Morning Oregonian

ESTABLISHED BY HENRY L. PITTOCK

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SUBSIDY BILL HEADED FOR ROCKS.

Efforts to jam the ship subsidy bill through the short session of a congress a large proportion of whose members have been rejected at the election seem doomed to failure. The radicals block the way with the Norris government marketing bill, and the farm bloc, though divided on that bill, uses it to prevent progress with the shipping bill and will endeavor to give the farm credit bill precedence as soon as it is reported by committee. With the prospect that farm credits will share with appropriation bills the remainder of the session, this leaves small chance for the subsidy bill or for any legislation on the merchant marine.

For this situation we have to thank the obstinate adherence of the majority leaders in both house and senate to the bill as framed by the shipping board. An American merchant marine is necessary to national defense and to extension of foreign trade, and to those who have without prejudice considered all the facts it is evident that it cannot be permanently established without government aid, at least during the years of building up routes and forming trade connections in face of intense foreign competition. The experience of the war and of the four years that have passed since it ended has won many to this opinion who had formerly firmly opposed the mildest form of subsidy. The shipping board has overestimated the extent of this change in public opinion and has taken advantage of it to ask from congress a degree of arbitrary power that was never before given to an administative body—power which, its past and present conduct clearly forecasts, would be used to aggrandize the great shipping companies and to shut out new competitors.

If the board had acted with a sincere purpose to promote the national interest and with a true understanding of public opinion, it could have enlisted in support of the subsidy policy large numbers of those who now oppose its bill. Having on its hands a great fleet, of which it was operating less than one third at a loss to the people of $50,000,000 a year on bare running expenses exclusive of several important items of cost and maintaining in idleness the other two thirds, which steadily depreciate, it had good reason from the standpoint both of sound business and of national interest to propound a scheme which would have encouraged many persons to engage in the shipping business, which would thus have developed a broad market for its fleet and have won support in quarters where it now has opposition.

Overconfident in the new public interest in shipping, the board has played into the hands of the few big companies, which desire to buy up the emergency fleet, to shut out any new enterprises that would be independent and competitors, and thus to monopolize the merchant marine and the entire subsidy with it. The board offers a subsidy plan which should accomplish the national purpose if so administered as to induce new ventures and to stimulate investment at ports which do not enjoy the favor of the big companies, but it asks arbitrary power in the administration of this plan, and thus justifies the belief that it would continue to display the same partiality that it has practiced to those whose aim is monopoly. It has antagonized a large element in the ports against which it discriminates and in the great producing area of the interior which revolts against favoritism to a few swollen shipping companies and a few congested ports.

In his efforts to secure such amendments by the senate committee on commerce as would compel the board to transact public business openly instead of in the secrecy to which it clings, to give equal opportunity to buy and operate ships on the same terms to all who wish to engage in the business, and to abandon the methods by which it has driven some companies into bankruptcy, Senator McNary has encountered a shipping bloc no less formidable than others into which congress is divided. Only one slight amendment has been made for the protection of ship operators from being driven out of business. Private sales of ships would be permitted, no public hearing would be required on questions as to whether a particular line should receive government aid, as to which of two competing ports should buy particular ships, or any ships at all, or whether the rate of subsidy should be more or less than that named in the bill. The bill still defines the entire Pacific, the entire gulf, the entire south Atlantic and the entire north Atlantic coasts as single "domestic communities" with the apparent purpose of establishing a monopoly of all first class ships plying from each coast. Railroads would be permitted to own foreign-going ships and to make exclusive contracts with shipping companies, immune from prosecution under anti-trust laws. The substitute for the unworkable section 28 of the Jones law still stands.

The greatest danger to the American merchant marine comes from the pretended friends who obstinately press this bill on congress. Their only hope of winning in the end is to reconstruct the bill in a manner to cure the vices that we have pointed out. It may then win the support of those true friends of the merchant marine who have been driven into opposition. If they persist in their present course, the whole subject may be left as a legacy to the new congress. Then legislation may be attempted that will be so radical as to make them repent too late.

CRIME RING BUGABOOS.

The notion that "crime rings" can flourish and grow more powerful than the agencies of government itself is a popular one because it lends itself so readily to the purposes of sensational fiction. There are few of us who do not enjoy reading a mystery story and there is nothing that so reeks with mystery as an underworld tale, whose characters are so crafty and so well organized that they are able to set all the forces of society at naught. The Machiavellian cunning of the master criminal always exceeds all bounds. The skillful novelist, having his bread and butter in mind, prudently contrives to give him the upper hand, if not forever, to the end of the series, at least.

