more ways than one in the opinion of J. C. Clinton, county clerk of Clatsop county, who was at the Imperial for the week-end. Mr. Clinton has held office in Astoria for a long time. It was not necessary for him to run during the recent campaign and as a result he has been congratulating himself.

B. L. Eddy, state senator from Douglas county and candidate for the seat of president of the senate for the coming session, was in Portland yesterday and put up at the Imperial hotel. Senator Eddy has been a member of Oregon's upper house for a number of years and is regarded as one of the most influential republican members of that body.

Perhaps there is no man in the United States who ships more turkeys each season than does George Kohlhagen of Roseburg, who was at the Oregon yesterday. Mr. Kohlhagen lives in a section of the state where thousands of turkeys are raised. He purchases great numbers of the fowls for the Portland holiday market and ships them here.

Among the recently elected political officeholders who put in an appearance here Saturday in order to get the "low down" on what plans are being made for the 1923 legislative session, was Jack S. Magladry of Eugene. He was recently elected to the legislature by a substantial majority over his opponent. He is getting ready to represent his district in the coming session. While here he stayed at the Imperial hotel.

E. P. (Pat) Mahaffey, banker of Bend, arrived in Portland yesterday and registered at the Benson. For the past year Mr. Mahaffey has been in ill health. He became ill almost a year ago when visiting here and has not fully recovered. It was for the purpose of receiving treatment that the trip was made here. He was accompanied by Mrs. Mahaffey.

B. F. Jones, parent of the Roosevelt highway idea, was numbered among the politicians registered at the Imperial hotel. Mr. Jones makes his home in Newport. He is a member of the state legislature and is an active worker for good roads.

A. B. (Alphabet) Cordley, who is connected with Oregon Agriculture College at Corvallis, was in Portland for the week-end and put up at the Oregon hotel. He attended the closing programme of the Pacific International Livestock Exposition Saturday.

T. T. Bennett, of Marshfield, who is a member of the state legislature from Coos county was in Portland for the week-end and his name appeared among those of the Imperial's guests.

M. L. Jones, one of the leading citizens of Marion county, who lives at Brooks, was at the Imperial yesterday. He was at one time a member of the State Fair board.

Boyd Mendenhall, manager of one of the general merchandise stores, was in Portland for the week-end and put up at the Oregon hotel.

D. M. Nayberger, merchant of McMinnville, was in the city for the week-end and registered at the Portland.

Burroughs Nature Club.

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Can You Answer These Questions?

1. Why do birds have such high temperature?

2. Do dragonflies fold their wings when resting?

3. Why do sick or wounded fishes swim near the surface?

Answer in tomorrow's Nature Notes.

* * *

Answers to Previous Questions.

1. Is it true the wood duck takes her young in her bill and carries them down from the nest?

In some instances, yes, as when the nest happens to be any distance from the water. More often the tree, in whose hole the wood duck raises her brood, is close to, or even overhanging water. In such situations the baby ducks drop out, or are perhaps shoved out, and land lightly on the water, being themselves hardly more than a handful of down.

* * *

2. What is our commonest snake?

The garter snake, Eutoenia sirtalis, is generally believed most widely distributed, as it is common from up into Canada, throughout the States, and down into Mexico and parts of Central America. As it is viviparous and has at times as high as 50 young to a litter (usually in August), it can hardly be scarce, and is even found occasionally in city parks that have wooded growth.

* * *

3. Do ants do any good?

Good to man, we suppose you mean. Some species are beneficial, serving as check to certain other insects, also rats and mice, on which they prey. Also, they mine the earth constantly, bringing up particles to the surface, and letting air in, which improves the soil. They also act as scavengers for decaying organic matter. Some species of ant are very destructive, however, it is impossible to give an unqualified answer as to whether they are harmful or helpful as a genus.

CULTURE SHOULD BE PAID FOR

State Owes Its Youth Ordinary Education Only.

