THE JOURNAL

AN INDEPENDENT NEWSPAPER.

C. S. JACKSON .....Publisher.

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

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

TELEPHONES—Main 7173; Home, A-6051. All departments reached by these numbers. Tell the operator what department you want.

FOREIGN ADVERTISING REPRESENTATIVE Benjamin & Kentnor Co., Brunswick Bldg., 225 Fifth Ave., New York; 1218 People's Gas Bldg., Chicago.

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

DAILY.

One year.....$5.00 | One month.....$ .50

SUNDAY.

One year.....$2.50 | One month.....$ .25

DAILY AND SUNDAY.

One year.....$7.50 | One month.....$ .65

Then Abner called to Joab, and said, Shall the sword devour for ever? knowest thou not that it will be bitterness in the latter end? how long shall it be then, ere thou bid the people return from following their brethren?—II Samuel ii, 26.

TELL IT IN FLOWERS

THIS is festival week.

The committee is striving strenuously to make a success of the floral parade, and is meeting with encouragement.

The floral parade is the feature that typifies the festival. It is a pageant in which Portland has peculiar opportunity to excel. Here, there is no need to resort to artificial flowers, as is the case elsewhere. Here, there is a boundless profusion of real flowers that nature yields, and in that happy episode lies the power of Portland to outdo all competitors.

We do not immediately see the effects of these floral exhibitions. We cannot know all the guests from abroad who gaze on the display and then go back home to tell their communities of the wonderful flowers and beautiful scenes.

But there are results of that kind just the same, and they are far reaching. They exercise a great influence in the aggregate, for the floral parade is proof to all who see it that this is a land of fair skies, gentle climate, fertile soil and well ordered people.

There will be more guests than ever from abroad at this festival, and every decorated automobile will be a story of this land of beauty, told in flowers.

SPOILING THE BREED

SPEAKING at the White Temple Thursday evening, David Starr Jordan, chancellor of Stanford university, said:

The idea that preparedness for war will bring peace is a fallacy. Preparedness for war will sometimes avoid defeat, but it never brought peace. The more you prepare for war, the more you get to pushing hard for war, and by and by somebody will push across the line.

That is what happened in Europe. One of the things happening there now was described by Dr. Jordan in a communication to the San Francisco Chronicle. Europe is killing off its best manhood. Every army insists, in its enlistment, in securing men above the average in physical efficiency. Those who fight best are most likely to be killed. This leaves the men war cannot use to be fathers of coming generations.

"Lions breed lions," says the Spanish proverb; "a brave man has brave sons." Of like import is the Moorish proverb: "Father a weed, mother a weed, do you expect the daughter to be a saffron root?" A nation does not miss that which it has not had. If it did, it would realize that the longest cost of war is that of impoverishment of the breed.

Dr. Jordan has been doing yeoman service in educating the world, and especially America, on the real effect of war. He has made a study of the entire subject. He was right when he said at the White Temple that preparedness for war does not bring peace. He need only point to Europe for confirmation of that statement. He was right when he said that war kills off a nation's best manhood. War spoils the breed. It is an unquestioned fact in biology as in history.

THE BASEBALL SLUMP

WHAT is the matter with baseball?

Is it going into a decline from natural causes, or is the lack of interest in it due only to the temporary disturbance of things international?

Reports from the different leagues, major and minor, indicate that the financial receipts are dwindling. A late dispatch says the Western league is proposing to put its players on a percentage basis or to cut salaries.

Some attribute the falling off in attendance to the competition between the big leagues, while others say it is due to the fact that the clubs forming the backbones of the leagues are low in the percentage column.

Still others contend that the growth of interest in golf is responsible. Instead of going to the ball game every day as formerly, the fan is now giving only a day or two to baseball, spending the remainder of his time at the golf links.

Then there is to be considered the high salaries paid to star players and their temperamental outbursts. The court proceedings last winter revealed that players are more interested in large salaries than in the sport to be had from the game, a fact that may have tended to dampen public ardor.

While there are all kinds of reasons assigned, it is plain that baseball it not a paying proposition from a financial standpoint. Maybe the world is outgrowing it.

AFTER MIDNIGHT

A PORTLAND correspondent writes:

I have been out of the city for some time, and since returning have heard considerable discussion in regard to a million and a quarter acres of land theoretically turned over to a company. Please give a little more of the facts in regard to this particular bill, for the ones I have talked with were unable to throw much light on the question.