Out of this has grown a bogie man who holds his millions in thrall. Certain recent developments give local color and an air of verisimilitude to this very old pattern of tale. The rum-runner vies with the narcotic vendor as the up-to-date Mephistopheles in human attire. If there is any advantage between them, the latter has a shade the better of it, by virtue of association of insidious drugs with the orient, always a dark chapter to us. Publicity attending efforts to check the traffic in opium has helped the illusion along.

There is no probability that any "ring" exists of which there is any need for law-abiding citizens to be afraid. Wholesale murder is committed only in books and every so-called "ring" on exposure turns out to be an exceedingly primitive, sordid and commonplace affair. Orderly society is not yet in peril of being wiped out by any group of users of devastating poisons, who too commonly fall into their own pitfalls to be capable of sustained conspiracy. But there is some danger that we shall allow the bogie man to frighten us into a blue funk, when the thing that is most needed is a cool, determined campaign of extermination and a decimating series of sentences to long terms behind prison bars.

WHAT IS AT STAKE AT LAUSANNE.

In claiming sovereignty over the Dardanelles and Bosphorus with the right to dictate what ships of war or commerce should pass through the straits, Turkey claims more than any other nation exercising sovereignty over the shores of narrow waters connecting two seas. Naval powers have maintained maritime supremacy in time of war, but by virtue of their military control of the sea, not of their sovereignty over the land. Possession of the coast may give a nation an opportunity to dominate a strait in war, but the whole trend has been away from claiming exclusive sovereignty over straits with the right to bar them to ships of war or to merchant ships of any nation.

If the Turkish doctrine were to be accepted, by the same rule Great Britain or Spain might close the entrance to the Mediterranean because they hold the shores of the straits of Gibraltar; Britain or France might forbid ships to pass the straits of Dover between the Atlantic ocean and the North sea; Denmark and Sweden might shut any vessel in or out of the Baltic through their command of the sound and the Belts; the United States and Cuba might exert like power over the straits of Florida between the Atlantic and Caribbean sea; Chile might close the strait of Magellan and force ships to round the stormy Cape Horn. On the contrary, the Russian Baltic fleet passed freely through the sound in war with Japan, and both British and German ships did so in the world war, or were free to pass.

The demand that the Turkish straits be closed against warships is put forward with more vigor by Russia than by Turkey, and the motive is plain. If foreign warships should be excluded, the Russian south coast would be immune from sea attack, except by other Black sea states which are too weak navally to constitute a menace. Russia could then build a fleet these secure from attack by any great power, could dictate to Turkey, Bulgaria and Roumania and could make that sea a Russian lake. If it should make war on any Mediterranean power, it could coerce Turkey to permit its fleet to pass the straits in defiance of any international agreement and to bar the way to a hostile fleet. If successful in imposing its rules in that quarter, Russia might make that a precedent for extending them to the Baltic straits. It would then have a lake at each end of its territory, in which to maintain a fleet ready to sally forth against its enemies. The soviet would not itself observe the rule made for other nations; that would be contrary to its "principles."

Thus the United States and the allies are contending at Lausanne for far more than freedom of the straits through Turkey; they contend for a general principle for the whole world, abrogation of which would destroy freedom of the seas.

The Rhodes scholarships have proved generally popular and have more than justified the plan of their originator, though it will hardly be claimed that they have as yet produced the world leaders in thought and action of which Cecil Rhodes undoubtedly dreamed. Yet the movement is relatively young and it is a sign of its fundamental vitality that there is no dearth of acceptable candidates. The American committees on selection have just completed their list of thirty-two names of young Americans who will represent thirty-two states at Oxford, having chosen them from among a total of 344 candidates. Rhodes wisely stipulated that selection should not be made on the basis of scholarship alone but that character and personality and physical vigor should also be considered, but he left one item out of account. The true purpose of his foundation would have been better served, perhaps, if he had provided that half the exchange should be made in the other direction, by sending a quota of British students to the colleges of the United States.

SHIPS OR NO SHIPS.

Senator Norris, the statesman from Nebraska, proposes that the government shall go into the business of buying and selling farm products—a startling socialistic innovation which would put the government waist-deep in business. It will hurt everybody, including the producer. If it would help, The Oregonian would be for it. It is a billion dollar experiment, involving many hazards, but Norris and his following are not dismayed by the size of the investment nor by the dubious nature of the idea. But they are shocked and outraged at the other proposal to take the government out of business—the ship subsidy—and are doing all in their power to defeat it.

The United States during the war invested $3,000,000,000 in a merchant marine—now marked down to $1,000,000,000 or less. The shipping board, by various economies, has reduced the deficit in operation from $100,000,000 per annum to $50,000,000, with nothing charged to depreciation. Under the present plan there will in no great time be no government fleet, and the remaining $1,000,000,000 will be lost.