PORTLAND, Nov. 12.—(To the Editor.)—The public school bill (against which I voted on Tuesday last) may produce a good result, if it draws attention to the imperfection of the whole system. As long ago as March, 1894, I addressed The Oregonian on this topic. When Johns Hopkins university was opened at Baltimore in 1876, Professor Huxley delivered the inaugural address. In doing so, he said:

> University education should not be something distinct from elementary education, but should be the natural outgrowth and development of the latter. * * * The primary school and the university are the alpha and omega of education. Whether institutions intermediate between them should exist, appears to me to be a matter of convenience. If such schools are established, the important thing is that they should be true intermediaries between the primary school and the university, keeping on the wide track of general culture, and not sacrificing one branch of knowledge for another.

Applying these principles, one sees that the best products of the common school ought to be passed on to the high school, and the best product of the high schools to the university, or (I may add) to the agricultural college. The common school should not attempt work proper to the high school, nor the high school work proper to the university. The aim of the system should be to develope ability; and a class should in no instance be kept back for the benefit of backward pupils. At this point I believe I am hitting a frequent blot.

The state at large may be said to owe to its young people an ordinary education, but no more than that. If a boy or girl is to be taught such things as drawing, painting, music, classical or modern languages, such instruction should be paid for, at a moderate charge. Where a pupil displays some special aptitude, and parents or guardians cannot afford to pay, let the county or township or precinct bear the charge; and it will be amply repaid by the distinction so acquired. One John Quincy Adams, one Thomas Jefferson, to cite no others, is worth more to the community than a thousand average persons; and you may produce, and should produce, citizens of the highest rank.

In my opinion manual training, using that term very largely, should form a part of all common school education. I cannot do it myself, but every boy should know how to use a hammer and a saw and a plane; and every girl a needle at least, and many of the latter should be taught basketry.

RICHARD H. THORNTON.

Collection of League Subscription.

UNDERWOOD, Wash., Nov. 11.—(To the Editor.)—I was a paid up member of the National Non-partisan league up to January 1, 1921. Early in November, 1920, a local committee came to me and talked me into signing up for another two years. I gave them a bank check payable April 1, 1921. On February 9 I wrote to the non-partisan league to discontinue my membership as I was unable to meet my check. I have had nothing to do with the non-partisan league since. Now they are trying to force me to pay this check. Can they do it? READER.

Unless you can prove that this money was to be used for an illegal purpose, you will be liable for the amount of your subscription as evidenced by your check. (Answer by Northwestern College of Law, Portland.)

Producer Needs Aid.

PORTLAND, Or., Nov. 11.—(To the Editor.)—On the front page of The Oregonian is an article: "Government Urges Eating of Meats," which states that the government has decided to come to the aid of the livestock industry.

It is to be hoped that this does not mean the packers, but the farmer who raises the stock, and whose back is absolutely against the wall through robbery and exploitation; and who, among other things, complains that he must sell a load of hides to enable him to buy back a pair of shoes for one of his children.

The way to cause more meat to be eaten is not only to lower the price of it, but to adjust, more equitably, the price paid the farmer, and that charged the ultimate consumer. C. B. PYE.

When Big Tax Cut Comes.

GRESHAM, Or., Nov. 11.—(To the Editor.)—A friend and I have a small wager and ask your decision. He says Mr. Pierce will cut our taxes 50 per cent next year.

I claim that taxes to be paid next year have already been levied and that the 50 per cent reduction Mr. Pierce will make when he is governor will start in 1924.

Which one is right? FARMER.

Taxes for 1923 will be determined by the various tax levying boards in December of this year. Mr. Pierce does not take office till January.

More Truth Than Poetry.

By James J. Montague.

JUSTIFIABLE REBELLION.

(Two New England girls left college because they were not permitted to smoke in their dormitories.)

Shall education lag behind
The progress of the age?
Shall the advancing female mind
Be crowded off the stage?
When vulgar man vainly vies
With neo-suffragettes,
Can women be accounted wise
And not smoke cigarettes?

How serves a school, except to train
A girl for after life;
Except to make the pathway plain
She travels as a wife?
Should not instructresses instill,
The while her tea* she sips,
The proper way to hold her pill
Between her finger tips?

Her father smokes, her mother smokes,
Her aunts and cousins, too,
And all the other modish folks
In her own circle do.
Must she, an awkward hoyden, sit,
With blushes on her brow,
When at a party, and admit
That she has not learned how?