There is pending in the United States supreme court at Washington, a suit in which the United States government seeks to have forfeited back to the people 2,300,000 acres of land in Oregon granted to the Oregon & California railroad as aid for construction of its lines in Oregon. Under the terms of the grant, it was specified that the company should sell the land to actual settlers at not to exceed $2.50 per acre and in lots not to exceed 160 acres.

All the terms of the grant were violated by the company. The lands were sold in lots of hundreds and thousands of acres, not at $2.50 per acre as agreed, but sometimes at $10 and $12, and much was sold, not to actual settlers, but to speculators, big timber companies and land monopolists. Finally, the lands were withdrawn from sale altogether, and nobody could buy any part of them at any price. The violations of the agreement with Congress were glaring and notorious.

In 1907 there was a strong agitation throughout Oregon demanding that suit be brought to forfeit the lands, and Congress passed a measure under which the attorney general of the United States brought suit to forfeit the grant lands to the people. The government acted, and in two decisions, one in 1911 and the other in 1913, Judge Wolverton of the federal district court of Oregon, declared the lands forfeited and ordered them restored to public domain. The case was appealed, and argument was about to be heard in the federal supreme court at Washington when the late Oregon legislature adjourned.

At 3 o'clock Sunday morning, a few hours before final adjournment, there was passed through the House at Salem a resolution which in effect put the legislature on record on the side of the railroad company and against the government in the forfeiture suit. The resolution had passed the Senate two days before. Only a small group of senators knew the real meaning of the resolution, and probably less than half a dozen members of the House understood it. The public at large was entirely ignorant of the intent of the measure. The first general realization of what had been done was contained in a news dispatch from Washington to The Journal on April 17. This news dispatch was as follows:

Washington, April 17.—The department of justice was amazed by arrival of Attorney General Brown bearing a joint resolution of the Oregon legislature which is practically a request of the supreme court for a defeat of the government in the Oregon & California land case. The resolution directs the attorney general to appear in court when the case comes up and represent to the court that Oregon does not desire a decree which would relieve the land involved from liability to state taxes.

Brown explained that he did not know of the legislature's adoption of the resolution until after a few days ago when he met Senator Gus Moser on the street in Portland. Moser asked why he was not in Washington. "No business there," said Brown. Moser told him about the resolution put through in the closing hours of the legislature.

Of the legislators since interviewed by The Journal, Representative Olson of Multnomah alone of the House, and Senator Kiddle alone of the Senate have admitted that they understood and approved the resolution. Many House members and several Senate members who were recorded as voting for the measure deny that they did so, and all declare that their first knowledge that the measure had passed was derived from the news dispatch from Washington printed in The Journal nearly two months after the legislature adjourned. How the measure was slipped through is known only to a limited few, and of course they will never make the facts public.

This bold effort to beat the government and throw the lands back to the Southern Pacific railroad is legislative action probably without parallel or precedent in the history of legislation in America.

ITALIA IRRENDENTA

ITALY'S slogan in the war is "Italia Irredenta"—Italy unredeemed. Movements of troops, so far as are known, indicate that Italy is reaching out toward much of the territory which that government hopes to acquire.

"Italia Irredenta" includes Austrian territory to the north and east of the united kingdom near the head of the Adriatic sea, including Trent and Trieste. The Italians call these coveted possessions "Irredenta" because they once once were part of the Italian states of the middle ages. Descendants of Italians of those days are still living there, making up a large part of the population. The Dalmatian islands are considered a part of unredeemed Italy for the same reason. The story of Trent has been summarized in a paragraph:

Trent was once part of the Roman colony of Tridentina, which passed in the eleventh century under the rule of a bishop and finally came into the possession of Austria, along with Lombardy and Venetia. After the defeat of the Austrians in 1859 and after the United Kingdom of Italy had been formed in 1861, Austria continued to hold Venetia until after a second defeat in 1866. Thereafter only the wedge of the Trent district remained as a menace to Italy.

The territory to the eastward which Italy desires is principally Istra. In early days this was a part of the republic of Venice, passing to Austria along with the Dalmatian islands on the abolition of the republic in 1797. Napoleon seized it for France in 1805, but Austria retook the territory in 1815 and has since held it. Italia Irredenta, aside from the Dalmatian islands, includes about 8000 square miles.

Before war was declared Italy was promised a considerable part of this territory as a price for remaining neutral. It remains to be seen whether there will be no Italia Irredenta or an extension of Italian territory held by the Teutons.

A HANDY DEVICE

AN American mother and her daughter have been arrested in Bavaria and sentenced to three weeks in jail for alleged insults to German officers. In their predicament they have appealed for aid to the state department at Washington.

