THE JOURNAL

AN INDEPENDENT NEWSPAPER

C. S. JACKSON.....Publisher

Published every day, afternoon and morning (except Sunday afternoon), 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 (MORNING OR AFTERNOON)
One year.....$5.00 | One month.....$ .50

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

DAILY (MORNING OR AFTERNOON) AND SUNDAY
One year.....$7.50 | One month.....$ .65

America asks nothing for herself but what she has a right to ask for humanity itself.
WOODROW WILSON.

The man who consecrates his hours by vigorous effort, and an honest aim, at once he draws the sting of life and death; he walks with nature; and her paths are peace.—Young.

WITH CLEAN HANDS

PROPOSALS by the governor of Oregon to divide with the railroad the surplus over $2.50 per acre from sale of the timber and lands in the railroad grant will create prejudice against Oregon in congress.

It will give congress the impression that Oregon is railroad controlled. It will tend to destroy the confidence of congress in Oregon administration. It will give congress the idea that if Oregon authority be entrusted to any extent with the disposition of the grant, the lands will be bestowed in large part on the railroad or be otherwise frittered away on selfish interests.

Oregon already has a black eye at Washington respecting the grant lands. The Oregon legislature with its "midnight resolution" tried to influence the supreme court to decide the then pending grant land case in favor of the railroad. That kind of a resolution, after the great land frauds and land fraud trials in this state in which Oregon politicians high and low were tried, convicted and sent to prison, was enough to break the back of any state so far as reputation abroad is concerned.

On the heels of the land fraud trials came the discovery of the violation of every term of the grant act by the railroad, the order by congress for forfeiture proceedings to be brought for restoring the lands to the public domain, and the decision by the supreme court, in which the railroad's right in the lands is fixed at $2.50 per acre.

Not only did the supreme court make such a finding and open the way for congress to make disposition of the surplus in the lands over the $2.50, but it went further and plainly intimated that where grant lands have been sold at more than $2.50 per acre suits could be brought to recover the amount over $2.50 an acre so paid for the lands.

With the court thus holding that a suit can be maintained to recover from the railroad the excess of $2.50 per acre which buyers have paid for grant lands, how can the governor of this state insist that the railroad should be given $2.50 per acre and be given in addition a part of the surplus from sale of the timber and the lands?

After reading the decision of the supreme court, what will congress say about Governor Withycombe's proposed grand free gift of several millions from sale of timber and lands to the company that a court has practically convicted of fraudulent disposition of the lands? Unless we in Oregon go to congress with clean hands and with purpose to safeguard the public interest, how can we expect action by which something can be had from the grant lands for building up the irreducible school fund of the state?

It is not too late for the governor to repair his foolish blunder. He should withdraw his absurd proposal and stand up for the interests of the people, which every governor ought to do.

PELLAGRA

AN EXPERIMENT which has just been performed on a farm belonging to the Mississippi penitentiary seems to prove that the dreadful disease pellagra is caused by too much Indian corn in the daily food. Pellagra has not until recent years been very common in the United States. Its chosen home was Italy. But it is now spreading here. We have had 50,000 cases of it in the current year and may expect more next year unless it is checked. The Italian peasants and slum dwellers who chiefly suffer from pellagra eat quantities of corn meal, often in a state of partial decay. It has long been suspected that their disease resulted from their food but it was not demonstrated, while many other possible causes were at hand, such as overwork, miserable housing and hardship.

At the prison farm in Mississippi a number of convicts were selected for experiment and fed upon a corn diet with rice, cabbage and sweet potatoes for variety. In about five months they showed symptoms of pellagra. During this interval another group of prisoners were kept under the same conditions except that they had meat and wheat bread to eat. They remained free from the disease. The conclusion seems unavoidable, therefore, that there is a connection between pellagra and a corn diet. It is noticeable, however, that all the articles of food provided for the vegetarian group of prisoners were starchy and contained but little protein. It might turn out that the pellagra which ensued was caused, not by anything particularly harmful in corn, but by an excess of starchy matter.

It would be interesting to see the results of a corn diet supplemented by plenty of protein foods such as beans and nuts. We suspect there would be no more pellagra from it today than there was among our New England ancestors who lived on that kind of food. An insufficient diet of any sort may be expected to make trouble.