Abolish schools, if they refuse
To serve the nation's need
And teach young ladies how to use
The fragrant, bracing weed!
A college that is up to date
A way should always find
To teach a fair young graduate
To mingle with her kind!

*Euphonism for Hootch.

* * *

Heavy Handicap.

The former kaiser comes into the matrimonial game a little late to take any prizes from Kid McCoy.

* * *

Where There's Something Doing.

What Uncle Sam needs is a few unofficial observers in Cuba and Canada and Bimini bay.

* * *

No Monopoly.

The railroads report unusually heavy loading for October. So do the bootleggers.

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In Other Days.

Twenty-five Years Ago.

From The Oregonian of Nov. 13, 1897.

London.—In connection with Spain's hunt for warships, American diplomats have learned that Spain recently endeavored to make a treaty with Japan whereby, in event of war with the United States, the 30 or more warships now building in Japanese shipyards would be transferred to Spain.

The water committee is putting the finishing touches on the recently acquired Willamette Heights water works. In will be filled by high pressure service, the supply being regulated by a float valve.

Washington.—Annexation of Hawaii will follow quickly upon the assembling of congress. Next thing will probably be recognition of the Cuban insurrection as actual war, which would carry with it acknowlment of beligerent rights.

Seattle.—The Snohomish river is steadily rising, and there is great anxiety for cattle and crops. All conditions are favorable for another flood as disastrous as the one following the Thanksgiving cold snap of last year.

Fifty Years Ago.

From The Oregonian of Nov. 13, 1872.

Boston.—The fire broke out afresh from gas explosions. As seen from the Providence depot this morning, the flames are higher and apparently spreading.

New York.—News of the great Boston fire has caused greater excitement here than even the Chicago fire. By noon, when the loss was reckoned already greater than that of Chicago, the sabbath streets were thronged. It is believed that tomorrow will witness a panic on Wall street. Fire engines are being transported to Boston by train from this city.

Work is soon to commence on the mammoth warehouse which is to be erected on the east side of the river. A portion of timbers will be conveyed to the other side in a week.

Another new locomotive, called the "Santiam," for the Oregon & California railroad will arrive on the next sailing vessel.

Meaning of "Delphine."

HOQUIAM, Wash., Nov. 11.—(To the Editor.)—What is the meaning of the name "Delphine?" Also derivation. SUBSCRIBER.

Delphine means of or pertaining to a dolphin. When employed as a given name its significance includes love, diligence and swiftness. The image of the dolphin when worn as an ornament by early Christians was an emblem of those attributes. The dolphin was also held sacred by the ancient Greeks and was invested with fabulous attributes. The figure of the dolphin appears on many coins and medals, was the symbol for the worship of Apollo at Delphi, is said to have been borne on the shield of Ulysses and appeared on the shields of the early princes of France.

The dolphin gave its name to one of the fairest provinces of France whence the heir apparent to the French throne came to be styled "dauphin" (dolphin).

Use of "But" and "Me."

PORTLAND, Nov. 11.—(To the Editor.)—Which of the two following sentences is correct?

"You are doubtless right in deciding that you cannot spare the time from your studies to accompany **Mother and I** next Sunday, on our trip to see Henry at Salem, but nevertheless we are disappointed not to have you with us."

"You are doubtless right in deciding that you cannot spare the time from your studies to accompany **Mother and me** next Sunday, on our trip to see Henry at Salem, but nevertheless we are disappointed not to have you with us."

FLORENCE E. PARKER.

The second sentence is correct if you omit "but," or "nevertheless." "But nevertheless" should not be used when either "but" or "nevertheless" is sufficient by itself.

Voting by Mail.

WHITE SALMON, Wash., Nov. 11.—(To the Editor.)—(1). Is it possible for a legal voter who has moved from a voting precinct in the state of Washington to another state to mail his vote back to the precinct where he moved from?

2. What are the duties of a bushelman? D. L. M.

1. Not if he has transferred his legal residence to another state. If temporarily absent, he can vote by mail.

2. A bushelman is a tailor's assistant who alters or repairs garments.