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clothing and the other necessities of life. It is a tremendous item in the high cost of living, and the high cost of living increased ten per cent in 1911.

The Baltimore platform pledges the enactment of a law to stop stock watering, and Woodrow Wilson became famous enough to win a nomination for the presidency by carrying out platform pledges.

SLANDERING PORTLAND

PORTLAND is not a seaport of either first, second or third class," said a writer in Tuesday's Journal.

He has discovered that Puget sound will "get the traffic and keep it," and adds, "a ship was never intended to go inland more than her own length farther than absolutely necessary."

How are we to get to Seattle without going "inland?" Seattle is 130 miles from the open sea, against Portland's 100 miles. How is "Puget sound going to get the traffic and keep it?" If the "inland" feature is, as the writer says, the determining factor?

Where did our friend get his authority for deciding that "inland" seaports are not even third rate ports? How about Manchester, 35 miles inland, and its original connection with the sea that would be called in Oregon, a creek? Its channel to the sea is an artificially cut canal, and two ships recently launched for the Manchester trade were of 9000 tons.

How about Rotterdam, 15 miles inland, on the river Nieuwe Maas, and in point of tonnage, second, as a seaport, only to London? Its channel to the sea as disclosed by a recent consular report, is 28 feet, probably less than Portland's.

How about Antwerp, on the river Scheldt and 50 miles inland? Its channel to the sea is 26 feet. It is one of the best known seaports in the world.

How about London, in point of tonnage, the greatest seaport in the world? It is on the river Thames, 40 miles inland. Its channel to the sea is 30 feet.

How about Hamburg, which is described as commercially the greatest seaport on the continent of Europe? It is on the river Elbe and is 93 miles inland, or about the same distance from the open ocean as Portland. The depth of its channel to the sea is 28 feet.

Nor are these all the "inland" seaports. The list can be indefinitely extended. Not one in the list is connected with the sea by a river even approximating the Columbia. The Thames, by which the greatest seaport on earth is served, is about the size of the Willamette.

The Journal wears of replying over and over again to uninformed gentlemen who believe themselves the last word and finality of authority on seaports. They break into print with slanders of Portland which are at variance with the facts, harmful to Portland, destructive of the port's reputation, and damaging to the interests of Portland people.

The trip of the battleship Oregon to Portland should prove to those who claim Portland is not even a third rate seaport, that they do not know what they are talking about. The trip to Portland of the cruiser Maryland, 501 feet long and of 13,680 tonnage, belies their statements. The fact that the largest lumber cargo that ever left any port in the world cleared from Portland, settles the case.

The discussion should end, and stay ended.

TO MAKE CHILDREN MOURN

A Detroit, a gunman with an hallucination, shot an innocent, unoffending and highly respectable citizen. Five revolver wounds within a space as large as a man's hand, in the body of the victim, attest the accuracy of the crazy man's aim.

The lunatic had been deported from Canada as a defective. He conceived the idea that the innocent citizen was an officer sent to shadow him. Without warning he fired. The victim fell at the first shot, but four additional bullets were sent into his body, as the lunatic said, "to make sure that he was dead."

Here is a case to which advocates of gun-toting are invited to point in triumph. They argue that no one is safe without a pistol in the hip pocket. Only think of the lurking perils that beset the Detroit lunatic and how his trusty pistol delivered him from his enemy.

A bereaved wife and children mourn the victim. But the revolver is made to make wives and children mourn.

AN APPALLING DELAY

It seems to be the open season for hunting federal judges. We had Hanford, we have Archibald, and now there is indication that we are to have a go with Judge Speer, judge of the district court at Macon, Georgia. Perhaps the ends of justice will be served by a general shakeup of the judicial sanctuaries.

A bankruptcy case has been in Judge Speer's court thirteen years. There is no possible reason for a proceeding to be so long-drawn-out. Thirteen years is a monumental example of delays that cannot be excused and postponements that cannot be defended. It is a period of wearisome process that is mockery of justice and a travesty on real courts.

The accusation is that \$24,000 is tied up in the estate, and that it is on deposit without interest in the bank in which a relative of the judge

is vice president. The suggested impeachment was precipitated by a contempt order against a former mayor of Macon who severely criticized Judge Speer's proceedings in the bankruptcy case.

As to the merits of the immediate controversy, we do not know. What we do know is that the forces are gathering for changes in the courts, and they are changes due to causes for which the courts are themselves to blame.

A thirteen years' bankruptcy proceeding is appalling.

GOUGING THE UNITED STATES

HOW can Great Britain object to free tolls at Panama when she is granting free tolls to her ships at Suez? The British protest against free tolls is based on a section of the Hay-Pauncefote treaty which says:

"The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules on terms of entire equality, so that there shall be no discrimination against any such nation, or its citizens or subjects, in respect of the conditions or charges of traffic, or otherwise."

The language of the section is the same, word for word, as the section of the treaty of Constantinople, under which the Suez canal was built.

Though Great Britain claims that under the Hay-Pauncefote treaty the United States cannot grant free tolls to American coastwise ships at Panama, Great Britain, under exactly the same section in the Suez canal treaty, pays British ships that use the canal a postal subsidy that is practically equivalent to free tolls for British ships at Suez. The British postal subsidy is \$1,500,000 a year, and the British tolls at Suez are \$1,700,000 a year.

How can Great Britain defend her protest against the free toll program at Panama, when she is in effect granting her own ships free tolls in the canal she controls at Suez?

How could the congress of the United States defend itself before the people of the United States if it heeds the British protest and exacts tolls on American coastwise ships at Panama, when Great Britain grants herself free tolls for her ships at Suez?

What answer could congress make, what apology could it render, what excuse could it give?

Is it the function of congress to permit Great Britain to gouge the United States?

SAVING LIVES

NINETEEN thousand two hundred and sixty-nine children under two years of age died in New York City in 1910. Fifteen thousand of them were under one year old.

At the end of 1911, the deaths of children under two had dropped to 17,574. In two years, under intelligent effort, it was a net saving of the lives of nearly 2000 children.

The process knocked off 5 per cent from New York's death rate in seven years. The rate dropped from 20.01 in 1904 to 15.13 in 1911.

Purification of the milk supply, the establishment of 15 pure milk stations, and the free instruction of thousands of mothers in how to feed their babies, were the means. The leadership under which the results were accomplished was that of Dr. Ernst J. Lederle, commissioner of public health.

He secured legislation which classified the milk supply into three kinds, first, suitable for infants and children; second, suitable for adults; third, suitable for cooking and manufacturing purposes. It is almost the same plan proposed by the health department in Portland as to classification.

To accomplish such a result in New York city is an impressive achievement. New York is an immense, congested, squalid metropolis. It is a hive of incessantly busy human beings, many of them filthy and most of them careless. Its age, its habits, its poverty and its social conditions made it an unpromising spot in which to plant reform.

Yet, only in its beginning, the success of the effort is demonstrated. Two thousand children were saved in one year. New York's death rate is quartered. It has a lower rate than Paris, Rome, Vienna, St. Petersburg, Washington, Baltimore, Philadelphia, Cincinnati, Newark, Buffalo or Boston.

AN INTERNATIONAL TRUST

PREVIOUSLY to 1909 the steel works in each of the six countries—the United States, Germany, Great Britain, France, Belgium and Russia—which exported steel rails to foreign markets, had together and arranged for the division among themselves of whatever share of the united foreign market might be awarded to the one country in question.

Then by a process of Gary dinners, or their equivalents, representatives from the six countries met, and apportioned among themselves the world's markets for steel rails. It was understood that local competition by local steel mills in any of these outside countries with the exporting steel mills in the combine was not forbidden or eliminated. Subject to this exception a gentlemen's agreement forbade competition in the export markets of the world which the combining countries, through their respective steel mills, were awarded.

This plan of distribution was agreed on in the early part of 1909 and was good for the ensuing three years.

It was practical, if not formulated

monopoly. It worked out thus. If Argentina wanted steel rails it was useless for her to seek sellers and prices in England or Germany, for Argentina was one of the countries apportioned to