The news dispatch states that they have been living abroad ten years. There is no doubt that Americans have a right to live abroad. But there is always present the big fact that in the case of this mother and daughter, if they had been living in America they would not have been sentenced to jail in Bavaria for insulting German officers.

Far be it from The Journal to suggest to anybody to expatriate themselves from America, but it remains the fact that if our rich Americans so love the skies and customs "abwoahd" as to live there ten years, they ought to renounce the United States and become citizens of the land of their adoption. If all followed such a course, it would greatly add to the harmonies of all national life and save state departments and foreign secretaries many annoyances.

Doubtless this mother and daughter are spending abroad substance created by the toil of workers and producers in America. They are probably idlers, wasters, destroyers and absorbers and drones who render no service to mankind, but are leaners and parasites on the toil of those who work.

Their preference for foreign life is proof of their failure to understand what American institutions mean and their residence for years abroad evidence of their disloyalty to the United States.

To them, the American flag is a convenient device for use when they are sentenced to jail in Bavaria.

LIBERTY BELL

IN CONNECTION with the transportation of the Liberty Bell from Philadelphia to the Panama exposition this summer a novel proposal has been made by the National Highways Association to carry the bell to San Francisco and back to Philadelphia on a motor truck without expense to the Philadelphia authorities, and under a bond that the American Ark of the Covenant should sustain no damage.

While it is not probable that the offer will be accepted, it must be acknowledged that there is considerable merit to it.

The bell is the heritage of the entire nation, and the privilege of seeing it should be given to the greatest number possible. If transported by rail only a limited few will be gratified, but if taken by motor truck over the leading highways it would pass through 1200 cities, towns and villages and be seen by 34,000,000 people.

What a triumphal procession it would be and what a wave of patriotism it would set in motion.

It is not at all an impractical scheme, and it might involve less of jar and danger to the bell than railway transportation.

This fact is claimed by the proponents of the plan, who cite as an authority Alexander E. Outerbridge, professor of metalurgy at the Franklin Institute, who states that transportation over the road by motor truck will be much safer for the bell than by railroad.

It is also represented that the road conditions throughout the entire proposed route are either excellent, good or fair, and that the risk of collision involved in railway transportation is absolutely eliminated. It is proposed to support the bell on a double three joint spring suspension to prevent jarring of any kind.

A Mississippi woman sued her surgeon for $30,000 because two years ago he forgot to remove a drainage tube and packing from her hip after an operation. But a judge dismissed her suit, ruling that the doctor was blameless. Perhaps the woman was lucky in not having judgment rendered against her for failure to return the surgeon's property.

"Our country can settle no question of human liberty," says Governor Philipp of Wisconsin. It couldn't even help it such reactionaries as the Wisconsin executive had their way about it.

"We got Bowlby," says the president of the Consolidated Contract company. But there seems to be some difficulty in getting $60,000 for extras from Columbia county. Something has gone wrong with the skids.

If all those who bought blue pencils in behalf of the Larch mountain trail will only use them in editing their conversation and correspondence, Portland will be a peaceful city for the next three months.

Mr. Taft is one of the promoters of a new world peace movement. That may condemn him with some of his admirers, who say men that talk about world peace are "visionaries" of the Bryan type.

The International Congress on Navigation has indefinitely postponed its scheduled meeting at Stockholm, Sweden, this year. The delegates may fear there will be no ships to navigate.

It's time to quit worrying about the city election and to join in making the Rose Festival everything it should be.

Dr. Jordan does not predict when the war will end, but in his opinion it is to be a draw.

HOW A SUBMARINE IS MANEUVERED

From the Seven Seas.

AN examination and study of the many types of submarines leads to the consideration immediately of their three most important features, their diving abilities, method of propulsion, and the life on board these deadly little vessels. To put a submarine into readiness for diving it is necessary to establish an approximate equality between the gross tonnage of the vessel itself and the weight of the water displaced when the boat is completely submerged. This is accomplished by the admission of water into the water-tight compartments especially called "ballast." The filling of these compartments must necessarily be a very rapid operation in order to permit the submarine to dive instantaneously in case of danger.

The moment the ballasts begin to fill the submarine dives. It is sufficient for the vessel to dive about 20 yards for it to pass comfortably beneath a large ship of any class. For assurance of perfect security and safety the dimensions of the ballasts through which water is shipped are calculated to enable the vessel to successfully resist exterior pressure and navigate in entire safety at a depth of from 50 to 75 yards.