Under the proposed plan—if it succeeds—the ships will be sold, the fleet rehabilitated, the flag of the United States will be on every sea, and its commerce enormously stimulated. Agriculture will receive its share of benefit. The cost to the United States government will run from $15,000,000 to $35,000,000 per year.

The subsidy plan at least presents a constructive thought; its opponents propose no satisfactory alternative. The one is an effort to do something; the other is mere obstruction, negation, loss, ruin.

WONDERS AT HOME.

The national park service is supported by facts known to all people who have had opportunity for making comparisons in its assertion that natural attractions of beauty and moment may be found in greater profusion in this country than abroad. It is not so clear that Americans are aware of their own blessings, for the number of persons recorded as having passed through the various national parks during 1922—which was 1,216,490—is only slightly larger than the number of Americans who in a normal year would be traveling in foreign countries. Among those who saw our own wonders, it must be remembered, were numbers of aliens who would have traveled in Europe if conditions had been as they were before the war.

The park service hopes, as we do, that the habit of seeing America first will grow. Better roads and increasing use of the automobile will speed the day when the Yellowstone park, Crater lake, the Grand Canyon and the Yosemite will cease to be terra incognita to our own people. But a point that it overlooks is that there is a vast region worth seeing which is embraced in none of the formal government reserves. From the Rocky mountains westward, with the exception of certain areas of the great geologic basin between that range and the Cascades, there occur innumerable attractions without parallel in any locality easy of access to transportation. The tourist not bent on setting a record for miles in a day will discover more scenes that will give pleasure to the artistic sense and satisfaction to the esthetic eye within the three states of the Pacific northwest than in any other similarly accessible region on the face of the globe.

In recommending that the government develop its scenic assets the park service performs an obvious public duty. In calling attention to the desirability of extending the area of Crater lake park and improving its facilities it gives belated recognition to one of the most delightful regions in the whole United States. It would protect against exploitation the forests lining the rim of the Grand Canyon of the Colorado, would guard the giant trees of California and provide more camp grounds in other reserves. These are essentials to the development of the national spirit. It would be impossible for a normal American, having seen his own country, to avoid the impression that it contains everything necessary to make life worth living, including mountains grander than the Swiss Alps and lakes more beautiful than those of the Austrian Tyrol.

HOW WISE ARE THE PLANTS?

Man's dominion over his lesser kindred of the dust, a dominion enforced by the active intelligence of his species, has bred in him a certain smugness of attitude toward them. Thus, he holds, men reason but other highly sensitized animals are motivated by instinct. As for plants, it were both heresy and an offense against the crown even to hint that they are mutely aware of the strife of storm, the benison of sunshine, or the change of seasons. Yet Clifford H. Farr, writing in the Atlantic on "The Psychology of Plants," is emboldened not only to assert that plants are conscious but that in divers respects their conscious discrimination is superior to that of man.

Such a theory will be gratifying to that persistent genre of dreamers who seek to imbue flower and bird or beast with their own attributes of well considered thought, but whose pleasing fancies are not—shall we say?—in the least logical or scientific. Its greater appeal and interest, whether they find the theory acceptable or not, will be, however, to those practical seekers after truth who will not rest until they have read the last secret of the universe. At least they will be in communion with a seeker similarly minded, for Mr. Farr does not permit himself to rove fantastically. He, too, is in quest of facts.

Psychic manifestations in the plant, he presents, are vastly more difficult of outward expression than in the animate forms of nature. Even assuming that the same impulses vibrate in a tree, deeply slashed by the ax, as would react in a warrior sticken in battle, he tells us that the rigid cell-walls of the tree forbid an active expression of its agony. It cannot "express internal experiences, either physical or psychical, by movements of its body." Though such a premise is simplicity itself, it is of such manifest importance that the defender of plant psychology is fully entitled to establish the fact.

He proceeds thence to show that the roots of plants are equipped with motor organs, which respond to any disarrangement of the highly sensitized tips, so that a root which has been diverted by an exterior agency from its downward path infallibly will swerve and resume the vertical. He bids us observe the conduct, incomprehensible if we refuse to admit the attribute of consciousness, of certain plant folk who have formed the very proper habit of tucking in their leafage for slumber. Thus the dainty oxalis, which sleeps as dearly as any child, will refuse to forego its rest if placed at night in a brightly lighted room. If it marks the phenomenon so rudely thrust upon it, the plant gives no heed for that one night. Habit holds it in fairy chains—the fixed custom of countless generations. Yet if the practice be continued for a week, friend oxalis gradually will adapt itself, until it is metaphorically wide-eyed by night and drowsy by day in a darkened room.

