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NEWS OF THE WEEK

In a Condensed Form for Our Busy Readers.

HAPPENINGS OF TWO CONTINENTS

A Resume of the Less Important but Not Less Interesting Events of the Past Week.

Reign of terror is renewed in Warsaw.

Tariff revision is again a leading subject in Washington.

The Japanese fleet awaits the Russians in Korean straits.

Americans have obtained valuable mining concessions in Korea.

Both sides claim gains in the Chicago strike. Conditions are returning to normal.

Surveyors report having found a route for the new railway across Canada that is practically level.

Banan Varilla, ex-minister from Panama to the United States, says he has a plan whereby the canal may be built in four years.

In a race between the battleships Missouri, Alabama and Massachusetts the Missouri gained a mile and a half on the other two, covering 126 miles in eight hours.

Herbert Bowen, American minister to Venezuela, has returned home in answer to a summons from Secretary Taft in connection with the Loomis-Bowen controversy.

Russian advice says that Admiral Togo's flagship has sunk with all on board. No confirmation can be obtained. If true, it means a heavy loss to the Japanese, as both the admiral and his ship were badly needed.

Kuropatkin is to be recalled to St. Petersburg.

The Chicago teamsters' strike seems to be dying out.

The United States mint exhibit has arrived at the Lewis and Clark fair.

The president's hunting trip is over and he has taken up the duties of his office again.

The Multnomah county grand jury will investigate alleged frauds in securing Oregon school lands.

A grand jury at Peoria, Illinois, has returned indictments against two high officers of the Standard Oil company.

The Polish Socialist party has issued a manifesto calling upon the workmen to return to their places of employment.

Homer Davenport has started for the Lewis and Clark fair with his collection of birds, horses and other animals, where they will be exhibited.

China will request Japan to restore Manchuria to its rightful owner as soon as the war is over. The Peking government plans to station 50,000 troops in the province.

Germany is anxious for a reciprocity treaty with the United States.

Cuba refuses to favor Great Britain lest she offend the United States.

Japan has renewed her protest to France and Russia may protest to Holland.

Union Pacific stockholders have voted to issue \$100,000,000 of preferred stock.

Tacoma's trolley system may be extended to Portland, application having been made for right of way part of the distance.

Attorney General E. S. Ross holds that courts cannot make railroad rates, but that congress may give a commission that power.

Heavy snow has fallen in North Dakota, Montana and north to Winnipeg. The railroads have had to bring out their snow plows.

The Chicago strike continues the same. Two thousand officers are guarding the wagons making deliveries to the boycotted firms.

Pat Crowe, the alleged kidnaper of Eddie Cudahy, has turned up in Omaha and told the story of his wanderings. He wishes to reform and go into business.

Rojestvensky has started south to meet Nebogoff's squadron in order to save his fleet from the Japanese.

A retired British admiral advocates war with Germany.

A typhoon has scattered and damaged the Russian fleet.

Yellow fever is on the decrease in the Panama canal zone.

Snow has injured Wyoming sheep just sheared and on unprotected ranges.

Chingee will fight the exclusion law in the United States courts.

Philadelphia has been asked to bring the liberty bell to the Lewis and Clark exposition.

Nebogoff's squadron has passed Singapore on its way to join Rojestvensky's fleet.

The third trial of Nan Patterson resulted in the jury disagreeing. She may not be tried again.

The Russian fleet under Admiral Nebogoff is believed to have been in English waters for a week.

VESSELS IN COLLISION.

Southwest Gale Causes Havoc in San Francisco Bay.

San Francisco, May 9.—A stiff gale from the southeast caused damage to several vessels in the upper bay today. The torpedo boat destroyer Paul Jones, at anchor off Stewart street, dragged her anchors and collided with the cruiser Marblehead, staying in a plate of the Paul Jones and ruining one of her life boats.

The schooner Ruby, although she had two anchors out, was carried by the gale down the bay from her position off Harrison street, and it was necessary for the Marblehead to shift her anchors to avoid being struck by the schooner.

The big collier Eureka, lying on the north side of Folsom street wharf, parted her stern lines and was carried by the high sea against the tug boat General Millin. The Millin was damaged to the extent of perhaps \$5,000. The stern of the Eureka was damaged to the extent of several hundred dollars.

