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APPOINTIVE AND ELECTIVE COMMISSIONS.

A PORTION of the joint committee of the legislature on railroads has decided to report that the three commissioners created by the Chapin bill be appointed by the governor, two of them to serve only until their successors are elected in 1908, and the other to serve until 1910, when his successor shall be elected; and other members of the committee wish two of the governor's appointees to serve until 1910.

It is said in support of the elective plan that several states have changed their laws so as to make the commissions elective instead of appointive. This is true, but those who adduce this fact are careful not to state the results of this change. Independent and expert testimony is overwhelming that the people have not been served as well by the elective as by the appointive commissions. The reasons for this are obvious, and have been repeatedly stated in The Journal.

An elective commission necessarily becomes the tool and the prey of partisan politics, and its personnel is decided largely by individual popularity or ability to get votes, rather than by fitness for the office. A governor is not so likely to play politics regardless of the people's interests as leaders and aspirants are, because he knows and feels his responsibility and accountability, and that the people are watching him. Most of the stuff printed about taking a sacred right away from the people is merely claptrap, designed to weaken the commission and discredit its work—though we do not think this is the purpose of the members of the legislature who favor the elective plan.

An article reprinted on this page from the Los Angeles News is worthy of attention. "We know by experience," it says, "the futility of elective commissions. The whole theory of elective commissions has been utterly discredited in this country and the world over. The Oregonian is on the wrong track. Let it look across the boundary and see the danger signal." The News is perhaps not aware that the Oregonian sees the "danger signal" all right; that is why it is pulling for an elective commission, so that peradventure it will become "utterly discredited" in this state as well as in California and elsewhere. The change from an appointive to an elective commission has invariably been both a sign and a means of this discredit, and of its decadence in will and power to serve the people. The reasons for this are not far to seek.

The tendency, one beneficial to the people, as they have discovered slowly, is toward concentration of power in a responsible, accountable head. This is particularly true in municipal government, but the principle applies to state administration also. Dispersion of power is also, necessarily, dispersion of accountability. And if the people can get the right kind of a governor we don't believe that one in ten of them wants to vote on commissioners. We have never heard of them clamoring to elect superintendents of the penitentiary and asylum. They don't desire to do so, and it is only politicians with a selfish ambition and opponents of railroad regulation who are worrying lest the people be deprived of the privilege of electing the railroad commissioners.

and right, sound policy. Very likely a Republican will be elected governor to succeed Chamberlain, and The Journal will be found then, if the question arises, taking precisely the same ground it does today. Make that governor actually as well as in theory the responsible chief state executive and administrative officer, and keep the commission and other sub-administrative officers out of politics and away from vote getters.

NO "PIECEMEAL REVISION."

THE FARMERS of the wheat belt in eastern Oregon, in whose behalf principally a memorial was proposed in the legislature asking congress to remove the duty on jute and manufactures thereof, will secure no favorable response from the national legislature. It is reported from Washington that congress is not in favor of any such piecemeal revision of the tariff. If this duty were thus singled out for excision, the people particularly interested in and benefited by its maintenance would not only object and protest but they would call on all the cohorts of protected interests to rally to their aid, and not in vain, for it is by standing solidly together each for all and all for each, that they are able to defeat any reformatory revision of the tariff, piecemeal or otherwise.

The farmers are not in the game, and must help pay the added cost not only of grain bags but of a hundred other necessities without getting any appreciable benefit, because in their surplus products there is no foreign competition, and because they cannot combine as other producers do. No attention is paid to them if they ask for a favor, for they are not in a position to reciprocate; they have no "pull" and are but slightly or feebly represented.

There is one thing the farmers might do, and that is to organize locally all over the country, and especially in the west, to the extent of agreeing to vote for only such candidates for congress as would work and vote for thorough tariff revision, but until they do this they are not likely to get any favors at the hands of congress.

It is also reported that the Republican leaders at the national capital are in doubt whether to try to revise or pretend to revise the tariff this year, or next, before the election, or take the chance of letting it go and promise to revise it in 1909. The latter course will probably be pursued, and the promise not kept, to any considerable extent, so the outlook for cutting off the enormous plunder of the special interests through protection for the next few years looks rather slim; yet farmers, workmen and other non-protected people could bring tariff reform about before long if they would unitedly demand it.

A THREADBARE THREAT.