All modern submarines employ horizontal fins for plunging; these are usually placed symmetrically upon each side of the vessel. Experience has demonstrated that it is advisable to equip submarines with three sets of fins placed at different points of the body of the vessel; in the bow, in the stern and amidships. The main purpose served by these fins is to guide and steer the submarine in its verticle course, that is to say, in descending or rising, exactly as a vertical governor steers and governs a moving body or ship of any character in a horizontal sense or, so to speak, in the sense of direction.

* *

The steering gear of a submarine must be handled with extreme precision in diving, while in traveling on an even keel, more freedom of leeway is permissible. In holding a course, the pilot confines himself solely to maintaining the axis of the vessel in a particular direction. It is sufficient to rectify from time to time the tendency of the vessel to fall off a point to the right or to the left. In diving, the natural incline toward the horizontal of the axis of the vessel plays a very important role, but in addition to this fact, it is necessary to maintain extreme watchfulness in reference to the relation of the vessel in depth from the surface as well as to avoid the gradual and continued downward plunge—in short, care must be taken to keep at a mean depth just sufficient to permit the periscope to project above the surface sufficiently for necessary observation. The submarine, unlike the airship and aeroplane, is subject to the sharpest limitations owing to this necessity of having to measure its depth to within a few yards more or less.

A most important requirement in a submarine underway is the ability to guide it in plunging or diving. It is of course impossible to see under water. The eyes of the submarine are its periscope, sometimes called an optical tube, of which the extreme top is usually maintained at a position on a level with the surface of the water. The modern practical periscope dates no farther back than 15 years. It must be long enough to enable the submarine to be submerged to a depth sufficiently low to avoid creating ripples or waves upon the surface, and also so that the blanket of water which covers the submarine is sufficiently deep to counteract the force of any projectile as well as the impact of the seas in rough weather. Periscopes of modern submarines are often 15 feet or more in height. The diameter of the periscope, which is very limited, creates but little wake, and this wake is scarcely visible. It offers a very poor target and makes gun practice of the most expert range-finders a very unsatisfactory pastime. A periscope must of necessity be equipped with two series of reflectors of 45 degrees, one situated at the top and the other at the bottom and a system of lenses sufficiently complex similar to astronomical lenses.

* *

All modern periscopes are so constructed that they can be extended or contracted and in fact entirely masked at will by the commander who, with his eye glued to the lower extreme, can inspect the horizon by turning the periscope in every direction. As more than one periscope on a submarine has been found impractical, the commander is under necessity of watching both the periscope and the interior of his ship. Unlike other naval vessels, the submarine has but one commanding officer; his successes and his mistakes are his alone. He is under the necessity of seeing everything, anticipating everything, ordering everything, commanding the direction and course of his vessel, the depth of his dive, the aim of his torpedoes and the firing at the opportune moment. The commander of a submarine is burdened with the heaviest and most difficult task of any officer on any kind of warship.

* *

Arrangements are made in almost all modern submarines so that when the vessel is using the oil engines for running on the surface, the electricity for use when submerged is being made by a dynamo and stored in batteries. From this it will be seen that there are really three separate engines in a submarine: (1) the oil or petrol motor, which drives the vessel when on the surface, and, at the same time, by a suitable arrangement of gearings, operates a dynamo; (2) which makes the electric current for storage, and (3) an electric engine which drives the vessel when submerged, obtaining the necessary power from the batteries.

There are also numerous small engines to add to the complexity of the machinery, such as the air compressors used for charging the torpedo tubes with compressed air, for expelling the torpedoes and for other purposes, and electric motors for operating the pumps, steering mechanism and periscopes. In addition to all this, hand mechanism is provided for use in case of a breakdown to operate most of these important appliances. Then again there is, of course, the armament mechanism for working the torpedo tubes and semi-automatic quick firing guns.

A FEW SMILES

"Lady," said Plodding Pete, "dat dog of yours come mighty near biting me."

"Well," replied the matter-of-fact woman, "Caesar is getting old an' kind of careless. Every once in a while he misses somebody."

Jeweler (to new boy)—Did you sell anything while I was out, Johnny?

New boy—Yes, sir, I sold six plain gold rings.

Jeweler (very much pleased)—Good, my boy. We'll make a first class jeweler of you one of these days. You got the regular price, of course?

New Boy—Oh, yes, sir; the price was marked on the inside, 18c., an' the gentleman took all there was left, sir.