The river steamer Alvis, at Harrison street wharf, was buffeted about by the rough seas and in her lurching lost her smokestack, besides smashing her funnel and the guard rail from stem to stern, the damage amounting to about \$1,000.

BOATS ARE NEARLY DONE.

American Designer Rushing Work in Russian Yards.

Sebastopol, May 9.—The torpedo boats which are being built at the government yard here, under the general supervision of Lewis Nixon, of New York, are nearing completion and their trials in the Black sea will begin in a few days. In order to overcome the difficulty always encountered in work in a foreign country, Mr. Nixon provided his own organization, with which he has pushed the construction of these boats to a state of completion.

Much is expected of these torpedo boats. The Russian admiralty already has had practical evidence of the seaworthiness of the Nixon boats in the performance of the Gregory, which crossed the Atlantic in the face of heavy weather, but the future prestige of the designer of the American battleship Oregon will depend in Russia upon the result of the coming trials, which will be much more severe than usual, in order to test certain things claimed for them by their American constructor.

MADE TWENTY-DOLLAR BILLS

Counterfeiters Caught After Chase from Coast to Coast.

Portsmouth, Va., May 9.—After a vigorous chase that led through several Atlantic coast cities, Secret Service Officer T. E. Land, of Boston, today arrested Thomas Brewster, Charles Fairbanks, and Robert Slack, all of San Francisco, charged with extensive counterfeiting operations. The trio were located at Key West, Fla., but they succeeded in eluding arrest until they reached here.

It is said that large quantities of bogus money have been circulated in all the cities through which the men passed. Together with the prisoners the secret service officer captured \$5,000 in counterfeit money, most of which is in the denomination of \$20 bills.

Officer Land said today that he discovered that a large number of spurious bills were made at Buffalo, N. Y., which was the distributing point of the gang that was operating.

IMMIGRANTS POURING IN.

Over 12,000 Admitted at New York in Twelve Hours.

New York, May 9.—All records were broken today in the number of immigrants passing quarantine. Within 12 hours 12,039 foreigners, arriving in steamer, were permitted to enter New York, indicating that the spring influx of immigrants this year will probably exceed the records for former years. Ten trans-Atlantic liners brought this army of immigrants to the United States. They began to arrive early in the morning, and the last to pass quarantine was the Hamburg-American liner Blucher, which was admitted at 6 o'clock in the afternoon and added 605 names to the already long list of foreigners arriving in the steamer.

Sunk in Dense Fog.

Vineyard Haven, Mass., May 9.—The Joy line steamer Aransas, Captain Hood, was sunk in collision with the barge Glendower one and one half miles southeast of the Pollock Rip Shoals lightship at 1 o'clock this morning. One life was lost, that of Mamie Kelley, a passenger for New York from Boston, whose address is unknown. She was about 25 years of age. The other passengers, of whom there were 37, together with the crew of 25, were brought here by a tug and landed at midnight.

Made Russian Naval Base.

London, May 9.—A telegram from Hongkong to a news agency gives a long dispatch, which it alleges the French authorities at Saigon refused to transmit April 30, detailing how for ten days the Russian Pacific squadron was allowed to convert Kamranh bay into a Russian base, freely provisioning and provisioning under the direction of Prince Lieven, captain of the interned Russian cruiser Diana, the French admiral being present.

Officers Torn to Pieces.

Ekati, Rinsburg, Russia, May 9.—In revenge for the death of a workman who was drowned in attempting to escape from a patrol, a mob of workmen gathered and tore to pieces two officers. Order has been restored.

CANAL WILL CURE

Shipment by Panama Now Slow and Expensive.

REPORT SENT TO PRESIDENT

Rates by Government Railroad Must be Very Low to Offset Loss in Handling.

San Francisco, May 9.—A matter of great commercial importance to the Pacific coast is discussed in a report that has been prepared for the information of President Roosevelt, Secretary Taft, of the War department, and J. L. Bristow, a special commissioner appointed by President Roosevelt to visit this coast and acquire facts. The question refers to the utility of the Panama route for the movement of freight between San Francisco and the Atlantic states. The report was submitted to W. R. Wheeler, W. J. Dutton and Rufus P. Jennings. It was adopted by the trustees of the chamber of commerce and forwarded to Washington in printed form by the chamber.