THE Salem Statesman says: "Oregon wants and deserves to grow. Do not hamper the growth by any sort of fool legislation." From the general but reserved and as it seems rather suppressed tone of the Statesman on the railroad question, the above advice is inferred to mean: "Don't enact any legislation to offend the railroads, lest they refuse in revenge to help develop Oregon."

This view of the matter would be entitled to more consideration and weight if the railroads had gone ahead in the past and helped develop Oregon, and caused it to "grow" instead of refusing year after year and decade after decade to build into and open up resourceful regions waiting for them and unable to "grow" without them. The railroads cannot treat Oregon any worse in this respect than they have done for years, and especially since they all passed under the control of Mr. Harriman. Are the people forever to keep quiescent, inert, supine, dumb, under these conditions, lest the railroad tyrant should try to serve them even worse?

This is always the plea made whenever the people seek to control railroads and compel them to have regard for the people's interests—don't do anything rash, anything radical, anything, in fact, to arouse opposition and retaliatory action on the part of our puissant masters, for they can do the state great damage. If they are interfered with, the state won't grow. We must let them have their own way or they will take dire vengeance upon us. This it was argued in Iowa, in Wisconsin, in

Texas, and in other states, but when the people went ahead and legislated in their own interests, regardless of these veiled threats, they discovered that they were mostly a bluff, and that the railroads, when assured that the people were not to be turned from their purpose and were sustained by the courts, accepted the situation and let the people have their way.

In Oregon so far the railroads have had a pretty good thing without helping Oregon to grow, except in minor ways, such as distributing literature, and it seems that they did not care whether Oregon grew or not, rather preferred it should not, so that by exercising the proposed control over railroads the people have nothing to lose. A good many other states have similar laws, and the railroads have not prevented their growth; on the contrary they have grown all the faster because of these laws and of standing up for the people's rights.

So it will be in Oregon. It is bound to grow and the railroads will help all the more if duly regulated. The proposed law will not cause them to tear up their tracks or quit running their trains, and as to sufficient service they surely cannot be much more remiss than they have been. Such talk as the remark quoted is a bluff.

Besides, even if some slight temporary ill results should follow, are the people of Oregon to go on perpetually playing the part of Mr. Harriman's vassals? Do the collective, independent manhood and sovereignty of the people of a great state count for nothing, that they shall be abjectly surrendered to a Wall street railroad king without a struggle? Are we to grow, if at all, only by paying whatever tribute Harriman may exact? Are we to say: "Please, good Mr. Devil, don't be too hard on us, for we assure you that we are not going to lift a finger against anything you do, and in our own behalf."

If this be the spirit of the people of Oregon, they deserve no relief, and any treatment their tyrant may accord to them is good enough for them. Let us at least be men, not mice. Let us not admit that we dare not stand up for our simple rights, but are servile creatures who lay down our arms in a righteous cause at a mere empty threat.

PRINCIPLES RATHER THAN PARTY.

THE subordination of partisanship to principle that has been several times observable in the deliberations at Salem is a commendable characteristic of the present session. A notable instance is the attitude of the several Republicans who voted to sustain the governor's veto of the board of control bill. Another is the action of four Democrats who voted for a Republican for president of the senate. It is exactly such actions as the people of Oregon approve. A hidebound party man who puts party considerations above public considerations cannot serve the public well in any capacity, because he cannot be just to all alike. His mental horizon is narrowed, and his judgment warped and unsafe.

When Republican Senator Kay at Salem announced that his vote was with the Democratic executive's veto because he could see no good in the board of control measure, he sounded a keynote of incalculable value. His action was quadrated, not by the needs of his party, but by the needs of his state. The future of the republic and the weal of the state find safest and surest anchorage in just such acts as that of Senator Kay and his colleagues who voted with him. Independence in thought and action is a marked trait of the Oregon electorate as has been demonstrated on many a notable occasion, and in pursuing the same course the gentlemen at Salem have conspicuous precedents by which to square their acts.

A PROFOUND MYSTERY.

EGGS ARE higher in Portland than for 25 years past, at least, and chickens in proportion. This has been for many years the highest market in the country, or nearly so, for poultry and eggs, and it appears that these products are not increasing in proportion with the increase of population, if increasing at all. Consumption has actually decreased, it is asserted, because a large proportion of people really cannot afford to eat eggs, and much less chickens, except on rare occasions, and have given them up as luxuries beyond their means. Portland not only imports great numbers of cold storage eggs, but has imported chickens also. Dealers say producers want a prohibitive price, and producers probably say dealers want too large a margin of profit. All the consumer knows is that he

has to have a good-sized income in order to have fresh eggs for breakfast and a chicken for dinner occasionally.

This is a deepening mystery. We supposed some years ago that more people, noticing the high prices here for poultry and eggs the year round, would raise them and that the supply would gain on the demand, but the opposite has been the case, and we give it up as something inexplicable. Here all around are small farmers and thousands of acres of unused land for sale cheap; here food for poultry can be produced at small cost, the climate is mild, and all conditions are favorable to the raising of fowls and the production of eggs; and yet they are as scarce and high as they ought to be and probably are in Butte or Ketchikan. At the present rate eggs will cost \$1 a dozen in a few years.

Some facts contained in the last annual report of the president of the University of Oregon should be of general interest. The total number of pupils, aside from those in the law and medical departments, conducted in Portland, was last year 319, and the number of graduates was 7. The attendance was from 21 counties of Oregon, and 19 pupils came from outside the state. Of the 300 Oregon students 112 were residents of Lane county, in which the university is situated. The total receipts last year were \$92,835.73.

Eastern railroads have made a general advance in freight rates and it is reported that southern and western roads will soon do the same, the reason given being the increase in wages and higher cost of materials. But before agreeing that the increase in freight rates was justifiable on this ground, one needs to know what the railroads' earnings are on the actual capital invested. A full disclosure of the facts along this line of inquiry would probably show that the rates are already quite high enough.

Members of congress have increased their salaries 50 per cent. Other hired men think themselves lucky if they have had their wages increased 10 per cent.

Some years ago Senator Peffer and others were assailed as cranks for advocating the loaning of money on crops, but some of the men who ridiculed that scheme think it is all right to raise money on water put into railroad stocks.

Great Red Men.

By Rev. Thomas B. Gregory. That there have been great men among the American Indians no one who has carefully read their story will deny. Among the children of the forest there were some mighty spirits, great in native intelligence, great in courage, great in all the elements of moral heroism.

The first Indians that the New England settlers came in contact with were the Wampanoags, whose hunting grounds lay between Narragansett and Cape Cod bays. The head sachem of the Wampanoags in 1620 was Massasoit, a man whose heart was as white and soul as noble as those of any white man.

The Pilgrims had been upon the New England coast but few months when Massasoit, chief, attended by an escort of his painted warriors, made a visit to the white people, with overtures of kindness and good will. Fortunately for all concerned Governor Bradford treated the "savage" as a "man and brother," rather than as a wild beast, and it took them but a little while to draw up and ratify an offensive and defensive alliance between "King" Massasoit and King James.

After smoking the pipe of peace and exchanging the heartiest of congratulations upon the friendly compact made between them, the white men resumed their digging and building, and the red men, in single file, marched away again into the wilderness.

For half a century that compact was sacredly kept on both sides. The white men were faithful to their promises, and fully appreciating honesty and fair dealing, Massasoit remained true to his solemn agreement. This "savage" chief must have been as diplomatic as he was staunch, as wise as he was only in name. His heart was tender and true; his manhood was heart of oak.

Arnold Daly's Deaf Friend.

Arnold Daly, the actor, had been invited to tell a story at a theatrical banquet in New York. "I always have to tell a story," he began, "because my listeners may have heard it before. What boredom that is for them, what agony for me." "It is like the case of a friend of mine," he is deaf, but tries to conceal his deafness.

Letters From the People

Sunday Closing of Theatres. Portland, Feb. 1.—To the Editor of The Journal—The recent endorsement of a petition for the Sunday closing of theatres by the Ministerial association of this city reveals some peculiar features. What the petitioners say they desire is the "civil observance of the Lord's day." In other words, they want a civil law to regulate the observance of a religious institution. This is as plain as daylight from the language of the petition, which goes on to say that "shows and stage plays are being exhibited on the afternoon and evening of the Lord's day, which are not morally elevating in their effect. Every-body knows that shows and stage plays are being exhibited every day in the week, which are not morally elevating in their effect. Why do these petitioners desire to have such plays closed up on Sunday only? Oh, because Sunday is the Lord's day, they say. Let our law makers to make a 'civil law' to enforce the church idea of observing a day which is wholly religious in its origin as a day of rest.

Civil law, in its true sense, never finds its useful performance on any certain day of the week. If our civil law makers really believe that certain stage plays are detrimental to the general welfare of the state, they will pass a law prohibiting such plays seven days in the week. It is an impossibility to make a purely civil law for the observance of a purely religious institution. Such a law would be an ecclesiastical intruder wearing a civil mask, and that is not what we want. If the petition states that is the very best reason why no civil law should ever seek to regulate its observance; for the American idea of civil government forbids anything that savors of religious legislation.

Does the Ministerial association take the position that these theatricals which are not elevating on Sunday are all right during the remaining six sevenths of the week? Why not ask for a law to regulate these performances so as to make them elevating? Then they would be all right on Sunday too, unless they get so popular that church members would rather go to the theatre than to church and hear some theatrical preaching and singing. Our theological politicians have tried hard to cover up the ecclesiastical nature of this Sunday closing crusade, but they let out their real reasons for desiring such legislation occasionally. They lay bare the ecclesiastical features of their crusade and put the question where the only consistent thing for our legislators to do is to act entirely alone.

Col. Hofer's Compliments to Brother Geer.

From the Salem Journal. One Oregon editor is staying at the state capital and editing the legislature as it unfolds and unfolds itself. That record will finally be laid before the people and every rollcall will be scrutinized by the voters.

Now, what is the use of any man with brains telling the people that all that is done is excellent? If they would pass a bill to hang his grandmother's remains on a dead tree he would say it was a good measure.

There is nothing that meets with his commendation. If the legislature would order his ears cut off and sealed up and his eyes closed he would say Amen! Before we would run such a rose-water sheet we would go to sawing wood for the poor.

If we had a yellow dog that had no more sense of discrimination than that we would sell him to the sausage-maker, out of the newspaper, and give the people the benefit of its columns and the critical faculty of the editor to distinguish between right and wrong?

Such a newspaper has no more effect in this world than wallpaper pasted on the back of a woodshed. Let a man be a man or a mouse or a long-tailed rat or something or other, but let that good government be a good and exist without the aid of a proxy newspaper.

The Alienists.

Portland, Feb. 6.—To the Editor of The Journal—What is the meaning of the word "alienist," as applied to the insanity experts in murder trials, such as Chester Thompson and Harry Shaw cases? [The word is derived from Latin "alienare," to estrange, hence derange; "one who treats diseases of the mind."—Ed.]

Two Enough.

From the Albany Democrat. Two normal schools is all a state of the population of Oregon should support. The fact is the population of the state calls for only one, but geographically the situation suggests two. Any more than that is the worst kind of a graft. The members who support bills for the support of all the normal schools do not represent the best interests of the state. The Democrat is heartily in favor of every effort made to advance the education interests of the state. In higher education, but believes in running these things in a business way with as much sagacity as a man runs his own business. The business of log rolling under which the money goes and people is juggled with, is infamous, and to this is due the immense appropriations for different things that the back scratching process. The people should watch their representatives and keep their records on the different bills.

California's Property.

The first month in the new year has been one of progress in California and reports show that all parts of the state are feeling the influence of improved conditions. There is a continuing shortage of laborers in many lines. Conditions in San Francisco, so far as building operations and commerce are concerned, are eminently satisfactory. More than \$29,000,000 expenditures is called for by the 7,734 building permits issued since the fire. It is estimated by architects and contractors that fully \$100,000,000 will be expended in building this year. One hundred and fifty buildings are being erected or have been completed and occupied since the fire that are between five and 22 stories in height, and the total number of permanent buildings erected or in course of construction is more than 7,000. California's hop and raisin crops have been exhausted at the largest prices paid in many years, and it is estimated that the orange crop will amount to \$0,000 car loads, which bring top prices in the eastern market.

The Indefensibility of Suicide

By General William Booth, Head of the Salvation Army. The act of self-destruction is a violation of the sacredness of life, the law of the land and an outrage upon the moral sense of the people. Suicide is indefensible.

Yet it is on the increase in every land and among all classes. Modern civilization cannot claim it has fostered and developed the best and most noble and just appreciation of life. Statistics of suicides are alarming, especially in such countries as Denmark, Bavaria and several parts of the German empire. No doubt many more perish by their own act whose names never appear in the statistical roll of suicides. The offense is either committed in a way that baffles human skill in its effort to detect the cause, or death means are found by influential friends to hide away the crime. But if so many with suicidal intent find courage for the sad deed, who can calculate the number who would not succumb to the threat of life which claims them to this world if they only dared? Nay, how many of the gay, laughing crowds around us have at one time or another contemplated suicide; and how many have worked out the means for an indefinable dread of the future? I believe the number is larger than most people have the slightest conception of.

As to the causes that lead to suicide, they are numerous. No doubt "temporary insanity," the reason commonly assigned by the gentlemen who are so often called upon to inquire into the matter, is frequently the correct one. When a man works out the terrible pitch of excitement tantamount to mental derangement, would commit so foolish a deed? But how does that derangement come about? What is behind it? The reasons commonly suggested are drink, speculation, dissipation, gambling and similar follies. These things lead, it is said, to all sorts of disappointments and vexations, under the influence of which a man's mind becomes unbalanced and unassisted minds give way, ending too often in the deadly recourse to poison, the water, the revolver or the rope.

But further back in the string of causes for this melancholy transaction I should say there too frequently lies a sense of failure in the struggle of life; especially is this the case with those who have "come down in the world."

With many I believe a step is taken in the struggle to be good—in the vain effort to master some hated evil habit with the sense of utter friendlessness. No one is at hand with sufficient sympathy to understand them, and to whom the poor bleeding heart can be laid bare. So the fatal step is taken. Suicide in ninety cases out of a hundred must be the triumph of despair.

Is there a remedy? Like the antidote to every human sorrow, the remedy must begin with pity. It is true that self-murder is an evil thing. But it is only in many degrees worse than other evil things, and by which the people themselves are surely as does the man who reeling beneath the weight of his distress in frenzied madness flings himself beneath the wheels of the roaring railway engine.

For example, what about the people that drink or eat or idle themselves to death? But I will not argue the cause; can anything be done to prevent the suicidal tide from rising? That is the practical question. And it seems to me we must supply the friendless with a friend, the broken heart with comfort, the dazed, bewildered creature with a guide, the piteously maddened slaves of folly with thoughts and hopes that will steady them, and above all lead them to the arms of Him, who is still saying, "Come to me, all ye that are weary and heavy laden, and I will give you rest."

As to Railroad Commissions

From the Los Angeles News. Appointive railroad commissions have been found unsatisfactory, says the Portland Oregonian, and the people ought to obtain results, the commissions have been elective, thus bringing the members into closer relations to the people, and reminding them more frequently of their responsibility to the people. Whereupon the Oregonian seeks to prove that elective commissions are more satisfactory in practice. It adds: "In 1896 there were 13 commissions appointed by the governor, six elected by the people and two elected by the legislature. In 1902 there were 13 appointed by the governor, 16 elected by the people, and one elected by the legislature. In 1906 there were 12 appointed by the governor, 28 elected by the people, and one elected by the legislature."

This impression as to the superior value of an elective commission is encouraged by a passage in the report of the interstate commerce commission, four years ago: "The comparative to note a tendency to change the manner of appointing railroad commissioners in the last 12 years. In 1890 the general rule was that commissioners should be appointed by the governor. In 1905 the election by the people had become the most common method of choice."

Several states, it is true, have abandoned the appointive plan for the elective commission—Kentucky, Minnesota, South Carolina, South Dakota, Texas, Alabama and Kansas, a notable list, indeed. But here in California, we know by experience, the futility of the elective railroad commission. The candidates for this important office are overlooked in the strenuousness of the political campaign. The nominees of the dominant party machine go through without a struggle, as if they were the property of our own Theodor Summerland. The whole theory of elective commissions has been utterly discredited by this country, and the world over.

This is demonstrated, particularly, in all the reforms in municipal government. The greatest source of evil in our American political machinery is diffusion of responsibility; we are trying to centralize responsibility; we are trying to make our mayors or city managers responsible for the acts of their subordinates. We should do the same thing in the state; a governor, who appoints his subordinates, is held amenable for its acts by public opinion. An elective commission does just about as its own sweet will suggests. The Oregonian is on the wrong track. Let it look across the boundary, and see the danger signal. Hillsboro's new sawmill is ready to operate.

Small Change

Thaw seems to be overloaded with lawyers. Maybe the Willamette is pretty mad at those locks. Nearly time to predict the destruction of all the fruit. Eggs have "broke"—in price. But what are eggs for but to break?