THE RESERVE BANKS

FEW measures pertaining to public finance have ever justified themselves so completely as the establishment of the federal reserve banks. Before their day our monetary and banking system was said by observers to be the worst in the world. In good times we had too much money, in bad times too little. There was no provision for distributing funds. Money piled up where it was not wanted and refused to move to points where the demand was pressing. Upon the faintest whisper of a coming panic the banks locked up their funds and hastened the evil which they sought to forestall. Just before the federal reserve banks began to operate the course of foreign exchange ran heavily against the United States and gold was leaving the country.

In these matters there has been a total change. Gold has flowed this way so fast that our financiers are at a loss what to do with it. Foreign exchange has swung round in our favor and our investment market stands better than at any time in years. Not all these good things can be accredited to the federal reserve banks but a large part of them can. The new system laid a solid foundation for healthy finance, and the consequences which have followed were in many particulars predicted by its authors. The European war has intensified results which would have come about in any case to some [illegible] at least. The United States [illegible] wealthiest country in the world and with a sound banking and monetary system it must in the end have become the world's financial center, war or no war.

THE COLLECTOR'S SPEECH

FRIDAY Thomas C. Burke, collector of customs of this port, made a speech before the Portland Realty board on the common point rate. Mr. Burke as an individual has, of course, the right to his opinion and to express it on any subject, but the collector of customs of this district should, at least, be certain of his statements, their application and the deductions to be drawn therefrom before he announces to the world the decadence of Portland and its business, for in other countries and with rival commercial cities the statements made by the collector of customs will be quoted as the word of an official, if not an official utterance.

The Portland Realty board had just passed resolutions favoring parity of rates between Puget sound ports and Astoria, saving to Portland whatever rights she has based on natural advantages. In this we understand Judge Burke concurs. It is the position which was first taken by The Journal and for which it has unflinchingly stood, and it is the position held, it is believed, by the vast majority of the people of this city. This resolution had not been presented to the Chamber of Commerce for action, yet based on this resolution Judge Burke took occasion to prepare and deliver a speech containing not one word in behalf of the city of which he is at present a resident, but much in derogation thereof.

He referred to the aggressiveness of Seattle in holding the north bank of the Columbia under the customs district of Washington. His remarks will not tend to get it in the district in which it naturally belongs, nor can we imagine in any other city on this coast a collector of customs making such an unwarranted speech.

The collector failed to explain that the extension of the Puget sound customs district so as to include the north bank of the Columbia gives the sound a large advantage in port statistics. Nor did he explain that the sound gets credit on foreign account for its large business with British Columbia while the Columbia gets no corresponding place in statistics for the large business done with the state of Washington, because the latter is domestic commerce.

The result of the statements coming from such a source led quite naturally to Senator Lane's remark as to the effect such facts—if they be facts—will have on future appropriations for improvement at the mouth of the river and above. It was but last year that a committee from the Chamber of Commerce was sent to Washington to aid Senator Lane in securing appropriation for improvement at the mouth of the Columbia river. At that time it was the expressed opinion of every commercial body from Astoria to Lewiston that the one thing needed above all others was a large properly constructed deep sea dredge. This movement had the unqualified support of Colonel C. H. McKinstry, district engineer. In the statement made supporting the request it was stated without qualification that the foreign commerce of the Columbia river was constantly increasing, and figures taken from official records substantiated it, and it was pointed out in 1913 this commerce through Portland had amounted to $16,834,624, these being the last available figures. The reason why a greater proportion of the traffic did not seek the Columbia was frankly stated and it was not the common point rate question. There will be time later to discuss figures and the commerce of the city of Portland. The Journal at this time simply desires to point out that this unnecessary minimizing of Portland and its commerce is doing harm and not good, and is not justified by the facts. That the Columbia river will fight for its rights goes without saying. It has always had to do this and always will. That it will win if we stand together and get the benefit of natural advantages of all its ports from Astoria eastward is sure. That Astoria, Vancouver, The Dalles and every other place will have the aid of the river in every effort for their upbuilding is certain.

But these ends will be easier to attain if Portland be attacked less by its own citizens.

THE GRAND GIFT SCHEME

THE Oregonian says The Journal's statement that Governor Withycombe, in addition to the railroad's right to $2.50 an acre, proposed to give the company an equal division of the surplus from sale of the land and timber is a "lie."