The report says in part: "The present freight schedule via Panama is, apparently based on the overland railroad freight schedule, the charges of the former varying from 78 to 90 per cent, with an average of about 83 per cent of the latter; in other words, the differentials in favor of the Panama route, with its 30-day trip as compared with the transcontinental route with its 14-day trip, are so small that the shipper either east or west does not consider the saving sufficient to cover the risk of damage or breakage in the necessary several handlings of goods via Panama.

"Under government ownership of the Panama railroad and the sea route to New York from Colon, the only question to be considered would be whether the freight rates could be made sufficiently low to make the saving on transportation expense an object to the shipper and enough to offset the additional time required in transit."

GOOD MEN GO UP.

Forestry Service is Improved Under Civil Service Rules.

Washington, May 9.—Up to a few months ago the forestry service, including forest inspectors, forest superintendents, forest assistants and forest rangers, were outside the classified service, and the positions paying all the way from \$720 to \$2,000 a year were prey for influential politicians. As was to be expected, many incompetents were loaded onto the government, and there was much complaint because of the inefficiency of the forestry force.

December 17, 1904, the president brought the forestry under civil service protection; soon thereafter congress transferred forest reserves to the control of the department of Agriculture, and now Gifford Pinchot, chief of the forestry bureau, who is actually in charge, is inaugurating reforms which he believes will greatly improve the service in every way.

The Roosevelt idea of promoting good men is being applied, and the higher positions in the forestry service are hereafter to be filled by the promotion of competent men in the lower positions. In the new service the positions will be graded as follows: Forest supervisor, \$1,800 to \$2,500 a year; deputy forest supervisor, \$1,500 to \$1,700 a year; forest ranger, \$1,200 to \$1,400; deputy forest ranger, \$1,000 to \$1,100; assistant forest ranger, \$800 to \$900.

Persons who were in the forestry service on the date of the president's order were carried under civil service protection; hereafter all appointments will be made after examination of applicants and preference will be given to local men, selecting rangers and supervisors, when practicable, from the states in which they are to be employed.

Copper Found in Helena.

Butte, Mont., May 9.—A miner from Helena says rich copper ore was uncovered today within the limits of Helena. The lead of the red metal was found adjoining the Purcell lime quarry, on the east side of the town, the lead being worked by the Alberta Mining company. Sixteen inches of very rich ore is in the lead and the discovery created no little excitement. Some of the ore was "blistered" in a blacksmith's forge and the copper and silver were very distinguishable. The ore runs \$75.31 to the ton.

Propose Boycott on France.

Tokio, May 9.—A member of the chamber of commerce of this city has written to that organization suggesting organized commercial retaliation on France on account of the hospitality shown by her to the second Russian Pacific squadron. The writer proposes that the chambers of commerce throughout the empire act jointly in boycotting the goods of French merchants. It is probable that the chamber of commerce here will not consider the question.

New Road to Pacific Coast.

New Orleans, May 9.—The Colorado Southern, New Orleans & Pacific railroad filed a charter here today to build a railroad from New Orleans to connect with the Colorado Southern and thence to the Pacific coast. The charter bears the names of local directors.

DAVIS MUST COME HOME.

Taft Issues Orders—New Commission Going to Isthmus.

Washington, May 8.—Secretary Taft today cabled Governor Davis, at Panama, to return at once to the United States, placing Colonel Gorgas in charge of the administration of the canal zone until the arrival there of Governor Magoon. Governor Davis is suffering from malaria, and his physicians advised him to leave the isthmus to recuperate. He has resisted their appeals, however, fearing that his sudden departure at a time when the health conditions on the isthmus are adverse would be misunderstood.

The secretary plans to have the executive committee of the canal commission, consisting of Chairman Shonts, Governor Magoon and Chief Engineer Wallace, sail for the isthmus on May 16. It will be followed by the remaining members of the commission July 1 and the entire body will make a thorough examination of conditions on the isthmus, with particular reference to the formation of plans for canal construction. It will consider the important question of tide level or lock canal. These plans will be submitted through Mr. Taft to the board of consulting engineers, which will be called in session for the first time in Washington September 1 or 15 next.