The legislature has already done considerable good work—in killing bills. It is rather a hopeful sign when the council disagrees and breaks nearly evenly apart. "Never mind the weather" is easier said than done if one is snowed in on a grubstake train.

Perpetual franchises should be revoked, but laws should not be based on personal spite. The 40 days will be up on Washington's birthday. Will we have an extraordinary celebration? How much a thing for sale has been marked up before it was marked down the buyer never knows.

The Muldrum decision did not sound very good to some other appellants, but their cases are not just the same. It takes nearly as long for the council to pass a liquor license ordinance as for the United States Senate to decide the Emoot case.

The fortieth legislative day will occur on Friday, but the day of adjournment sine die is generally considered a lucky one for the people. What a national reputation Senator Mulkey might make by insisting on making a speech, especially if he antagonized some of the old 'uns.

The many mistakes of Josh Billings' Fredrick J. Haskins makes in his syndicated letters remind one of Jack Miller's remark that it is better to know less than to know so much that isn't so.

An ad in a Dallas paper, it says, "caused a stir, but to find its own." One would suppose that a bull that could read the ads in a paper would have known enough to go home.

Uncle Life Smith of Coos bay is not in a position to ask any special favors of an Oregon legislature. He should be kindly invited to step back and sit down on his 100,000 acres of land, and try to hold it in that way.

Senator Bailey (of Texas) is your true congressional scraper. "You, ah, a hah, sah," he said to a witness. Each makes a movement toward the other. Bailey stops and says: "I beg your pardon, sah; I assuah you, sah, that I meant no offense whatever, sah, and consider you a gentleman of honah, sah." And "the incident is closed."

Oregon Sidelights

A Heppner man recently shipped 260 range horses to Medicine Hat, Alberta. The rainfall at Grants Pass for the past 11 years ranged from 14.8 inches in 1935 to 42.76 in 1904. The average yearly rainfall was 22.51 inches.

Portland under sheet of ice. Dallas fair and balmy weather. Always thus. Dallas Times. This is a double check. Portland is always under a sheet of ice.

A Keno man, says a correspondent of the Klamath Republican, was five days hauling a load of hay from the hole in the ground to the Keno sawmill.

Development work at the coal mine east of Medford is going steadily on, and with each foot added to the tunnel the quality and solidity of the coal is increased, says the Mail.

There is no fuel famine in sight here, says a Dairy correspondent of the Klamath Republican. I suppose this is largely due to the fact that we are not obliged to depend upon a railroad for our fuel.

A John Day man has an English clock over 200 years old, and a round clock, and indicating the hour and quarter hour when such is desired. It is full jeweled, one diamond being as large as the set in an ordinary-sized diamond ring.

A great butchery of apple trees is going on in Washington county, especially in old orchards. In many cases they have been cut down by the trunk and limbs. This is in answer to the popular agitation for getting rid of the San Jose scale.

A Polk county man who lives three-fourths of a mile from a road, has a route laid out by the telegraph poles for a sort of crane attachment for an endless chain on a wheel at the house, and so gets his mail without tramping 1 1/2 miles each way. A man near Amity uses a similar device.

Ritter correspondence of Canyon City Eagle: The song of the coyote is growing fainter and fainter on the mountains hereabouts. Herman Rosenbaum has 13 to his credit. Ed Davis 12, and Andrew Edling had more than he could count long since. Traps and strychnine are doing the deadly work.

Astoria, says the Astorian, is just now in possession of conclusive proof that she is to be an outer port no longer; that she is to figure squarely on the map of Oregon as an entrepot, a depot, a real commercial center, a stopping-place for terminal traffic by land and sea—something more than a mere accessory to neighboring inland cities, a patry station on the highway of commerce.

Robert E. Lee.

By Julia Wood Howes. (This paper was written for "Collier's" and was read by Thomas Nelson Page at the Richmond celebration of the hundredth anniversary of the birth of the great Virginia citizen and soldier last month.) A gallant foeman in the fight, The hand that led the host with might The blessed torch of learning bore. No shriek of shells nor roll of drums, No challenge fierce, resounding far, When reconciling widows come To heal the cruel wounds of war. Thought may the minds of men divide, Love may the heart of nations one, And so, thy soldier grave beside, We honor thee, Virginia's son.