Is it? Here is the Oregonian's own words about the governor's grand gift proposal to the railroad, taken from its own report of the Salem proceedings:

During the conference today but one definite plan for solving the grant question was submitted. This was by Governor Withycombe, who suggested in brief that the lands be sold at their market value, and the surplus above the railroad's equity be DIVIDED BETWEEN THE STATE AND THE RAILROAD.

Thus, the Oregonian's attempt to defend the Withycombe proposal by calling The Journal names is discredited by that paper's own report of the proceedings.

For 40 years the Oregonian has been covering the tracks of those who frittered away the public domain, and it is still at it.

It stood by and, without a protest, saw the swamp lands stolen, saw the tide lands sequestered, saw the school lands squandered, saw the timber lands absorbed, saw the great public domain reduced to a mere remnant. It looked serenely on while land pirates and timber buccaneers and exploiters of all kinds raided and looted the public domain.

If there had been a Journal in those days to expose the crookedness, to turn the searchlight on the crooks and to protest against the incompetency and chicanery of public officials, the public would never have been robbed.

But there was only the Oregonian and if not sometimes in actual cahoots with the gang, it aided the operations by silence, just as it is now abetting the grand gift scheme of millions to the railroad.

COURTING PARLORS

THE new project which the Rev. Frank J. Van Horn of Oakland has undertaken is likely to be more laughed at than praised, but there is a serious side to it. This kind-hearted minister has decided to open a number of "courting parlors" in his church. In these secluded nooks it is supposed that his church members, and perhaps outsiders, can quietly and unostentatiously perform those sacred ceremonies which form the traditional preliminaries to matrimony. Mr. Van Horn is the first person on earth, as far as we are aware, who has been wise enough to admit that courting is a weighty factor in human life, and provide adequate public accommodations for it.

It is one of the hardships of the city poor that their young people must carry on their love affairs without seemly privacy. In a tenement of two rooms with a family of seven or eight there is little opportunity for a loving couple to withdraw into cosy retreats apart from the rest of the world. If they are resolved to bill and coo they must perform the sweet rites with the family and the lodgers looking merrily on. Some couples prefer the street to this sort of domestic privacy. Others betake themselves to the public parks and excite the envious admiration of wanderers by their endearments on the benches. But of late the police object to such demonstrations in the parks on the ground that they are immoral.

It is pleasant to remark that this sort of immorality does not shock the Rev. Mr. Van Horn. If he provides in his church parlors an opportunity for young people to form those acquaintaneeships which lead on to love, marriage and happy family life he will do a substantial service to his city.

TOYS AND OTHER THINGS

W. L. Chenery in Chicago Herald.

THIS is the story of the toy balloon, the goloshes and of the rubber tire. The raincoat also plays its part and there are many minor characters who need not now be named.

It is not a record of the strange adventures of the balloon and the goloshes and their companions. Rather it is the history of the unforeseen perils of the boys and girls and women and men whose hands fashioned these amusing and useful articles of commerce. In its way, too, it is the narrative of pioneering in the borderland, where science and industry meet and where men have not learned the ways of safety.

A woman made the discoveries and the story is hers. She is Miss Alice Hamilton, M. D., sometimes of Chicago. For many months, perhaps years, Miss Hamilton has been trailing about the country studying the fabrication of balloons and raincoats, of toys and tires and the almost myriad other objects which are evolved from rubber. She has learned things which no one else knew. In so doing she has blazed a path by which the terrors of industrial poisons may be escaped.

• •

The making of rubber is still in the experimental stage. Chemists are constantly trying new substances and there is a wide difference of opinion about the correct methods of manufacture. The chemists and their employers, however, are concerned about economical processes. That is their business. Miss Hamilton, as a representative of the federal department of labor, devoted herself to a consideration of the effect upon the workers of the industrial poisons used.

She has not produced a muckraker's volume. The general conditions in the rubber industry are excellent, she says. Large, new, well-built factories, with ample natural ventilation, are the rule. In some places no expense has been spared to make the workrooms sanitary, comfortable and attractive. Women have seats when work permits their use. Rest rooms are common. Physicians and sometimes nurses are regularly hired by many of the plants. Some have first aid rooms and some hospitals.