A San Francisco clergyman recently at the close of his sermon announced that in the course of the week he expected to go on a mission to the heathen. One of the parishioners exclaimed: "Why my dear doctor, you have never told us one word of this before. It leaves us unprepared. What shall we do?"

"Brother," said the minister solemnly, "I shall not leave town."

Letters From the People

(Communications sent to The Journal for publication in this department should be written on only one side of the paper. Should not exceed 300 words in length and must be accompanied by the name and address of the sender. If the writer does not desire to have the name published, he should so state.)

"Discussion is the greatest of all reformers. It rationalizes everything it touches. It robs principles of all false sanctity and throws them back on their reasonableness. If they have no reasonableness, it ruthlessly crushes them out of existence and sets up its own conclusions in their stead."—Woodrow Wilson.

The "Leader" Repudiated.

Portland, June 1.—To the Editor of The Journal—A recent interview in The Journal wherein John Pulos is quoted as expressing the sorrow of Portland Greeks at the illness of King Constantine would give the impression that Mr. Pulos is the leading Greek of the city. As an American citizen, although Greek by birth, I wish to say that Portland Greeks as a whole acknowledge no one than as a leader among them, but, having acquired the viewpoint of American democracy, feel that the status of each is the same. Mr. Pulos is no more leader of the Greeks in Portland that the man in the moon.

Talking about the king of Greece, I certainly agree with some of the things Mr. Pulos says, however. We all realize his condition and feel sorry for him and for Greece, especially at the present time, when almost the whole of Europe is in arms. Greece certainly needs such a great strategist as Constantine in case of war, as we all know he is always ready, glad and willing to help his country, and to make it bigger, better and stronger, like it was a few hundred years ago when the great Constantine Paleologos was on the throne at Constantinople. We all know who he was and why his name is remembered and will continue to be remembered forever.

E. K.

School Concerts.

Portland, June 3.—To the Editor of The Journal—It seems to many a very strange and unreasonable custom among the schools that when concerts are being given by the children themselves, the pupils attending have to pay an entrance fee to hear them. One would think it was sufficient for the parents to be paying taxes for school purposes to cover all such entertainments given by the children. For parents and outsiders it may be all right, but to tax the children from 5 to 10 cents is out of all reason. One would think it was sufficient for them to put in their time preparing for such entertainments, which in a measure take the place of the regular school instruction. Of course, the children may enjoy such things outside the regular routine, but why should they have to pay for it? They often have to go to the expense of extra apparel for the occasion; besides, one would think it would be better to teach economy. Many a parent has to make a denial for means to meet such purposes. Besides, who gets the money?

I have no doubt that many a child is debarred from hearing them because the parents cannot spare the money. They should be free to all pupils.

Again, how is it that the children have to pay for garden seeds, and why is it that the state does not furnish them free to the schools? If the gardens are a state provision, then let the children have the seed free.

INQUIRER.

The Workingmen's Club.

Portland, May 29.—To the Editor of The Journal—Perhaps a great many of our citizens might feel interested in knowing something of what has been done by the Working Men's club, at 271 Front street. Since it has been started we have served 125,000 substantial nickel meals, of which about 5000 have been given gratuitously to those in absolute want. We have in connection with the club a free employment office, where every assistance is given to help men to find work, and we are always glad to do our best to supply efficient workmen to those employers of labor who may apply to us. The large floating population which we had with us during the winter has mostly drifted away, and those to whom we now cater are chiefly city working men anxiously looking for jobs, and to whom work is preferable to charity.

Free telephone (Main 8440) and stationery are supplied to all who wish to answer advertisements or to write personal letters.

The founder of the club having decided to keep it open during the summer months, we start on June 1 what we may term our summer campaign, during which we hope to put forth renewed efforts to endeavor to solve the problem of the unemployed and the high cost of living to the working man.

The only assistance we ask from the public is that they will give us as far as possible, a chance to find work for those deserving cases which we have always on our hands, and which we consider it at once our duty and our privilege to help.

What we have so far been enabled to accomplish has been rendered possible by the unostentatious generosity of one of our foremost and most public spirited citizens.

CAPT. J. G. M'CLELLAND, Manager.

Street Improvement Penalties.