Mr. Taft feels that two months will be sufficient to enable the board to form final plans upon which can be based a presidential recommendation to congress at the next session.

STORM IN INDIAN TERRITORY

Fierce Wind and Rain Demolishes Buildings and Ruins Crops.

Muscogee, I. T., May 8.—Several persons are reported killed, many injured and much damage wrought to property as a result of the fierce wind and rain storm in various parts of Indian Territory. Wires are down and names and details are lacking. At Owl, 25 miles southwest of South McAlester, eight persons are said to have been killed and a dozen injured. At that place nearly every building is reported wrecked. Among the buildings demolished was the town school. Professor Binson, a teacher, is reported fatally hurt, and many pupils are said to have been injured. It is believed none of them will die. Among the buildings wrecked were a church, which was totally demolished; three business houses and 20 residences.

A special from Welch, I. T., says that a terrific storm swept over that part of the territory, and that several persons were injured, some of them seriously.

In the central and northern part of Indian Territory, the worst rain storm in years was experienced. Crops were ruined and many homes in the low lying country were flooded.

ZEMSTVOISTS IN SESSION.

Demand Election of Popular Members on Bouligan Commission.

Moscow, May 8.—The most ambitious and thorough project of the new governmental organization contemplated by the receipt of March 3, namely, a popular assembly, is being discussed by the second Zemstvo convention, which opened here today. The first day was devoted to explanations and familiarizing members with the various details of the program, making clear points in doubt. The project was exceedingly well received by the delegates and probably will be adopted in its main lines by the congress.

It is noticeable that the program confines itself entirely to the proposed representative assembly, not mentioning the executive, the intention being to avoid any attempt at definition or limitation of the powers of the emperor.

Before beginning the discussion of the project, the members adopted a resolution favoring participation by the people in the work of the Bouligan commission, only if the popular representatives are elected, and not selected, and are given an equal voice with the government representatives. It was also resolved that the deliberations of the commission should be subject to the broadest publicity and that, as a necessary preliminary to any satisfactory result, the abolition of martial law and the establishment of the right of assembly and free expression of thought by word and press should be declared.

Raid Japanese Coast.

Tokio, May 8.—Four Russian torpedo boat destroyers from Vladivostok appeared westward of Hokkaido, off Sutsu yesterday. They seized and burned a small sailing vessel and imprisoned the captain and disappeared to the northwest. They were evidently returning to Vladivostok. There is a possibility that they have destroyed other small craft, although no reports to that effect have been received. The object of their visit is not clear. It is thought they hoped to torpedo the Japanese patrol.

Oyama Ready for Russians.

Fenshushien, Manchuria, May 8.—Field Marshal Oyama seems ready to assume the offensive on a large scale and activity already has begun on General Linievitch's left. This may be the prelude to another general battle. The Japanese have concentrated heavy columns on the Liao river, and their advance divisions have been in contact with the Russians, who are holding the main road from Fakoman to Bashiennen.

British Trade Statistics.

London, May 8.—The April statement of the board of trade shows a decrease of \$4,984,500 in imports and an increase of \$3,288,000 in exports.

OREGON STATE ITEMS OF INTEREST

FOR BETTER ROADS

Linn County Spending Hundreds of Dollars in Uniform Work.

Albany—Some of the best road work in Oregon is being done on the roads of Linn county. The work is systematic and uniform throughout the entire county. Last spring the county court, in fixing apportionment of moneys for road purposes, offered as an additional inducement to build good roads that every district which by subscription should raise \$100 would be given \$100 by the county.

Many of the districts took advantage of this offer, and not content with raising \$100, doubled that amount, the county producing its proper proportion. As a result, more money has been spent improving the roads of Linn county this year than ever before, and the money has been spent to some purpose, because the work is uniform throughout the county.

One of the actions looking to good roads was the purchase of about a dozen reversible road scrapers, thus making 20 in all the county. The preceding county court put \$3,500 into a big steam road roller, which was not a success for roads in this county. This machine was traded to a scraper company for the 12 machines.

Wherever the land is white or clay-like, the roads have been rounded up and will not be graveled. They become compact and hard, and make the best roads in the county. Where the land is low, roads are rounded up with fine gravel.

Grass Outlook is Promising.

