

## Editorial Page of Home and Farm Magazine Section

Timely, Pertinent Comment Upon Men and Affairs, Following the Trend of World News;  
Suggestions of Interest to Readers; Hints Along Lines of Progressive Farm Thought.

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### TO READERS.

Readers are requested to send letters and articles for publication to The Editor, Oregon - Washington - Idaho Farmer, Oregonian Building, Portland, Oregon.

Discussions on questions and problems that bear directly on the agricultural, livestock and poultry interests of the Northwest, and on the uplift and comfort of the farm home always are welcomed. No letters treating of religion, politics or the European war are solicited, for the Oregon-Washington-Idaho Farmer proclaims neutrality on these matters.

Comparatively brief contributions are preferred to long ones. Send us also photographs of your livestock and farm scenes that you think would be of general interest. We wish to make this magazine of value to you. Help us to do it.

### CHEERFULNESS.

**S**MILE a while, friend, smile. Tons of advice have been ladled out on the subject of cheerfulness, and if all the precepts of good cheer had been followed in past days this world would be a much brighter one in which to live. There is nothing which costs less and has more far-reaching results than cheerfulness. It is an attribute that makes a person beloved among his fellow-men.

The artificial cheerfulness born of a desire to please and placate has no place in the realm of joy. That it is forced is too obvious and, far from having the effect desired, it often breeds sneering cynicism in the observer. An idiotic grin can never take the place of a warming smile.

Things will go wrong, it's true. It is hard to be cheerful all the while, and often impossible; but cheerfulness in the face of adversity wins the praise and admiration of the world.

For the test of the heart is trouble,

And it always comes with years,  
And the smile that is worth the praise of earth  
Is the smile that shines through tears.

A smile is not the vapid leer at a joke that's "queer," but an expression of the best in man. The most tender of human emotions—mother love—finds expression in the smile of the mother at the warm body clinging to her breast. True happiness comes with a smile. The riches of Midas cannot bring the pleasure that lies in the smiles of a child. Love and friendship thrive on smiles, without which neither could exist for long.

It's so easy to be cheerful, and what a pleasant, friendly road is the path of life when bordered by the smiles of those we know and love.

### WHERE RIGHTEOUS SUFFER.

**P**EOPLE who conduct business honestly invariably suffer when dishonest people are allowed to ply their trade unmoled. Honest railroads have suffered because of the dishonest deals of other railroads.

The time should be past for people to condemn every railroad because of the manipulation of certain railroads which have watered their stocks to such an extent that it seems impossible to make the corporations show a profit. In recent years there has been practically no stock-watering, while most of it was done so long ago that the statute of limitations no longer applies and it certainly would be the eight million bondholders in the United States who would

suffer should the Government attempt to force the unwatering of the stock.

Most of the railroads have seen the error of their way and are now hewing to the line and making an honest effort to make the railroads pay in spite of what has happened in the past.

Howard Elliott, president of the New Haven Railway, made the following statement:

We must give our railroads the highest character for honesty, and in order to do this we must be honest and sincere ourselves. And when I say that, I don't mean only about money, but I mean we must be honest of purpose and honest of statement and stamp out all evidences of foolishness in personal and railroad conduct, and eliminate anything that looks suspicious in the affairs of great public service corporations.

Sometimes we are asked to go into politics, and, as you know, the railroads and business generally have been charged with engaging too much in politics and trying to manage politics. That day has gone by.

It would certainly be a splendid thing if every railroad would act in accordance with the statement of Mr. Elliott. It would not only be much better for the railroads, but it would be better for the public and the country at large.

The rate increase allowed by the Interstate Commerce Commission is based on the belief, by men who ought to know, that the railroads are entitled to a living profit.

Since the progress and financial affairs of this country depend so much on the railroads, it seems high time for everybody to get busy and boost for prosperity.

### BRITAIN'S NAVAL POSITION.

**W**INSTON CHURCHILL'S statement of the British naval position, while, of course, intended to reassure his countrymen in the face of recent losses, presents certain non-controversial facts which are too often forgotten in popular discussion. He has abandoned the bellicose tone in which he promised that the British navy would "go after the German ships and dig them out of their holes." There will be nothing of that sort attempted as long as Britain remembers the possibility of what naval defeat must mean. The continental combatants might lose their navies and remain strong, but if England lost control of the seas it would be fatal.

As Churchill says, the British, by the necessity of their patrol duty, have been exposed to submarine attack and losses from mines, while their enemy was beyond reach. Answering the speculative inquiry whether Germany cannot thus cut down the British preponderance to where battle can be given on nearly even terms, he says, somewhat flamboyantly, that England can lose a battleship a month for 12 months and still be as much stronger as at the beginning of the war.

This is based on a programme of completing 15 new battleships within a year against three by Germany. Two 25,000-ton battleships have been added since the war began, and five 27,000-ton battleships are to be finished within six months. Four light cruisers, 36 destroyers and a number of submarines have already been added.

But whether Germany's building capacity is limited, as Churchill avers, and whether German submarines and mines and internal accidents may not reduce the British superiority much more than one battleship a month, is a question.

At last we have an approximate idea of the governmental expenditures in the European war. Austria, England, France, Germany and Russia, to say nothing of Belgium, Japan, Serbia and Turkey, are spending

about \$1,000,000,000 a month. This in a year will aggregate about \$12,000,000,000. The five big belligerents have now shot away between a fourth and a third of the value of American railroads.

### SOMETHING TO THINK ABOUT.

**T**HE other day I noticed him in the elevator—a puny, undersized, ill-shaped errand boy, says the editor of the Prairie Farmer. His vacant eye and receding chin showed that he was as lacking mentally as he was physically. Evidently he was hardly worth the meager three or four dollars a week that he got as errand boy. What will become of him as he grows older? He will never be an asset to the community, but always a liability, part of the increasing dead weight that makes human progress slow and toilsome.

You can find hundreds of boys and girls like this in Chicago or any other large city, and less frequently in the country. Any stockman recognizes them as the result of improper mating. He would not tolerate such individuals among his livestock, for he knows that the result would soon be an unprofitable lot of scrubs. He knows that he cannot improve his stock unless he prevents the unfit from mating.

Is it not time that we seriously considered applying the same methods to the human family? The objection is at once raised that such action would be against nature. But we are already far away from nature in our treatment of defectives. Nature maintains the vigor of primitive people by eliminating the unfit. Only the strongest and most perfect survive. Modern civilization, less cold-blooded than nature, protects and keeps alive the people that nature allows to perish. This is in accord with the highest dictates of humanity.

But because we are more compassionate than nature, can we afford to be less wise? Can we afford to use weaklings and defectives as breeding stock? The proportion of these is increasing with alarming rapidity. How long can civilization continue to progress with a handicap like this?

### WAIT FOR HER, BOYS!

(Editorial in Sheridan (Or.) Sun.)

**T**HE girl who is unkind to her mother isn't worth a tinker's dog-gone. This isn't written in any part of the Bible, but it's written in the history of thousands and thousands of misfit homes. If one of you boys ever run across a girl with her face full of roses, with eyes that would dim the luster of a Colorado sky and with a voice that would make the song of an angel seem discordant, and she says, as she comes to the door:

"I can't go for a few minutes; I've got to help mother with the dishes." Don't give her up. Stick to her like a burr to a mule's tail. Just sit down on the doorstep and wait. If she joins you in two or three minutes, so much the better; but if you have to stay there on the doorstep for half an hour, you just wait for her. If you don't somebody else will, and in time you'll be sorry. For you'll realize what you have lost.

Wait for her, boy. She's worth it.

After the war is over there ought to be some profitable lead mining in some of the European countries.

Andrew Carnegie ought to endow a regiment of soldiers to protect his peace palace.