Vancouver, Wash., June 3.—To the Editor of The Journal—That the present system of city of Vancouver street improvements, including the 10 year installment plan, is manifestly unfair and unjust to the taxpayer in more reasons than one, I will try to show. In the first instance, the taxpayer has no voice in the matter. See section 26, page 16, Charter of the City of Vancouver, which states that six councilmen may ignore any protest and proceed with the improvement, thus nullifying any wish or protest of the taxpayers. In addition to the extravagant assessments, there is added to the same 7 per cent interest, which is double what it should be, and if a property holder is unable to pay assessments when due, a penalty of 5 per cent is also attached to the interest. Should he not be able to pay either, then in that case his home is sold and the former owner is in the street. Again, the property owner, as herein before shown, having had no voice really in the matter and not having received any money from the bondholder, is nevertheless compelled to pay interest on the total amount of assessments levied against his property, together with the penalty, (perhaps for being poor) for a continuous period covering the 10 years. Why pay interest on something one has never received, and never having signed any note or contract obligating him to do so?

But in answer to the oft repeated question, What can the public do about it? I answer as follows: All cities to do their own street improvements, of course, and provide work for their unemployed at a good wage. Vote for and elect men who are pledged to issue none but non-interest bearing bonds, for the good and sufficient reason that the city already by law holds a lien on all property within the city for street improvements, and also especially for the reason that interest on money loaned, which is not the fact in street improvements, is simply getting something for nothing, and, rendered into plain English, is stealing.

The simple fact that a street improvement is generally a benefit to one, compels us to admit that, like electric lights and the interstate bridge, it must in like manner be a benefit to all, and from this assertion I think there can be no possible escape. Then why not, in the name of justice, levy an equal tax on all city owned property to pay for any and all streets improved within the city limits? Why not? Civic pride demands that all residents of any city should be interested in its welfare. Then let us all work and vote only for men interested in the city and its citizens, and not elect to office any one known or suspected of favoring the ubiquitous contractor or the parasitical bondholder.

H. D. BURROWS.

The Small Grocers' Attitude.

Portland, June 5.—To the Editor of The Journal—In a recent issue of The Journal you quote J. W. Caldwell, vice president of the Retail Grocers' association, as saying, "Any impression that the small grocers are opposing a Sunday closing ordinance is erroneous." In saying this, Mr. Caldwell may be speaking for the members of the association he represents, but not for the owners of the smaller places, who do not "belong," and who are very much opposed to the measure, as shown by the fight they put up to invoke the referendum, and who feel they are being discriminated against.

Furthermore, if these small stores were not a convenience and a necessity to the community in which they are located they would close on Sunday for lack of patronage.

The fact is that the small grocers are strongly opposed to the measure, and feel that it is but a plan of the larger concerns to legislate them out of business.

A. SOHRE.

Landlord Didn't Wish to Pry.

"Well—haw! haw!—" cachinnated the fun loving landlord of the tavern at Polkville, Ark. "I don't want to git personal, nor noth'n' of that kind, but that's shore some name you've got—Slumgullion!"

"Maybe you don't like it?" snarled the new arrival, who was evidently of a peevish disposition.

"Oh, yes; I like it all right. If a gent wants to travel under a nux vomica, I've got no objections."

PERTINENT COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Misfit kisses are the kind women hand to women.

* *

All of us have a weak point, but it never is what we admit it to be.

* *

A man's idea of heaven is a place where his wife's folks won't bother him.

* *

A woman's idea of heaven is a place where she won't have to wear tight clothes or wash dishes.

* *

Every man gets the idea into his head that he ought to eat a little brain food occasionally—but he can't explain why.

* *

This is a strenuous old world at best, but the other side of it seems to be a little more strenuous than usual this spring.

* *

It would be a good plan for the legislature to tax bachelors enough to raise a fund with which to buy ice cream for old maids.

* *

A woman is always telling other women her husband says she works too hard—but it's doughnuts to fudge he never says anything of the kind.

* *

When a place decides to have a city manager the people should select some man who has raised a family of daughters to marriageable age without going in debt.

* *

We like the suggestion to have a "pay-your-debts day," but before we can participate it will be necessary for us to have a borrow-the-money-to-pay-them-with day.

* *

It is sometimes the case that a fellow has a poor little wife who is so timid that she can return home from the club and tell her husband what some of the other women said.

OREGON SIDELIGHTS

Due to more efficient dog tax collecting, Pendleton's records in this line have been broken this year, with an income of $402.50.

* *

Hillsboro Argus: Portland's Rose Festival begins next week—and the Rose City will be the mecca of many lovers of the beautiful. May rains, however, have raised havoc with our roses—but there are millions left.

* *

The McMinnville News Reporter tells what can be done with the gooseberry. It says: "One of the heaviest yields in the vicinity is that at McKinley orchards in Polk county, over 14,000 pounds of fruit from 1¼ acres."