Mr. Farr does not rest his case with this instance, but cites a score of others, equally disturbing to accepted thought. In the process of metabolism, he contends, the plant selects from the soil those elements, in exact proportion, that are required for its well-being, each plant selecting from the miraculous menu different proportions and often different substances. The baneful is rejected with unerring discrimination, and only that which nurtures and gratifies is claimed. Where, queries the defender of plants, is our boasted superiority? Where is the proud sagacity of man, that it cannot cope with the problem of sustenance as sanely as does the garden hawthorne?

Indeed, as Mr. Farr progresses with his theme, he discovers again and again the analogy between man and the creatures of his domain. It seems not so preposterous to nominate plants as creatures when one has read Mr. Farr's brief for the plant soul. It is rather a terrifying thought to imagine that, on a jaunt through the woods, the shy flower folk are laughing in their silken sleeves at the complacent master. Yet the seas of scientific speculation—and proof, for that matter—upon which Mr. Farr has launched his venturesome bark, abound in unexplored provinces of nature and marvels beyond our present ken. One can but wish him bon voyage, for at least he preaches the essential harmony of life.

DO BUSINESS WITH SOUTH AMERICA

In order that Portland may derive its full share of benefit from the passenger-cargo steamship line which the shipping board will establish between the Pacific coast and the east coast of South America, each important business house should be represented among the passengers who will sail on the first voyage south. If possible, heads of firms would do well to go and examine the new field of trade that will be opened to them, to see what and where they can sell and buy and to establish personal business relations in the ports of central America, Para, Rio de Janeiro and Buenos Aires.

There is a market in tropical countries for Oregon lumber, flour, fruit, furniture, machinery and other manufactures. Our merchants could buy at first hand coffee, sugar, rubber, hardwood, bananas and other fruits, cacao, gums, raw cotton and cotton goods, hair, fur, feathers, hides and skins, rice, tapioca, castor seeds, palm nuts, oils, tobacco, cigars and cigarettes, wools suitable to blend with those of Oregon, and mate, which is the Southern American substitute for tea. The raw products offer an opportunity to expand our manufactures as well as our mercantile business and to provide return cargo for the ships. This will help materially to make the line profitable and to demonstrate that Portland is a logical port for passenger as well as freight lines.

Central and South America will also be found an agreeable field to those who travel for pleasure, rest and information. It offers contrast in climate, scenery and people, and Americans are heartily welcome in Brazil and Argentina, not for the money they spend but for community of ideas. A visit to the southern continent would have no such depressing effect as is left by a tour of Europe in its present forlorn state.

Four instructors in the North Carolina agricultural college have been asked to resign for making "home brew." They must be slow witted. The offense might be called "laboratory experiments."

An Omaha woman has secured a court order restraining her ex-husband from marrying "a girl in her teens." Omaha judges must be accommodating fellows.

Properly they jail a man who fakes a hold-up story. The Hold-Ups' Beneficial association gets its wires crossed by the fake details.

One so associates O. A. C. and Corvallis that mention of a high school football team there to play eastern visitors is real news.

The man who wants appointment by a governor should take a brass band along when applying. Then he will make an impression.

Before Fatty Arbuckle comes back he should study Harold Lloyd and absorb clean humor.

Trouble with these Hollywood stars is that they don't confine their bad acting to the screen.

The sun sines bright above all this high fog and will break through first anyone knows.

Watch the semaphore when crossing a crowded business street.

The onion is as versatile as the egg. Let's have an onion week.

Three days more. Make the buying snappy but not snippy!

Southerly winds. Let them sough!

The Listening Post.

By DeWitt Harry.

JOHN B. YEON volunteered and was appointed to act as roadmaster of Multnomah county in 1912. No compensation was asked for or received by Mr. Yeon, and he paid his own expenses. During his incumbency the Columbia River highway was constructed and with its completion Mr. Yeon retired, convinced that everything in connection with his office had been adjusted.

The following self-explanatory correspondence would indicate that Mr. Yeon finds that some things "return to plague the inventor." Though the account has run counter to the statute of limitations, Mr. Yeon evidently considered that since the interest on the original amount was not compounded it was advisable to effect a settlement.

BRIDAL VEIL, Or., Nov. 18, 1922.—Dear Mr. Yeon: I am writing you to remind you of the obligation to me when the Columbia river highway was under way, when you engaged myself and team to come to Crown Point and take you and a party over the highway. You said not to charge it to the county, that you would pay the bill. Well, I have never received any compensation so far. The amount was $5, but there would be some interest in the number of years it has run. I took a party for Mr. Benson from Warrendale to Latourelle. He paid when he left the rig. Very truly yours,
V. AMEND.