"Yet in these very factories the really dangerous, poisonous substances are handled with a carelessness that is amazing." In some cases the poisons constitute a fire risk. Then great care is given to the protection of the building. But the health and life of the workers is not safeguarded. Ignorance seems to be the explanation.

• •

Aniline oil is one of the chemical poisons which menace the rubber workers. Since the war cut off the German exports the oil is being made at Akron, Ohio. The fumes are poisonous and the victims are known as "blue boys" and "blue men" on account of the change in color which is a symptom of the disease.

The poison sometimes acts very quickly. A foreign workman, who, as it happened, was an habitual drinker, was told to fil a drum with aniline oil. While doing so he lost consciousness. Miss Hamilton says that it is not easy to learn the truth about aniline poisoning because the manufacturing processes are treasured as trade secrets. At one factory which had stopped using the substance, however, the foreman was very frank.

Another workman at Akron spilt a can of aniline on his clothes. He did not know what it was. The odor was pleasantly aromatic, and he continued at work. After two hours he became ill and soon lost consciousness. For nine hours he was in a state of coma. But most of the companies, it is said, are now attempting to protect the workers against this disease.

• •

Petroleum products are also used in the rubber industry. The workmen who suffer from the effects of the poison are said by their companions to be on a "naphtha jag." Like other jag producers, naphtha causes unconsciousness in severe cases. Under the milder attacks "girls are said to grow very talkative and foolish and laugh a great deal; men are said to be easily provoked to anger, and unreasonable."

The ordinary effects are much less picturesque. Headaches, listlessness and general weakness are the penalties paid by the workers.

Much more serious at times is the carbon disulphide intoxication. A tire splicer worked at his trade for years before his foreman or anyone else in the factory knew of the danger. Suddenly he became maniacal. After a few weeks at an insane asylum he recovered and returned to work in another department of the same factory.

• •

If the factory managers had planned against the dangerous fumes, the evil might easily have been eliminated, according to Miss Hamilton. Yet because no one thought of the human side of the factory, men suffer nervous diseases, some become insane, and others are crippled by paralysis.

Other poisons are mentioned. The men who make goloshes suffer especially from lead poisoning and all its train of diseases. Preventing this suffering would not be difficult. Neglect is the chief source of trouble. Only three out of 35 factories went to the pains of having lids provided for the benzine and cement cups. Fire prevention has been studied and precautions have been taken. Sickness prevention has been overlooked.

Miss Hamilton says that "if one-tenth of the thought and money that has been expended on the equipment of hospitals and first aid rooms and on the employment of doctors and nurses had been expended on preventive work, the rubber industry in the United States would be one of the safest of occupations."

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 Employment Agent.

Portland, Nov. 22.—To the Editor of The Journal—I was much interested in a letter published in your valuable paper yesterday, in regard to the private employment agencies in our city, and signed "A. Job Hunter." Whoever that person may be, he speaks the truth. I will cite a few instances. Take all of our street and sewer contracts that our city lets out. These contractors do not patronize our city's free employment office, where they can procure all kinds of help without cost to them or to the working men, since we, the tax payers, pay to conduct this office for the benefit of the workers.

The contractors hire their help through private agents. This is proof enough that there is a motive behind it, that is not to the advantage of the poor working man. Furthermore, no matter how good a workman a man may be, he is allowed to remain on the work only long enough to get square with his board and the $5 hospital fee which the contractor takes from the worker.

Therefore, the only remedy that I can conceive is, when our city lets any contracts let it bind and compel the contractors to procure all of their help through our city's free employment office, and stop this spoils system. Then men will be allowed to remain on the job, and not be compelled to buy a job.

What is the use of us taxpayers paying to conduct an employment agency free, when we license agents to extort money from the workers? Let us do away with these private employment agencies and have our city employment office and government office furnish all help that may be needed.

A private employment office never can be operated on an honest basis, for the opportunities are there for bosses, contractors and agent to enter into secret agreements for grafting off the poor worker.

J. M. MURPHY.

What Will Those Autos Do?

Portland, Nov. 22.—To the Editor of The Journal—In your issue of November 16, in an editorial headed "A Stitch in Time" you called attention to the prevailing custom of building roads and then immediately forgetting about them, leaving them to go to pieces.