Sumpter—There is promise of an unusual grass yield this season on the Blue mountain ranges. Rainfall this spring has been in excess of that of previous years, which, coupled with the warm weather that prevailed during the latter part of February and first of March, is accountable for this favorable condition. Cattle and sheepmen are elated over the grazing prospects, and expect to carry their stock well through the season of 1905 with little expense of feeding. The Blue mountain ranges are still covered with snow on the uplands, while the valleys are showing a good, healthy growth of grass. This ought to mean a continued supply of grazing land until the snow again comes late in the fall.

Telephone War On.

Albany—As a result of a petition to the Pacific States Telephone company, which was numerously signed by Linn county patrons of the company, a reduction has been made in the telephone rates between Albany and Shedd, Halsey, Brownsville, Lebanon, Scio, Crabtree and Jefferson, the principal towns of the county. The rate was reduced from 25 cents to 15 cents, and is good only for subscribers to the Pacific States system. This is considered by many as the beginning of the war between the independent telephone lines and the Pacific States lines in Linn county.

Blue Mountain Creamery.

Pendleton—The Blue Mountain creamery has commenced to receive cream from Umatilla county points in addition to that being shipped from the Grand Rone valley. In a short time Charles Berkeley, who recently purchased a \$10,000 ranch on McKay creek, will commence milking 20 cows, increasing to 30 or 40 this winter. T. G. Hailey will milk 22 cows on his Wild Horse ranch, and F. B. Clopton a number on his farm near this city. They are professional men of Pendleton and enthusiasts on dairying.

Independence School Exhibit.

Independence—The Independence public school has forwarded its exhibit for the Lewis and Clark fair. Before shipping the work was on display at the school building, and was viewed by a large number of the parents and friends of the scholars. Each grade's work is represented. A large model map of the different products and natural resources of this section of the Willametts.

Do Combines Spread Weeds?

Pendleton—E. L. Smith, who sells combined harvesters, says that the report that the combines spread weeds in the fields is not a fact, as the tendency of those machines is to gather the seeds in sacks where they can be transported from the land and burned, if so desired. Mr. Smith says that the combines are taking the place of steam threshers in Umatilla county, there being nearly 200 in the county.

Y. M. C. A. is Formed.

Grants Pass—Through the assistance of Secretary Stone, of the state association, final work has been done in the organization of a Young Men's Christian association in this city. The association starts out with a membership of over 100. Many of the prominent business men are interested in the association, and plans are already under way toward the erection of a Y. M. C. A. building.

Loth to Lose Land Office.

Independence—B. C. Curry, attorney, of Oregon City, has been in the city circulating a petition against the removal of the United States land office from that place to Portland.

State School Fund Loans.

Salem—The state land board a few days ago approved applications in 22 instances for the loan of the interest upon the state school fund, aggregating \$31,950.

PURCHASE 40,000 SHEEP.

McCandie & Burgess Will Ship 118 Carloads from Shaniko.

Kent—McCandie & Burgess have purchased 40,000 sheep and expect to commence shipping them in a few days to Soda Springs for feeding for the market. Following are the bands they bought: Charles Hinton, Antelope, 1,000 head; McGrerer, Antelope, 3,400; McGilvery, Antelope, 800; McCandie, Antelope, 2,300; Charles Lavene, Antelope, 1,100; Brogan, Antelope, 1,100; Smith, Condon, 1,500; A. Stahl, Condon, 800; Tobey, Condon, 1,900; McIntyre, Condon, 550; Josh Hardy, Condon, 400; Barker, Condon, 2,100; Barker, & Fliter, Condon, 2,600; Reeder & Fisher, Shaniko, 1,300; A. C. France, Antone, 3,400; Parnhouse, Antone, 1,600; John Thornton, Antone, 1,600; Morrow & Keeney, Hay Creek, 4,100; McCain, Hay Creek, 600; Wurzeiler & Thompson, Prineville, 3,000; Col. Nye, Prineville, 1,800; C. W. Colly, Prineville, 1,150; J. E. Roberts, Prineville, 800; Jones Bros., Prineville, 500. Total, 39,400.

They will all be shipped from Shaniko as follows: May 23, 15 cars; May 25, 16 cars; May 28, 18 cars; May 31, 16 cars; June 2, 18 cars; June 5, 16 cars; June 8, 20 cars. Total, 118 cars.