PORTLAND, Nov. 20, 1922.—Dear Mr. Amend: Yours of the 18th inst. at hand regarding your bill of $5. I am sorry this bill was not paid and assure you that it was not intentional on my part. I don't recall the incident, however, I don't question your claim.

If you will send the date of the bill, so that I may figure the interest, as you mentioned in your letter, I will forward you my check. Very truly yours,
J. B. YEON.

BRIDAL VEIL, Or., Nov. 23, 1922.—Dear Mr. Yeon: Your letter received. The time of this trip was September, 1912, on Sunday, as I was not accustomed to work on that day. I did not keep the date of month. Very truly yours,
V. AMEND.

PORTLAND, Nov. 28, 1922.—Dear Mr. Amend: Inclosed please find my check for $8.05, balancing your bill, as follows:

Taking party over highway with team, Sept., 1912	$5.00
Int. from Oct. 1, 1912, to Nov. 30, 1922, (10 yrs., 2 mo.) @ 6%	3.05
Total	$8.05

Very truly yours,
J. B. YEON.

* * *

Our office strategist and military expert sees the end of the volunteer or draft system of obtaining soldiers. He holds that war is getting too commercial. Human life has a value, he holds, and soldiers are worth at least what they could earn in civil life. Then death in the new wars is so certain, with the involved methods of warfare and the many new hybrid poisons and gases, that it will take more than patriotism to make men pay an almost certain sacrifice.

So, according to this tactician, the world will see the birth of the mercenary army. Nations will hire soldiers and pay their market value, and will fight their battles with human material, bought and paid for at prevailing rates. Now we wonder if this chap is not, well, just a little right?

* * *

Dear Sir: Doubtless you have heard of what happened to the man from White Salmon who visited Loose Angels, Cal., and wished to get into communication with an old friend by telephone. They use the color system there, and he called for 812 Green. A new maid from Minneapolis answered the phone. The following conversation ensued:

"Hay-lo, vell?"

"812 Green?"

"Ias det so? Ay tank yuh better call da doctor den, mister, if yuh ate vun too green. Mebby it gif yuh collicks."

A reminder of this story came to me yesterday. I called central and asked the little lady for E. A. Street 0179. She said: "Wha prefix, please?"

"He's a plumber," I replied.

Then the chief operator got on the wire. I told her what I wanted. She gurgled: "E. A. Street is not listed."

Poor me, from the country, no savvy your system here until a kind neighbor explained to me that the call should have been placed as EAst 0179.
BILL YUSS.

* * *

In a recent vaudeville show the comedy team who were the hit of the bill got off one joke that convulsed the house. The man, angry at some remark, threatened to go to the club and stay ali night. "Can I depend on that?" asked his partner.

A similar case recently came up in a divorce court. The wife, fighting the case, was on the stand and, under cross-examination, was asked if she had not deceived her husband.

"No, your honor, he deceived me. He said he was going out of town and he didn't go."

* * *

Unquestionably the happiest people last week were the kids who rambled through the toy shops. Youngsters are observing and imitative. One mother and little daughter were looking at dolls and the girl found one that cried "mamma."

"We don't want that one, mother. It will keep us awake nights," she said.

* * *

Charley Berg was rather nonplussed the other day when one of his saleswomen brought a male customer to him. Charley rather prides himself on his feminine wares and specializes in their careful selection. The man, rather out of his element in the Berg shop, announced that he wanted to buy a pair of pants.

"We do not have trousers for sale," suavely and politely stated Berg while the embarrassed saleswomen stood in the background.

"Why, you have them advertised in the show window," said the man.

And when Charley went out to be shown his would-be customer pointed to a sign that read "A Bargain in Trousseaus."

* * *

For centuries we have been told that "a prophet is without honor in his own country."

Last week a man called the Pacific Telephone & Telegraph company's head office and asked for H. D. Pillsbury. "What department does he work in, please?" asked central.

And Pillsbury is vice-president and general attorney for the great corporation.

* * *

On a crowded Broadway car the other night a young man sat reading a book on etiquette, while eight woman stood in the aisle. In the same car were five negro men also seated.

* * *

They used to refer to Mrs. Clara Phillips as the "Hammer Slayer," but yesterday we heard her called the "Saw Fugitive."

Those Who Come and Go.

Tales of Folks at the Hotels.

"Not knowing when the money will lose its value, people are spending it recklessly," states M. Jules Pradel of Verncuil, Marne, France, who has arrived at the Multnomah and intends making Portland his permanent residence. "I never saw so many picture shows, fine clothes and other signs of extravagance as can be noticed in Paris and other sect'ons of France today," continued M. Pradel, who left France two weeks ago. "There is plenty of money but nothing back of it. Before the war a franc was worth so much and people saved, knowing what they put aside was substantial. Now the currency is so elastic that no one knows when the money will be as worthless as that of Poland or Russia or Germany. This being the case, instead of saving the money it is being spent as fast as possible before the shrinkage comes. There is no unemployment in France, for the country is being rebuilt and the towns which were partly destroyed are being built better than before with concrete houses. England, however, has a great army of unemployed. Not so long ago England was the manufacturing country, but now it has competitors in Germany and the United States. Germany has all the raw materials, coal and iron ore, it requires, while England, although well supplied with coal, has to import its iron ore." M. Pradel contends that the white race must get together for future self-protection. The fast steamers, fast trains, aeroplanes, telegraph, telephone and radio have brought nations close together. Nations, formerly strangers, are now intimate neighbors, thanks to the modern means of transportation and communication. It didn't make so much difference years ago when a gun carried a shot a mile and news took weeks to travel, but now with guns shooting 70 miles and news flashing in an instant, things have undergone a transformation. The white peoples must unite against the yellow and black races, he asserts. M. Pradel served long in the war, was in several battles and never received a scratch. He likes Portland so well that he has decided to remain here.

The tourist crop in the Pacific northwest for 1923 will be better than ever, according to advance reports sent in to the office of W. H. Snell, general passenger agent of the Canadian Pacific railway, who is visiting Portland and is registered at the Multnomah. "The best indication we have of the amount of tourist business we will have," says Mr. Snell, "is that these reports from all over the United States are coming in much earlier than usual, showing that the people have already made up their minds as to where they are going. More and more people are realizing that this great Pacific northwest has a great deal to offer in the way of varied scenery equal—and in some respects more atractive—than any other part of the world. All the summer resorts of Canada expect a big 1923 business. Last year western Canada was fortunate in having fine crops, which helped many a farmer to pay off part of his indebtedness, and from present indications the crop in 1923 will be large, which will mean an important thing for Canadian agricultural districts."

Fog was too much for X. Neal of La Grande, when he attempted to drive his automobile to Salem on Wednesday night. Until he reached Milwaukee Mr. Neal trailed a car, but at that point the fog was so thick that the pacemaker quit, and, not wishing to try the trip alone, the man from La Grande abandoned his car on the road and returned to the Hotel Portland by street car. He reported seeing several cars wrecked in the fog. John O'Brien, Portland clerk, was in a somewhat similar predicament going home, and was the unconscious pilot of a second machine. Mr. O'Brien was ready to call a halt when the machine behind him aided by aiming the spotlight on the pavement beneath O'Brien's car. By this arrangement the hotel man was able to see his way and the man in the second car retained his pilot.

Piling over the crest of the Cascade mountains, a Chinook came sweeping into Bend, combatting the low temperature and vanquishing the east wind. After several days of intense cold, the Chinook arrived, rescuing the metropolis of central Oregon when Mr. and Mrs. J. Watson left Bend for the Perkins. The fuel supply of Bend consists chiefly of wood, slabwood at that, and it requires plenty of wood to maintain heat when the weather is fluttering around zero and a cold wind is blowing.

On government business, John C. Gotwals, major, United States army, is at the Multnomah from Juneau, Alaska, and must return there immediately. He doesn't relish spending his Christmas on a steamer headed north. Major Gotwals says that mining is again in the ascendancy in Alaska and that there are some properties, using only 200 or 300 men, which are turning out large amounts of gold.

Buying a bundle of magazines to read on the train, Maurice Lehey of Seattle left for that town yesterday afternoon, having arrived from Medford a few hours before. Mr. Lehey, who has been representing some oil well drillers in litigation at Medford, says that there are several outfits boring for oil in Alaska, two of the projects being in Cold bay.

There is always a lull in the hotel business a few days prior to the holiday season, but this year the lull started earlier and became more acute. There are comparatively few people traveling for pleasure and the salesmen "on the road" are not numerous for this is the time when the big houses generally call the men in for a conference.

"If you see Colonel Bush, prominent citizen and taxpayer of Bull Run," observed Clarence L. Reames of Seattle, Wash., "tell him that the people in the Puget sound country are disgusted with him for permitting Andy Gump to be counted out for congress. We had high expectations of Mr. Gump as a representative of the people."

Portland looks good to George C. Luders of Vancouver, B. C., for this is his old home town. Whenever he can slip away from the Simmonds Manufacturing company convention at the Multnomah, he goes out and looks up some of his old friends.

To pass the holidays in Portland rather than at Knappa, Or., on the lower Columbia, Mr. and Mrs. W. A. Erwin and daughter have come to the city and are registered at the Hotel Portland.