The custom is no different in Portland and I want to emphasize that it surely is a disgrace to this city that Portland suburban or residence streets are in such deplorable condition. It would seem to one who is not versed in road building that in this city our engineers do not possess the ability to build residence streets unless they have the assistance of a paving company. It seems as though any dub could grade a street when it is to be paved, but to put into grade and then keep it at least passable, seems to be a problem for our engineers.

Our mayor has secured the consent of his commissioners to a plan for policing the residence or suburban section of the city by introducing automobiles instead of the old fashioned police on horses.

I am anxious to know how we are going to get police protection when the streets are in such awful condition, that a mounted policeman cannot get over them.

On Wabash street upon leaving the paved street at Lombard, going north, the street is a quagmire. In several places one can see the water pipes bent out of shape by the traffic. I wonder how long it will be before the residence section can expect sane treatment in the matter of road construction and maintenance. E. R.

The Brewery Worker's Wage.

Portland, Nov. 20.—To the Editor of The Journal—Captain Hobson, no doubt, is a very illustrious man, in some respects, but this fact will not change actual realities, and to hear Captain Hobson speak, according to the reports of the daily papers, we brewery workers ought to be very unhappy over our lot, insofar as, according to the captain, we are the poorest paid workers in the country. Alas, alack! What a sad awakening it would be to the captain if someone would inform him of the real facts, namely, that we are paid $4.25 a day for an average working day of about seven and one half hours, that we have had steady employment for years, and that it would take a very great inducement to make anyone change his present occupation. Or perhaps the famous captain thinks the sum of $4.25 per day is to be scoffed at. If so, we are perfectly willing to let him scoff at us, as long as the $4.25 per day keeps coming, with which to pay for food and clothing for our families and ourselves, and to enable us to lead the lives of good American citizens.

MATH PUMMER,
746 Grand Ave. North.

President's Plan Approved.

Eugene, Or., Nov. 20.—To the Editor of The Journal—Noting a communication in your issue of November 18 on the question of preparedness, it strikes me that it is a funny proposition indeed to see the matter of the defense of the country from attack, and that only in a moderate manner, made a public question. There should be unanimity of sentiment as well as of support of the president and the government in such a laudable effort. The recent outcry or opposition in such a matter argues ill for our form of government, if it should succeed in any extensive manner or degree. It would indicate we are very lacking in public spirit and were therefore undeserving of our liberties and had become a nation of simpletons and weaklings. Let us all uphold the hands of the president in this matter. GEORGE THOMPSON.

Disapproves England's Way.

Silverton, Or., Nov. 19.—(To the Editor of The Journal.)—Ella M. Finney was right when she said Canada ought to become a republic, although I had rather see her come under the wing of Uncle Sam.

Why should Canada be under the sway of England, and be in honor bound to send her best men to Europe to fight England's battles? Suppose England should win this war, in what way would Canada be benefited for leaving the bones of her native sons on the battlefields of Europe? England has dictated policies to the world for the past century. How long ago was it that she dictated to us how we should run the Panama canal?

I am not a German. My grandfather was born on American soil, and was of Scotch-Irish descent. But I will give the Germans credit for being smart people. Even under a monarch they have sense enough to have the government own and operate their railroads. Miss Finney's article is correct. It contains the fundamental principles of Americanism.

AMERICAN.

The Asiatic Crew Considered.

Portland, Nov. 19.—To the Editor of The Journal.—The merits of the seamen's bill should not, perhaps, be discussed by a landsman, who is said to be a "lubber," and that may account for the fact that the press has not carried a great many contributions from the common run of correspondents.

Some time ago I watched a foreign crew lower a lifeboat from one of the passenger steamers at a local dock. It was an interesting sight. They were awkward and didn't seem to have any idea of just how that boat should be properly lowered. I reflected as I watched the effort, if this boat crew had so much trouble in the river, with the ship docked, what would the same crew have done in a stormy sea with a sinking vessel, with hundreds of passengers clamoring for seats in the boat?

Is it natural to expect foreigners to look after American women and children first? Do they feel the same toward our women and children as we do? Should we expect it of them? We Americans never stop to think that we, alone, enjoy that natural impulse of protecting them first, and forget that foreigners do not feel the same towards them. A foreign crew might feel for some of their kind on board a sinking vessel, but we wouldn't relish too much solicitude for our womankind under other circumsances, so why expect it in a moment of peril? No other nation so highly esteems its womankind as we do. Can you, therefore, expect a crew of Chinese to feel the same as we do? And yet, this is what we want and expect of a crew, and something that a steamship company should seek to provide for American passengers. Why provide safety appliances for the passengers and then man the apparatus with unsympathetic foreigners?