* *

The board of trust of Columbia college, at Milton, last week met a delegation from the city council, library board, and citizens in reference to the donation of a site on the college campus for the proposed Carnegie library. The college board offered a site and it is expected the library board will accept it.

* *

Woodburn Independent: Prominent tourists come to Portland, are feted, shown the city, showered with roses, are loud in their praise of one of the most beautiful cities of the world, and pass on. A colonist wanders this way, is impressed with the great possibilities of Oregon, is not feted, but buys a farm and helps in the real development of the state.

* *

"Without thanking the European war," says the Grants Pass Courier, "it can truthfully be said that things are looking up in southern Oregon. Two new sawmills are getting into the game, 30 boats are putting their nets into the water every day and shipping salmon to the markets of the state, irrigation projects are blooming, and Old Man Progress seems really to be getting on the job."

WARNING AGAINST FOOL'S PARADISE

By John M. Oskison.

Two estimates—one by the secretary of commerce and the other by a prominent banker—agree that at the end of 1915 we shall have sold to Europe during the year more than we bought. The excess will be somewhere between one billion dollars and a half as much again.

Something like 170 million dollars usually spent by tourists in Europe will, this year, remain at home.

Already the bond market is showing up the great supplies of capital available for investment in America—in one week was announced the completion of the sale of 100 millions of New York Central bonds and 40 millions of B. & O. notes. And a dozen other smaller issues of new bonds are being offered.

The stock market is still making records of heavy transactions, whether due to real buying or manipulation and speculation. "War orders" are making the market in certain manufacturing companies' stocks a sort of Fourth of July celebration.

The present and the near future look rosy—no doubt about it! But there looms a more distant future, and real investors must consider it. In the words of the banker I mentioned, "we in America are living in a fool's paradise." Let this be made clear, again in the banker's words:

"That year, undoubtedly, sooner or later will find its aftermath in this country; in what way is problematical, and it therefore behooves us not to be overconfident as to the ultimate benefits of the advantageous position we are now holding.

"It stands to reason that such a wanton destruction of wealth will have its effect even in the remotest corners of the earth."

Probably one effect will be a cutting of wages in Europe when the war ends, so that manufactured goods may be sold at a cost lower than ever before. This will mean shutting American goods out of the world markets, and a contraction of the business of such of our companies as have benefited most by war orders.

For the average investor, the long look ahead may save losses in buying certain securities that the present boom has raised to prominence.

INDEX OF ADVANCING TIDE OF PROSPERITY

From the Philadelphia Ledger.

Frank J. Semple, vice president of the Simmons Hardware company, predicts that the United States will enjoy an era of prosperity such as it has never seen by next spring, and asserts that President Wilson should be congratulated by the country for his attitude against war.

Mr. Semple was the guest of the Jovian league yesterday at its weekly luncheon at the Hotel Adelphia, and in a pithy address on "Business Prospects" asserted that after July 1 business would materially improve and thereafter increase until a wave of prosperity was here.

This optimistic forecast of business prospects, Mr. Semple took pains to explain, was not a mere expression of opinion. He said it was the result of hard and fast facts contained in reports received from every county in every state in the country. These reports came from the more than 500 salesmen employed by the company.

OREGON THE OREGON COUNTRY

"IN EARLY DAYS"

By Fred Lockley, Special Staff Writer of The Journal.

Charles Henry Ralston lives at Lebanon. The city of Lebanon is located on his father's donation land claim.

"My father, Jeremiah Ralston, was born near Nashville, Tenn., in 1798," said Mr. Ralston when I visited him in Lebanon recently. "Father moved to Ohio when he was 8 years old. In the early twenties he married Margaret McKnight in Indiana. His wife died, leaving him with a family of eight children. He married Jemima Ashbaugh, who was born in Ohio. She was my mother and she bore my father eight children. I am the fifth child of my father's second wife.

"Not all of my father's first children came to Oregon with him. When they started for Oregon from Burlington, Iowa, in the spring of 1847, William, Joseph, Jane and Jeremiah junior of the first family and Sarah and Eliza of the second family were with them. I came the last part of the way with them, as I was born at Ash Hollow, which I think is in Wyoming. They drove out from the road and waited a few hours while I was being born.

"Captain Lampson was in charge of our train, which consisted of 104 wagons. There was only one death on the way across the plains, and that was by drowning.

"Father left the family on the Molalla while he came down the valley to look for a place. He chose for his claim the land upon which Lebanon is now located. He took this place because it was late in the season and there was a good log cabin which had been built by Tom Morgan and William Hawke. He traded them a wagon and two yoke of oxen for their improvements and we moved on this place in the fall of 1847.

"My father was a good hand with stock and on a farm. He started across the plains with 20 yoke of oxen and he reached Oregon with the same 20 yoke in good condition. Of course he could have taken up land anywhere when we came, and the only reason he gave the two yoke of oxen and the wagon for this place was on account of the cabin and some fencing, which meant he could move the family under shelter and not have to build a house so late in the year.

"Morgan Kees and William Gore, who had come into that neighborhood the year before, were our nearest neighbors. Among our neighbors who were already there or who settled there prior to 1850 were the following families: Ketchum, Driggs, Grimes, Klum, Cheadle, Hill, Parrish, Gallagher, Watking, Miller, Bentley, Starr, Bell, Saltmarsh, Smith, Wheeler, Sloan Bland, Cottle, Claypool, Suttle, Moise, Knox, Clymer, Pressley, George, Nickerson, Marks, Lambert, Ballard, Bishop, Johnson, Denny, Gilmore, Crawford, McKnight, Baltimore, Hardman, Cooper, Pennington, Coyle, Angel, Usher, Carroll, Sumner, Nye, Morris, Griggs, Lee, Simons and others that escape my memory just now.

"My father and my oldest brother, William, who was 25 years old at the time, started a store on father's claim in 1850. They hauled their supplies from Oregon City, where they purchased them from the Hudson Bay store. Later they secured their supplies at Portland. They hauled them by team at first; later they came part way by boat on the Willamette. The store was a great convenience to the settlers, miners, stockmen and emigrants passing down the valley. A man named Marsh started a nursery near father's place. In his spare time he bored out trees for wooden pumps. He came from near Dayton, Ohio, and as father had lived in Ohio they became good friends. When it came to choosing a name for the townsite father started, Marsh said: 'Call it after my old home town in Ohio, Lebanon.' The name suited father, so he called the prospective town Lebanon.

"The first school to be taught here was held in a log house built for a union church.

"In the fall of 1848 my two brothers, William and Joseph, went to the newly discovered gold mines in California. They brought back $4000 in gold dust. In 1849 they went down again and brought a little over $8000 in money and dust. In 1851, '52 and '53 father extended credit at his store to most of the new emigrants who settled around here. He carried some of them several years, but he lost very little. My brother Joseph enlisted and served in the Cayuse war in 1848, and Jeremiah Ralston Jr., served in the Yakima Indian war.

"The heaviest immigration was in 1852; after that families came in by ones and twos, not by dozens and scores as they did in 1853. In the fifties every settler knew every other settler in the whole country.

"I started to school in the winter of '53-'54 when I was 6 years old. That was a year of great activity along educational lines. The Methodists incorporated Santiam academy here at Lebanon. It was built by public subscription. Father gave the south half of the 10 acre tract they requested and Morgan Kees gave the north five acres. This same year the Portland academy and Female seminary was incorporated at Portland and the Corvallis academy at Corvallis. The Presbyterians, not to be outdone, incorporated the Union academy at Union Point. The Congregationalists incorporated Tualatin academy and Pacific university at Forest Grove, and the citizens of Polk county incorporated Rickreall academy on Lovelady's farm in Polk county.

"The legislature also changed the name of Marysville to Corvallis and changed Albany to Takamah. The first change stuck, but the latter did not. They also changed the name of Rogue river to Gold river, but no one would call it by its new name. Though the Santiam academy was built by public subscription, it was turned over to the Methodists, who promised to furnish Methodist ministers as teachers.

"A year or so ago the 10 acre grounds were turned over to the public school on a 99 year lease. A beautiful new school house has been erected and when the lease is up I presume it will be made perpetual."

Portland Roses.

By Felix O'Neill.

Portland roses, from the earth,
Springing up a smiling face
To the sun that gave them birth,
In their chosen dwelling place.

"Portland roses everywhere,"
Lily white and rainbow hue,
Giving fragrance to the air,
Gathering crystals from the dew.

Portland roses, flower queen,
Sweetest bloom of summer time,
All the year they may be seen,
Blooming in this balmy clime.

Portland roses, let me dwell
Mid the beauty where they grow,
By the river's gentle swell,
And the mountain peaks of snow.

Portland roses, dear to me,
Let me hold them in my hand,
Let me press my lips to thee,
Dearest flower of the land.

—Portland, June 3.