Mr. and Mrs. C. H. Crawford of Walla Walla, Wash., are at the Hotel Portland. Mr. Crawford is in the lumber business.

R. J. Kepfield of the Long-Bell company is registered with Mrs. Kepfield from Kelso, Wash.

Mr. and Mrs. F. E. Kammermeyer, from Yellowstone National Park, are arrivals at the Benson.

Burroughs Nature Club.

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Can You Answer These Questions?

1. How do they get asbestos out of rock?

2. What is the life of a flea without food?

3. Why do the birds go so much more freely at times to one side of the grounds than the other, when the plants are about the same, as far as I can see?

Answers in tomorrow's Nature Notes.

* * *

Answers to Previous Questions.

1. Have walruses any commercial value?

Yes, particularly in their own Arctic regions, as the skin, teeth, tusks and oil and even intestines are all made into domestic articles, as fish hooks, nets, and various implements. The hide is tremendously tough and is exported to some extent to Europe where it is manufactured into leather suitable for parts of harness, etc. The walrus tribe has been greatly reduced by hunting, owing to the value of its yield.

* * *

2. Is there a large black snake in this country called chicken snake? Is it the same as the black racer?

The pilot blacksnake is called a chicken snake in the south, and like the four-handed coluber, or banded chicken snake, does prey on chickens. It is not the same as the black snake that belongs to the racer group, zamenis constrictor. Both the "chicken" snakes referred to above are colubers.

* * *

3. Where do water birds nest?

Many do not nest at all, but lay one or two eggs on sand, in hollows in rocks, entirely uncovered, but protected by their coloring which blends with their surroundings. Occasionally a bedding of seaweed is used. Most gulls nest on the beach, but some make a rough nest in trees. Ducks generally prefer marshy land near water, making a matted nest out of marsh grass, etc. Grebes use a little raft of reeds tangled into aquatic grasses for anchorage and cover the eggs with damp, decayed leaves, or whatnot.

NEW DRIVE FOR CHEST NEEDED

Campaign Tactics of Other Cities Should Be Studied Next Year.

PORTLAND, Dec. 20.—(To the Editor.)—The Community Chest must not collapse. Neither is it right and just to force the charitable and philanthropic organizations of Portland to curtail their activities because of a reduction in allotment made necessary by faulty organization for soliciting subscriptions.

The people of Portland are "sold" on the Community Chest idea—that is evident—and Portland people are willing to subscribe the full amount needed for adequate support of worthy organizations if properly solicited.

There are many offices and industrial plants as well as residences that have not been thoroughly canvassed. There should be 10,000 additional subscribers instead of 15,000 less than last year, and I believe these could be obtained by careful and systematic work.

To raise the $150,000 still needed I suggest that the solicitors be reorganized for a supplementary drive at an early date to complete the quota for this year, which can be done.

Before next year's drive is put on I suggest the executive committee should make an early selection of a general manager for the drive and send him east so that he can learn from other cities, such as Rochester, N. Y., which has been most successful, the technique of managing a campaign so that the Portland Community Chest may be a permanent success instead of a near failure, due to faulty management of the annual drive. An alternative to this plan would be to engage a professional campaign manager as some other cities have done.
A. B. BROWN.

Law on Taxation.

LEBANON, Or., Dec. 19.—(To the Editor.)—A owns personal property, building and merchandise; does not own lot. Is assessed with said building and merchandise. Later A sells building and moves merchandise out of county. 1. Can sheriff of that county collect A's tax from new owner of building and can he levy upon said building? 2. Can he collect from A on his real estate in another county in state?
OLD SUBSCRIBER.

A could not be assessed with the building, and not with the land. (Sec. 4233.)

1. If any of the stock or merchandise is on hand the sheriff can levy upon such personal property regardless of who may have title. (Sec. 4325).

The building cannot be levied upon as it is not "personal property" but "land." (Sec. 4233.)

2. Sec. 4324. "The tax collector of any county of this state shall have the power to certify a statement of taxes and delinquencies of any person, firm, company or corporation or of any tax on personal property together with all penalties and delinquencies, which statement shall contain a transcript of the warrant of cancellation (collection) and so much of the tax roll as shall affect the firm, person, company or corporation or personal property to the tax collector of any other county in this state wherein any such person, firm, company or corporation has any real or personal property. The tax collector of any county in this state receiving the certified statement provided for in this act shall have the same power to collect the taxes, penalties and delinquencies so certified as he has to collect personal taxes levied on personal property in his own county."

California Workman Compensation.

LEBANON, Or., Dec. 19.—(To the Editor.)—What insurance, if any, against accident or death does the law of the state of California guarantee its workmen? The following case, for example:

An employe of ferryboat company at Martinez while in discharge of his duty accidentally falls overboard and is drowned.

In the above case is there any insurance due his heirs from said company, and if not has not the state of California a workmen's compensation law similar to our own?
A SUBSCRIBER.

There is a workmen's compensation law in California, but no compensation other than a reasonable outlay for funeral expenses is paid to heirs of a workman unless they are wholly or partly dependent upon his earnings for their support. For full information write to industrial accident commission of California, San Francisco.

More Truth Than Poetry.

By James J. Montague.

A HUMAN WRECK IN THE MAKING.

He's sure to be a nervous wreck,
He always is suppressed,
His dull pre-Freudian parents check
Each impulse in his breast.
He cannot squash a worm or ant,
When on the walk they crawl,
Or chase the hens—in fact, he can't
Express himself at all.

It's always inhibition this,
Or inhibition that;
They cry: "No! no!" if he should throw
A stove lid at the cat.
And when for years and years they're banned
The things that he enjoyed,
Too late they'll find his brilliant mind
It totally destroyed.

He cannot smear himself with coal
Or stick pins in the pup—
These small desires, that move his soul
Are always bottled up.
He's told that eating half a pie
Is sure to make him ill;
His stupid parents always try
To thwart his childish will.

It's always inhibition here
And inhibition there,
Life is for him but stern and grim—
A record of despair.
With all his impulses repressed
He'll grow up glum and sad,
And in due time he'll turn to crime
Or go stark staring mad!

* * *

Big Saving in Time.

The retirement of Newberry ought to give the senate at least 50 more talking days in the next session.

* * *

The Side Line.

Nowadays your bootlegger also gives you figures on coal by the case.

* * *

A Bust.

It's about time the league of nations asked for waivers on the man who is assigned to the job of keeping Europe out of war.

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TO REDUCE JUVENILE CRIME

Prevent Marriage of Unfit Is Dr. Owens-Adair's Remedy.

PORTLAND, Dec. 20.—(To the Editor.)—Thousands read the large headlines in The Oregonian, "Juvenile Crime Wave Appalling." Many will ask, "What does this signify?" I will say that it is the greatest problem to be solved by our country. When that wise senator said to me, "I realize that we are letting the degenerate populate our country," I said, "And what does that mean?" "It means death to our nation unless we stop it."

This is the "appalling crime wave" that is gathering momentous strength every day and hour. And what are we going to do about it? To my mind there is but one thing to do—cut it out. Are our "reform schools jail-recruiting offices"? Yes, in many respects. Do I believe in segregation? Yes. But, above all, I believe in preventing the propagation of such children. The great majority of those boys and girls are degenerates, and are competent to reproduce their kind, and they are adding to this great crime wave every day and hour. Unless controlled they will become a tidal wave that will sweep us off.

I am glad that our people are beginning to realize this terrible condition. I noticed a few days ago that several bishops of the great Episcopal church were advocating the enactment of laws to regulate marriages. That is a step in the right direction. If we had laws to control marriages the divorce question would be easily solved. Two years ago a judge on the supreme bench said that in the large percentage of all the divorce cases that came before him either one or both were feeble-minded.

Last February, at my birthday banquet, there were five ministers at the tables. I said: "I am glad to have the opportunity to talk to ministers, for you are the power behind the throne. You have the power to marshal all your great armies of Christian people into this great purifying work and thereby save our nation."

The next day the most prominent minister called and said: "Doctor, your little talk yesterday was very opportune; we all enjoyed it, and we learned something." I said: "Don't you believe you are the power behind the throne, and you can bring your churches into this work and save our country?" He said: "Yes, I do, and I will tell you now that up to this time we have done nothing—but we will."

That promise has given me great hope. I have faith that the time will soon come.
DR. OWENS-ADAIR.

PHYSICAL RESULTS OF PRAYER

Why Not, if Spiritual Results, Which Are Greater, Are Attained?

UNIVERSITY PARK, Dec. 20.—(To the Editor.)—Recently a message worthy a place in The Oregonian seemed to carry the thought that prayer is concerned rather with spiritual results than physical—indeed, it is confined to the former alone. It seems to the writer that if prayer has to do with the greater—the spiritual—that it may expect answers also in the physical realm, the less.

God is a power able to govern nature and man is able to move God, who is not hopelessly excluded from his works. Nature has an order upon which we happily depend, but we do not fully know all the forces within the universe, and that these forces possess reciprocal action is a comfort to cherish in human belief. If miracles are not longer demanded for purposes of moral government, we sing with Tennyson "More things are wrought by prayer than this world dreams of."

The falling of flakes of snow demolished