Judging from the actions of the foreign crew referred to on the Portland steamer, one cannot feel that the ship company is doing its duty towards American passengers. This crew, no doubt, understood the English language, but an understanding of a certain tongue is not quite enough to be considered. We all know that the proper custodians of the lives of American women and children are American crews. More expensive, we will admit, but native flesh and blood, and that alone counts in a moment of peril. Flesh and blood will, perhaps, be given its measure of value some day along with dollars and cents.

It is not contended in this comment that all members of all crews are cowards and would desert any woman or child in case of a wreck, but as a matter of general observation upon the study of human nature it cannot be gainsaid that the first principles of "safety first" are best exercised in recognizing that vital impulse which holds nations together as one big family and for that family alone makes the highest sacrifices.

LANDLUBBER.

The Hand's Value Is 20.

Portland, Nov. 18.—To the Editor of The Journal—What does a cribbage hand count, consisting of a nine spot and three deuces and a deuce turn up?

BILLIE.

A Syllogism.

From Collier's Weekly.

The following is a real conversation:

Republican Politician: "How is the German-American vote to go in the presidential election of 1916?"

Independent Observer: "I think it will go solid against Wilson."

Republican Politician: "Then Wilson will be elected."

There is a good deal in it. The more German-American societies come out against the president the more firmly will the real Americans determine not to be ruled by any compact group of foreigners residing here. The latest discoveries about German enthusiasts in our midst, trying to blow up ships, will not help the hyphen propaganda. The German campaign against Wilson will result as did the effort last spring of a candidate for mayor of Chicago to rally the German vote around himself. He was beaten worse than any candidate for mayor had been beaten before in the history of the city.

Most People.

From Judge.

When most people choose food for thought they take a predigested variety.

PERTINENT COMMENT AND NEWS IN BRIEF

SMALL CHANGE

With General Prosperity in command of the Wilson forces, the standpatters will make their fight to a Serbian finish.

• •

The postoffice department having changed the name of Shedds, Or., to Shedd, the inference is that a census of sheds was taken.

• •

Pillow fights have been abolished at the Reed college dormitory. That's right; all brutalizing college sports should be frowned upon.

• •

Dr. Loveland of the First Methodist church, says he is skeptical of the purpose of modern reformers. Now lets hear from the reformers.

• •

The agricultural department tells how to pluck a turkey, but what the nervous carver wants to know is how to keep it out of the honored guests' lap.

• •

Secretary Lansing is declared to be a "perfect fit" in the department of state. Why single him out? There are several perfect fits holding big jobs at Washington.

• •

Senator Myers of Montana, says that so far as congress is concerned the net result of the Portland waterpower conference will be nothing. That goes with the people, also.

• •

Jonathan Bourne, rebutting a statement by President Wilson, says the nation's per capita wealth was $1117 in 1895 and $1963 in 1912. Quite so; but a lot of us would like to know who has that extra $848.

OREGON SIDELIGHTS

Hermiston's tax levy, the Herald says, is considerably lower than for any year since the city was incorporated. The total is $ 1-2 mills.

• •

The new forging shop, the latest addition to the high school equipment at Pendleton, has been completed. It was built by the boys of the manual training department.

• •

Instead of protesting, the Blue Mountain American admonishes Sumpter people to congratulate themselves that the tax levy of 20 mills is no worse, in view of all circumstances.

• •

A factory output whose wholesale value is well over three-quarters of a million a year is evidence that convinces the Register that Eugene "has made much more than a start as a manufacuring center."

• •

"Baker county farmers," says the Baker Democrat, "see every encouragement for heavy yield of grain the coming year. Snow of unusual depth is piling up in the mountains. This means plenty of water for irrigation."

• •

Extending congratulations to Enterprise, the La Grande Observer says: "Last night Enterprise opened her career as a lumber producing town with a bag banquet and the whistle on the big new mill announced the hour for the banqueters to assemble around the festal board. Fine and dandy. No town deserves prosperity more than does Enterprise, for her people are earnest believers in the resources of the surrounding country."

UNCLE SAM AND THE FORESHORE

By J. B. Zeigler.

To those who have followed my proposals and arguments and the action and arguments of the public authorities thereon, the issue is now clearly drawn. The responsibility for the regulation of commerce and navigation is placed by the constitution with the federal government. The federal government exercises it, as outlined in Colonel McKinstry's recommendations on my application, approved by the war office, as far as needed for the fareways or channels of navigation or federal improvements or departmental use, even to the taking of everything, including improvements, by riparian proprietors clear up to ordinary high water mark. Federal harbor lines are located so as to protect the areas so claimed by the federal government. These lines, however, as the United States supreme court has held, are in no sense a property line, but a line protecting the easement for navigation as recognized by the federal government, beyond which no structures or obstructions can encroach.

• •

I have urged that the purpose of the responsibility put upon the federal government is to protect commerce and navigation as a free and public movement; hence the landings in port terminals, where the traffic movement concentrates and the foreshore area becomes so valuable, on account of the burden of public use it bears, as to be particularly attractive to speculation, should be as much an object of the government's guardianship as the fareways themselves. In fact, the anchorage (which is acknowledged by the government to be an object of its care) and berths (ships) and pier areas to receive cargoes are as much a necessary part of commercial navigation as any drop of water or yard of soil in the bed of the Willamette or the Columbia river or the Pacific ocean.

All the area in the beds of navigable waters are by nature and by law subject to the burden of this public right. The federal authorities do not dispute this, but say it is a matter for the local authorities. They say, "We will claim what we think necessary for fareways and anchorage and your state and your city and your port can look after the landings and water terminals."

• •

Originally, before the arbitrary pier headlines were laid, the federal government did exercise jurisdiction up to ordinary high water line. The arbitrary lines were laid to save the war department "the trouble of considering and acting upon every individual wharf improvement."

Of course, against a consideration like that it is useless to urge that a commercial traffic system knows no such distinctions as the technical hair splitting between what's federal and what's state. A cargo pays the cost from the point of origin to the point of destination. The same people pay the fareway and terminal charges. The expenditures, whether disbursed by the federal government or the Port of Portland or the dock commission, comes out of the same hides.

• •

It is useless to urge that the withdrawal of federal protection results in the terminal areas passing out of public control into that of speculators, who burden the port with private claims which, under the constitution, do not exist, and obstruct port development; it is useless to urge that the state of Oregon disclaims its sovereign duty to enforce the public right in these water terminal areas—disclaims its concurrent jurisdiction asserted by the United States supreme court—disclaims the public interest in development and economy, and by yielding to the claim of an absolute fee asserted by riparian owners, abolishes one of the public's rights for the protection of which the sovereign power of the people was invested in the state; it is useless to plead that this splitting of jurisdiction results in the United States spending the public funds in improvements which are thwarted by the burdens and obstructions put upon the terminal development by the unwholesome claims of the riparian owners in terminal waters; it is useless to plead that the state is held to have divested its sovereignty and completely alienated by free grants these public rights by the wharf act of 1862, and the tideland act of 1874, with the result that the harbor has been diminished by fills, the wharves not supplied, and the public compelled to buy back sites at exorbitant prices and build its own wharves; it is useless to plead that we have one port commission divesting these areas and another buying them back.

• •

Therefore, owing to this neutralizing effect produced by divided public authorities, speculators have found the harbor properties an easy prey. Encroaching riparian owners collectively present an organized body to deny and suppress the public rights, and to terrorize public officials having jurisdiction over them, until they yield to their will under pain of being driven from office and into obscurity.

Therefore, it is necessary that the public right in water terminals must be recognized by the national government, by new legislation if necessary, since the local authorities are neither wise enough nor strong enough to protect them.

The Once Over

BY REX LAMPMAN

EFFICIENCY—in recent years—has come to be a large word—and one to juggle with—in the higher circles—of that great mystery—known as American business.

¶ And no place—has the new slogan—found any more shouters—than among railroad men.

¶ "Safety First!"—is one of its manifestations.

—and "Economy" its right bower.

¶ And all along Railroad Row—in Portland—Ed Rudd is known—as a disciple of Efficiency.

¶ Time was when Ed—like other railroaders — used to worry more about how to get the traffic—over the road—than how much it cost to move it.

¶ But that was long ago—

—when families living near the yards—used to send out the kids—with baskets—

—and pick up enough coal—

—along the tracks—

—to last all winter.

¶ And Ed—as everybody knows—is superintendent of the water lines—and the beach line—of the O-W. R & N.

—and whatever he may do—on his own time—

—he's Old Man Efficiency—himself

—when he's working for the railroad.

¶ And the other day he took ex-Sheriff Bob Stevens for a tour of inspection of his lines.

—and they went down to Ilwaco.

¶ And while Ed — was inspecting general—finding out what had become—of three old ties—

—Bob went out to do a little inspecting—on his own account.

¶ And he walked along the track.

—and came to a shack.

—and went in.

¶ And inside—warming himself beside a heap of cobblestones—from whence smoke issued—

—was an exile of Erin—who worked on the section.

¶ And he was having a hard time—to keep the fire going.

¶ And Bob asked him — why he didn't ask the company—for a stove.

¶ "Ask for a stove—would yuh?"—he said—"I guess you don't know Budd."

¶ "Oh—yes"—said Bob—"I know Mr. Budd—

—but—anyway—why don't you get some andirons—at least?"

—"The company"—said the fire tender—"is too hard up—

—"an' I guess it's some other Budd you know."

¶ But the ex-sheriff of Multnomah county persisted.

¶ "Anyhow"—he said—"you could get him to give you a couple of pieces—short ones—of the light rail—they use on this line—so that you could rig up something—to dry your feet on."

¶ The other spat into the cobblestones—

—and fixed his glittering eye—on the intruder.

¶ "What power is it you'd get from Budd? why—

¶ "LISTEN man—he's got all the old rail locked up—in his safe—down at Ilwaco."

"Thanksgiving."

This day harks back
To the dim dark ages
When Druids held their festival rites;
The woods and the trees
Were their harvest temples
They claimed they had guests of gnomes and sprites

Barbarians held this feast
When the world was young
Rome gave to Ceres her day,
To this goddess of harvest
Their songs were sung
Their games were martyrs of pomp and display.

The Greeks named Demetrius
Too festival honors;
Will and wisdom of the world was there,
Music and art also assembled,
Each vying with others
These honors to share.

The Hebrews "ingathered"
Each tribe in their fold,
And rejoiced anew at each harvest feast;
They gave to Jehovah
Their flocks and their gold
Honoring alike the king and the priest.

Babylonia and Egypt
Each held this feast,
Hindu and China the same.
Ancients and moderns
In this brotherhood embrace,
Each adding a link to the chain.

England appointed
Her Thanksgiving days
When need especial was there.
Sometimes they were held
With rejoicing and praise,
Anon, with fasting and prayer.

The Puritan fathers
The first year rejoiced
That the Mayflower had reached this shore,
Where man could live as the Lord ordained;
In freedom his conscience could soar.

The second year the drouth
Overshadowed this nation,
Their hearts were embittered with pain,
They thought to have prayers
With fasting and sorrow,
But rejoiced when they heard
The downpouring rain.

Thus years and for years
Alternating each other;
As the need of the thought was there;
This nation with others
Held this feast rejoicing;
Or kept it with fasting and prayer.

But since the good Lord
Has so prospered our country,
And cemented each faction anew;
We hail this day
The national Thanksgiving
Bidding for the moment, all sorrows adieu.

Mrs. Thomas Moffett.
Portland, November 18, 1915.

Something to Worry About.

When members of The Journal copy desk have nothing else to do, they argue the futile and time-tainted question: "Which is correct, data is, or data are?"

INDEX OF ADVANCING TIDE OF PROSPERITY

From the Philadelphia Ledger.

Business in seasonable commodities. Trading that has proportions. Trading that has been delayed by weather conditions became active last week, and as a result this week opens with supplies of desirable merchandise short. The jump in retail sales last week made its impress upon the wholesale and manufacturing branches of trade. Jobbers and commission men are being urged to make speedy shipments. Immediate delivery is being demanded of the mills on goods which should have been placed on order months ago. This condition is not restricted to any particular division of trade, but is general. Deliveries are now far more important from the buyers' point than the cost of merchandise.