CONTRACTS PRUNE CROP.

Union Fruitdrier Ties Up Cove and Union Farmers for Five Years.

Union—S. A. Lassalle, of Albany, Or., owner of the Union fruit drier, has just closed a five-year contract with the prune growers of Cove and Union, whereby he agrees to buy at \$10 per ton the entire prune crop of this section, estimated at 1,200 tons per year. To aid in handling this product, a new drier will be erected at Cove in time for this season's crop, and both plants will be run to their capacity for about 40 days during the drying season. Estimating the crop at 1,400 tons, the dried product will be 400 tons, weight being reduced two-thirds by the drying process. The market for prunes is found principally from Colorado eastward.

It will be seen that the running of these driers will mean a revenue each year to the growers of from \$10,000 to \$12,000, or about \$50,000 to \$60,000 for the total time under contract—a period of five years. A certainty of a market for prunes will stimulate their growth, and it is fair to presume that at the end of five years the yield may be even greater than present estimates indicate.

E. L. Smith at Union.

Union—E. L. Smith, of Hood River, addressed the Fruitgrowers' association, of Union, last week, and was greeted by a large audience. Mr. Smith first spoke along Development league lines, following this by a practical talk on horticulture. He dwelt at length on the value of selecting proper kinds of fruit, the necessity for careful thinning and spraying of fruit, and the need for careful packing, as a way to a certain market at a good price. He said that farmers must band together in their own interests.

On Malheur Project.

Pendleton—After a two days' session here, the board of consulting engineers of the reclamation service adjourned and left for Ontario, from which place the members will make a personal investigation of the land included in the Malheur project. According to D. C. Henry, one of the members of the board, practically all the attention of the board was given to the plans for the Malheur and Owyhee projects. The Umatilla project was not taken up at all, and will not be on this trip.

Charged with Stealing Mail Pouch.

Woodburn—One result of Government Inspector Butler's investigation of the theft of the registered mail pouch at Woodburn, on April 12, is the arrest of B. J. Kuper. He was arrested before Justice Overton on two charges. He gave \$1,000 bond for his appearance for preliminary hearing. At the time the mail pouch was stolen Kuper was Southern Pacific baggage man at this point and carried the mail bags from the post office to the trains.

Taking Oregon State Census.

Pendleton—The first reports of the state census being taken by the deputy assessors scattered over the county are coming in. A few days ago the assessor of the northern part of the county reported that Helix had 180 inhabitants and the deputy from the Pilot Rock district reports that Pilot Rock has 210 people. Other reports will continue to come in until the whole number of people of Umatilla county may be counted.

PORTLAND MARKETS.

Wheat—Club, \$4@86c per bushel; bluestem, 90@92c; valley, 87@90c. Oats—No 1 white, \$25 per ton; gray \$28 per ton; Hay—Timothy, \$14@16 per ton; clover, \$11@12; grain, \$11@12; chest, \$11@12. Eggs—Oregon ranch, 17@17½c per dozen. Butter—Fancy creamery, 17½@19c; Potatoes—Oregon fancy, \$1@1.05; common, 80@90c. Apples—Fancy, \$1.75@2.50 per box; choice, \$1@1.25. Hops—Choice 1904, 23½@25c per pound. Wool—Valley, 24½@26c; Eastern Oregon, best, 17½@20c; mohair, choice, 31@32½c per pound.

MAY WATER DESCHUTES LAND.

Government Ready to Take Up Project if Carey Irrigation Fails.

Washington, May 5.—Information which reaches Washington indicates that the reclamation service may yet have an opportunity to irrigate in the Deschutes valley in Eastern Oregon. At the time the national irrigation law was passed the reclamation service was anxious to build an irrigation service along the Deschutes, but found that private enterprise had entered the field and was already operating or preparing to operate under the Carey act. Had it not been for this fact, the government would today be completing an irrigation system that would irrigate far more land in the Deschutes than will ever be reclaimed by private enterprise, and would probably have been able to turn the water into the canals not later than the coming fall or winter.

If private capital should decide to withdraw from the Deschutes valley, the government would be very glad to enter that field, buy up what works have already been constructed, and enter upon the irrigation of a much larger area than is now intended to be reclaimed. But the government is not going to make any advances. