

THE JOURNAL

AN INDEPENDENT NEWSPAPER.

C. E. JACKSON, Publisher.

Published every evening (except Sunday) and every Sunday morning at The Journal Building, Fifth and Yamhill streets, Portland, Or.

Entered at the postoffice at Portland, Or., for transmission through the mails as second-class matter.

TELEPHONE—MAIN FIFTH. BOMK. A-5051. All departments reached by these numbers. Tell the operator the department you want.

FOREIGN ADVERTISING REPRESENTATIVE, Benjamin & Kuntze Co., Brunswick Building, 225 Fifth Avenue, New York; 1007-48 Boyce Building, Chicago.

The Journal is on file in London, England, at the office of The Journal's English representative, E. J. Harty & Co., 20 Fleet Street, where subscriptions and advertisements will be received.

Subscription terms by mail or to any address in the United States, Canada or Mexico:

DAILY. One year.....\$5.00 C. month.....\$.50 SUNDAY. One year.....\$2.50 C. month.....\$.25 DAILY AND SUNDAY. One year.....\$7.50 C. month.....\$.75

To sentence a man of true genius to the drudgery of a school is to put a racehorse in a mill.—Colton.

SOME FURTHER REMARKS

IT IS WORTH Portland's while to seek trade in Alaska. The development of that region is scarcely begun. The \$30,000,000 in gold, silver and salmon it sent out in a single season and the \$18,000,000 or \$20,000,000 worth of supplies and machinery it bought are but a trifle compared to its future business. Alaska is a vast storehouse of wealth. Its coal fields cover areas of which enough is known to make certain that they will be the objective of a tolling host and vast expenditure of capital for hundreds of years. Its delivery of precious metals is mounting every year, and every step in digging for them is compelling proof that the output is as yet but in its infancy. The boundless wealth of the region, and its possibilities as a trade connection are but fractionally comprehended. Each new year is to see a further unfolding of stable activities there that will cause its requirements of supplies and materials to mount to an enormous volume. The coal fields alone with their demands for developing machinery and subsistence for a multitude of workmen will create a traffic to sustain an empire. The vast host of toilers and enormous expenditures of capital in working the Welch coal fields for centuries, or the enormous activities that for long years have enriched those operating in the coal regions of Pennsylvania, are suggestive of what the future of Alaska and those who trade with her will be. What other discoveries may eventuate in this land of mines and metals ought to be a theme to inflame the ambition of Portland interests to seek and seize a part of the usufruct. From all signs, it ought to be a commerce that even the alert interests of Puget sound cannot alone handle, and that will in part go to some other entrepot—to San Francisco if Portland makes no effort to secure it.

No trade that could be brought to Portland could be more desirable. What Alaska will require is exactly what Portland merchants and manufacturers and Oregon husbandmen have to sell. It is a market that our outfitters and producers are exactly prepared to supply. It is a character of demand for which this region is exactly suited to be the headquarters. It is a trade in which the consumer cares little for values and has neither time nor disposition to quibble over prices. His money comes easy, and easy money always makes good spenders. There is absolutely no field on the face of the earth for a more profitable commerce. Portland can have a part of it if she seeks it. It is to be had if the men who constitute commercial Portland will grapple for it. It is an issue of mere aggressiveness and enterprise of the twentieth century and modern city brand. By such aggressiveness and enterprise, Puget sound got \$14,000,000 worth of this trade last year to Portland's \$71,000.

OTHER RAILROAD ROUTES

IN THE FIRST battle in the courts, the Harriman interests are beaten. The conflict in the Deschutes so far, has gone against them. There will be other battles with other defeats or victories as the fortunes of the war. A peace will come, but it may be a great way off. Peace always comes after a conflict, but it was 140 years postponed in one war, and 30 years in another. That peace so essential to railroad building by Mr. Harriman in the Deschutes is so uncertain, that it is a poor asset for the wizard's purpose.

But there are other routes for railroads where the Harriman people can find peace and profit. It is cheaper to build railroads in peace than in battle. It is better to cross a rival's roads than to parallel them. Interest must be paid and dividends earned. The Coos Bay line could be built by Mr. Harriman without opposition. No rival would dispute his right-of-way, no court would block his progress. It is a line that was once approved by his engineers, and on which construction was begun. It would penetrate a region of vast timber, coal and dairy resources, and would pay a handsome return. A railroad will

be built there, if not by Mr. Harriman, then by others. Would it not be better to build it now, rather than wait until a rival undertakes it? Having waited too long at the Deschutes, does not wisdom warn Mr. Harriman not to repeat the blunder at Coos Bay?

Then, there is the Corvallis & Eastern extension. No rival could bar the progress of Harriman construction gangs there. The route was once approved by Mr. Harriman's Oregon officials, and extension of the line into eastern Oregon recommended. The recommendation was made in preference to the Deschutes route, and if a better route than the Deschutes then, is it not a better one now when his right-of-way in the Deschutes is disputed, and a first battle over it lost in the courts? Besides, connecting with Harriman lines on the eastern border of the state, and with Harriman lines in the western part of the state, would not the Corvallis & Eastern extended give him a system paramount?

A CAVALRY OF THE CLOUDS

THE LATE news is that we are about to build Dreadnaughts of 30,000 tons displacement.

It was but yesterday that the battleship of 12,500 tons was the most powerful fighting ship afloat. The battleship Oregon, in her time, the most formidable vessel on the ocean, was of but little more displacement. When will we build 40,000-ton ships? And when in the evolution of our fighting craft shall we construct monster vessels of 60,000 or 80,000 tons, and costing \$20,000,000 each? The two Dreadnaughts for which authorization is to be asked congress this autumn are to be armed with 14-inch guns. When will we mount 20-inch guns? Where will the evolution of armament cease, if we still elude bankruptcy?

The history of the world has been a story of one fighting tool being superseded by another. Primitive man began by fighting with a club. The spear and the bow and arrow came in their time. The galleys of Pompey and the war engines of Archimedes were formidable enough in their time. The armor that men wore in medieval times had its place in the war mechanics of the era. For all of these, and for the scythe-bearing chariots, gunpowder was substituted. Inventions have followed each other as fast as men's minds developed, until we have fortresses manned by 12-inch disappearing rifles, and battleships beside which the galleys of the ancients were playthings.

As we have tossed one war weapon in the scrap heap in the past to take up another and better, so is the story of change to be in the future. This 30,000-ton Dreadnaught of which we are to build two if congress be willing, will have its day and pass on with the rest of the long procession. It is futile to expect it or any other device to be perfection. Germany fancies she already sees that new device, and is planning to add three more airship plants to those she already has in operation. Her plan is to build 500 air Dreadnaughts capable of carrying several thousand pounds of cargo each, and costing each \$250,000. They can be maintained at an annual cost of \$15,000,000, and there are claims that they will be more efficacious in war than all the navies of the world combined. It may be that our 30,000-ton Dreadnaughts will later be displaced by a cavalry of the clouds.

THE DESCHUTES DECISION

JUDGE BEAN'S decision in the Deschutes case is a decided victory for the Oregon Trunk, and a staggering blow to the Harriman forces. It holds distinctly not only that the Oregon Trunk has the superior right on the particular grounds over which the contention arose, but that there is no legal merit in the Harriman lawyers' arguments against the legality of the Hill company's existence in Oregon. This technicality is bluntly brushed aside, and the matter is considered solely on its merits. Judge Bean gives both parties credit for good faith in attempting to build a railroad through the Deschutes canyon, and says that "neither should be permitted to obstruct the work of the other." This is certainly good sense, and it is gratifying to learn from so high an authority that it is also good law.

It is greatly to be hoped that the contending parties will now agree between themselves, and that instead of prolonging the litigation by appeal will proceed with the important work in hand. If both insist on building a road through the canyon very well; there is room for both. Or, if only one road is to be built, they should come to some terms as to which company is to build it. The public has a deep interest in the matter, and should be taken into consideration by the contending parties.

Naturally the public is rather inclined to favor his rival, for the reason that Mr. Harriman has so long neglected his opportunity to build into central Oregon, when there was none to oppose him. Since he would not build when he could and ought to have done so, the public quite agrees in sentiment with the court that he should not be permitted to interfere with anybody else attempting to build.

FOWLER SPEAKS OF CANNON

NINE-TENTHS of the people of the country will agree with and applaud Representative Fowler of New Jersey in his attack on Cannon. It was vigorous, in spots it was rude. The time is ripe for vigor, and even rudeness, in speaking of Cannon, and treating of Cannonism.

Fowler says that two-thirds of all the losses suffered during the "panic" of 1907-8 were "due personally to you"—Cannon. Fowler may exaggerate a little here. He says that the Aldrich-Vreeland currency bill was corruptly contrived and conspired to fool the people. We do not doubt it; Fowler says Cannon's record is one of "ignorance or political cowardice, or a disgraceful hybrid of the two." Fowler could have made a worse and more unparliamentary remark, and been within the limits of truth.

Fowler says he personally and as a representative of the people, know of Cannon's "ignorance, prejudice, inordinate conceit, favoritism, and patrid preferences." He says Cannon "revels in a glut of brutal power, like Nero." He bluntly charges Cannon with "misérable, contemptible, false pretenses; duplicity, treachery and perfidy."

While Mr. Fowler has a personal grievance, and while he ought to have spoken before—he tells the truth. There is not a noun or adjective inappropriate or amiss in all this indictment.

Finally, Fowler predicts that Cannon will be "the last of the Bourbons." Very likely; the country should by this time be weary of this political despot.

By the way, Ellis supported Cannon all through. And he got—that Ney mentioned when "Sauve qui peut" was the cry at Waterloo!

ELLIS AND HIS SHIP SUBSIDY

AT A BANQUET in San Francisco Monday night, Congressman Ellis of Oregon boasted of his vote for the ship subsidy bill. In his speech, he declared his purpose to vote for it again at the next session. He will doubtless perform as he promised. In doing so he will vote out of harmony with nine-tenths of his constituents. It is incredible that the men on the farms in eastern Oregon want government to pay a bounty to make the business of rich ship owners pay. It is impossible that salaried men and wage earners in Mr. Ellis' district want a bounty paid to such a beneficiary. From these and other constituents of Mr. Ellis, some of the money will have to be collected that is to be paid to Morgan, Harriman and other owners of steamship lines. It is money taken out of the pockets of the one and put into the pockets of the other.

If a bounty is to be paid, why pay it to those already rich enough to own steamship lines? Why not pay it to workmen, some of whom must pinch and stint to keep soul and body together? Why not pay it to homes in which 4,000,000 children of the country are harnessed to machines in factories and mills, stunting their growth and destroying their lives? Do not these hollow-eyed children who know no play, hear no birds, see no sunshine, deserve government's bounty more than Morgan and other millionaire owners of ships?

The proposed subsidy, if perpetrated, will be a crime against the people of this country. It is a graft committed in the name of patriotism. When a bounty was asked by farmers of the country on export wheat the men who are clamoring for this ship bounty laughed at it.

Yet it would be just as sane and just as sound policy in this great land of sustaining agriculture to pay a bounty to help the farming industry as to help the steamship enterprises of swollen wealth. A vote for a ship subsidy is out of harmony with sound economics. It is at variance with the purpose for which governments were instituted. It is out of harmony with the desires and spirit of Oregon, and no such vote ought to be cast by any Oregon congressman or senator.

Shively is said to be a very agreeable and entertaining personality, but there appears to be plenty of evidence that he is a type of man that must be weeded out of public service. For such men, public office, to quote well-worn but expressive phrases, is not a "public trust," but a "private snap."

Shrewd, sleek, unctious, dissembling fellows have in far too many instances gained positions of trust and responsibility, and proceeded to "work" the taxpayers for "all there was in it." We have corrected this considerably in Oregon; and Washington, for years a notable hotbed of legislative and administrative chicanery and corruption, will do well to follow Oregon's example.

At the close of the 81st day, the average daily attendance at the A-Y-P exposition was 25,910. The daily attendance at the Lewis and Clark fair was 18,327. The total attendance at Seattle for the 81 days was 2,098,727, and should be at the end of the fair 3,476,727. The total attendance at the Lewis and Clark was 2,510,799. The Lewis and Clark was held in 1905 and the A-Y-P in 1909. Measured by the gate receipts at the A-Y-P, four years shows a vast increase in the develop-

ment and prestige of the northwest. There is little else to account for the difference in the figures of the two expositions. It is hoped that the attendance during the closing months may meet Seattle's expectations, but it is an issue over which authorities differ.

It is to be doubted if Evelyn is worth even \$500 a month to a man permanently incarcerated in Mattawan.

One hog sold in Portland Monday "came to" \$56.90. A lot of others "brought" over \$40 each. The hog business is worth while.

TANGLEFOOT
BY MILLS OVERMONT
"The paper sez," said Silas Brown, That Wilbur Wright come inter town, An' said he'd be a pilot, an' he'd fly With his French aviator.
"That makes me think," said Martha, Then, "What's done with that of 'em, Since she's gone from 'er chicken pen; I guess our Aye ate 'er."

THE TARANTULA.
The tarantula, I suppose, is one of the most difficult animals to domesticate. A man might break a rattlesnake to harness and make a fair success of it, or he might teach a stinging scorpion to stand on its hind legs and beg for food. But the tarantula is too nervous and high strung for that sort of business. I have never yet seen a man leading a tarantula around by a string. A tarantula lives in a hole in the ground in the summer and in silence in the winter time. It is the color of a brown velvet, and its life is worse than its bark. I don't know of anything that is fatter than the bite of a tarantula unless it is a bite of cyanide of potassium.

ON MINER.
Down in Utah there is a mine from which is taken large quantities of wax—they say—which may be true, but I don't believe it. I believe a fellow told me about it once, and he talked me out of everything I had. He took everything but my health. Since then I wouldn't believe a mine if it got down to its knees and begged me. Outside of the book agent who sells you an encyclopedia, and the big town house and lot as a premium, I believe I dislike the mine promoter more than anybody. If the promoter really knew an encyclopedia, and he would not doubt throw away the stock certificates he has on hand and then bite himself severely in three places.

THOSE WASHINGTON LAWS.
The merchant gave his fearful wife one of those "hand" "to boot." He hugged the children one and all and kissed each fearful face. He said with much pathos and saw that they were dry. He laughed and chuckled gaily as he made his way to the station. He started for the station with a light and buoyant heart. The train rushed in, he climbed aboard impatient for the start.

You wonder why all this is thus; what the man should be so anxious for the train to rumble out? I will tell you the reason, so that everyone may know: The merchant was a citizen of Washington, and so was his wife. He was a fearful hurry and, naturally, he'd fret. He was coming down to Oregon to smoke a cigarette.

The Assembly Plan.
From the Bend Bulletin.

Why is the assembly plan suggested? For one great reason, which is that it is claimed the direct primary has put the Republican party out of business in Oregon. Candidly now, is the Republican party down and out in Oregon? Oregon gave Taft a strong plurality over all other candidates. Oregon's delegation in congress are all Republicans; each and every one of the state's elective officers is a Republican; the last legislature was strongly Republican; and undoubtedly the majority of the country officers of the state are Republicans. What grounds are there then on which to base the statement that the Republican party is "out of business" in Oregon?

If the assembly plan is better, let us then adopt it. But fairness demands that it be named by its real name, which is nothing more nor less, than the old-time convention. If the people are of the opinion that the direct primary is not giving satisfaction, then perhaps they are ready to go back to the old system.

But let there be no misunderstanding about the matter: The "assembly" is a new label tacked onto the old convention. It means that the politicians who have done the tacking.

George Fawcett's Birthday.

George Fawcett, well known as an actor, was born in Virginia, August 25, 1860. He made his first appearance on the stage in 1884. He appeared in "New York at Niblo's Garden November 23, 1887. He played for some time with Tommaso Salvini, appearing with him in 1890 in "Samson." The "Gladiator" and "Othello." Subsequently he appeared with N. C. Goodwin in "A Glided Foot" and "David Garrick." He appeared with Miss Maude Adams for some years, playing in "The Little Minister," when that play was first presented in New York in 1897. In 1900, at Baltimore, he founded the Fawcett Stock company and made many notable productions in that city. In recent years Mr. Fawcett has had leading parts in "Caleb West," "The Squaw Man," "The Man of the Hour," and a number of other popular plays.

This Date in History.

1680—Iroquois Indians captured Montreal.
1746—David Hume, Scotch historian, died.
1804—James Lick, founder of the Lick Observatory, born in Fredericksburg, Pa. Died in San Francisco, October 7, 1870.
1812—French raised the siege of Cadix.
1814—Washington, D. C., evacuated by the British.
1824—Herschel, celebrated English astronomer, died. Born November 15, 1738.
1824—Reception in honor of the Marquis Lafayette given in Boston.
1837—Cholera, rapid spread.
1864—Free mail delivery commenced in Chicago.
1897—President Borda of Uruguay assassinated.
1905—John W. Kern formally notified of his nomination for vice president on the Democratic ticket.
From the Baltimore Star.
The rain of the last three days has laid the dust and freshened the atmosphere in the city in the country. It has saved hundreds of thousands of dollars. Maryland's great corn crop was

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Fine weather for the hop lice. Even Chilli has acquired the Dreadnought disease.

Harriman's coming may shorten some men's vacations.

Joy rides mean work for machinists and undertakers.

Beverly, Mass., is temporarily the golf center of the country.

The country had real need of La Follette, and other men like him.

Mr. Harriman doesn't have to feel very well to acquire a big railroad.

All the proposed parks will be needed and enjoyed by future generations.

A matrimonial bureau is largely but not altogether a male order business.

An Atlanta cat adopted a mouse. But it—the mouse—would better behave itself.

A circus never grows old, because there is always a new crop of young folk.

The president's trip will cover 13,000 miles. But it need not therefore be unlucky.

Like other people who have returned from prolonged vacation, Harriman wants a rest.

In Alabama the prohibition law is so strict that a man can't even carry the smell of liquor in his breath.

The increase of duty in the cotton goods schedule will have no effect in protecting infant industry of child labor, in the mills.

The aeroplans are probably trying to follow Emerson's advice contained in the famous epigram: "Hitch your wagon to a star."

But, dear congressmen, regardless of the "hitch," the people expected or demanded revision downward.

Several nations nearly quarreled over which one should make China a loan of some \$37,000,000. But that sort of a thing rarely happens to an individual.

Portland welcomes and likes to see the way back country people on circus days. And they enjoy the big town. Everybody is sociable and happy; well, most of 'em.

On circus day the crowds of humanity are more interesting and instructive—at least to this paragrapher—than the tame and thinned daisies(?) and the caged animals.

Perhaps next year a circus will advertise an exhibition of many animals, and they will be especially for the management by Roosevelt. Say, couldn't he make a lot of money in that way?

Two Michigan farmers traded wives, and an exchange of land. That looks like a gross insult to the woman with whom the implement was traded, but probably she was glad to be rid of it.

Champ Clark claims that he lost \$7000 through the cancellation of Chattanooga delegates to the national extra session of congress. But think what the attendants at the Chattanooga assembly that he would have addressed gained.

In some southern states it is unlawful to drink any alcoholic liquors while traveling on a train, but perhaps people flying over that exceedingly virtuous portion of the country might carry a flask and take a nip occasionally to aid the exhilaration of high flight.

FAMOUS GEMS OF PROSE

What the American Flag Means—By Robert G. Ingersoll

(At the Grand Army of the Republic memorial exercises, in the presence of President Arthur, members of the cabinet, Generals Grant, Hancock and other noted officers, in the Academy of Music, New York City, May 30, 1883.)

It means free hands, free lips, self government, and the sovereignty of the individual.

It means that this continent has been dedicated to freedom.

It means universal education—light for every mind, knowledge for every child.

It means that the schoolhouse is the fortress of liberty.

It means that "governments derive their just powers from the consent of the governed;" that each man is accountable to and for the government; that responsibility goes hand in hand with liberty.

It means that it is the duty of every citizen to bear his share of the public burden—to take part in the affairs of his town, his county, his state and his country.

It means that the ballot box is the ark of the covenant; that the source of authority must not be poisoned; that the perpetual right of peaceful revolution.

It means that every citizen of the republic—native or naturalized—must be protected at home, and every state abroad, in every land, on every sea.

It means that all distinctions based on birth or blood, have perished from our laws; that our government shall stand between the rich and the poor, between the weak and the strong, between the individual and the corporation, and guarantee simple justice to each and all.

It means that there shall be a legal remedy for every wrong.

It means national hospitality—that we must welcome to our shores the exiles of the world, and that we may not

The REALM FEMININE

Women in Public Eye.

It is reported from Paris that the Prince of Wales is paying attention to the Duchesse de Dalmatie, who was Miss Shonts of New York. This report is decidedly untrue. The Duchesse has been a widow less than two years. She was a wife for only a few months. Prince Joachim belongs to the Bonaparte family.

Reason Rules the World.

THAT mother is not an ideal disciplinarian who demands obedience of her children with "Because I told you so."

Many mothers would be positively shocked at the suggestion that they answer any of the childish whys. They would probably say that it was impossible, they did not have the time and that their own sanity demanded to know "why."

The early years of child life are doubly important because they form the plastic period and a child is the more amenable to right training.

Mothers do not always realize that a child's life is a series of new impressions. It is only natural that children should accept of the new ideas which come daily to them.

A new restraint is placed upon the child or he is told to do something new. He has a right to ask why. He is always a rebel inwards. If not outwardly, at parental authority. The injustice and the wrong is not long before the child is defying his parent's control on every occasion possible.

How much such mothers would save themselves and their children if they had taken time to make reasonable explanation in the first place. The child has a right to know why he is doing a mother develops his reason and logic, teaches him to think for himself and makes him a disciplined friend, not foe, of the child's sense of justice.

To tell the child why does not mean to argue with him. It is a common occurrence for parents to argue with their children in matters of discipline and nine times out of ten the child does as he pleases.

Tell the child why and then enforce obedience. It is the reason for discipline is made plain to the child.

One of the best ways to teach a plan with her little girl who was very strong willed and antagonistic to command. From the time she was a baby she was made to mind and when old enough to understand, she was always told why with the result that she could be easily disciplined.

As she grew out of baby days it was only necessary for the mother to say, "Child, do this because I say so, and so, if you do not see it that way, all right." Invariably the child did as her mother thought best, and although that daughter of hers was a grown woman, she and her mother have never grown apart for there has never been a feeling of resentment, and longing to be free of parental authority.

The nature of a wise man consists of three qualities—he himself does what he advises others to do, he is always in opposition to righteousness, and he bears patiently the weaknesses of the people that surround him.

A Woman Who Knows.

From Spare Moments.
MERE man when it comes to questions of detail and facts, more times than he is willing to admit, has to look to woman for his best information. That is what is done on Wall street with respect to cotton. Some years ago a report went out over the wires that a certain man had a shortage of cotton. "Who is Giler?" was wired back from every cotton market in the country. "Giler is a woman," was the reply. "Giler is a woman," was a great joke, but those who followed the report of Miss Katherine May Giler, cotton queen, who had sold over \$5,000,000 in a week, who those who followed an English expert's advice were not nearly so quick to laugh.

In New York Miss Giler's figure on cotton goes as gospel. Twice a month she mails 3000 return postal cards to her subscribers. She is a woman of great power. Her office is in the center of New York's financial world, and the biggest cotton houses are among her customers.

When asked why she took up the profession she gave the characteristic woman's answer, "Oh, just because." Her income is said to be \$10,000 a year.

Tempting Recipes.

TOMATOES Stuffed with Nuts.
Soak, peel, core and scoop out tomatoes and fill them with finely chopped pecan nuts mixed with cold cooked meat, salt and pepper. Turn upside down and pour over them two tablespoonful mayonnaise dressing. Bake for 15 minutes.

Ginger Snaps. Roll together one pint of molasses and one cupful of butter; let cool, then add two tablespoonful of ginger, one teaspoonful of soda, one teaspoonful of flour. Roll thin and bake quickly.

The Wise Kicker

(Contributed to The Journal by Walt Mason, the famous Kansas poet. His prose-poems, a regular feature of this column in The Daily Journal.)

The world isn't fond of the kicker who kicks regardless of reason or rhyme, who crumbles and crumbles and puts in his kicks at knocking the whole blessed time. He's growing too frequent and fierce in this land, with his wild, indiscriminate kicks; and people agree that he ought to be canned, or peeled with vitriol, or kicked. The kicker who kicks with some judgment and taste, does good as he moseys along; he knows that a kick is too precious to waste, and waste, in all countries, is wrong. He kicks at injustice and folly and sham, wherever he finds them in force; he goes to the show and he kicks at the ham whose acting is tiresome and coarse; he kicks at the author whose novels are punk, he kicks at the singer who quavers; he kicks at the statesman unloading his junk in congress, and drawing the rocks. He kicks at the cheap and the tawdry and state, wherever they're floating about; he kicks that so many good men are in jail, and so many fourth-raters are out.

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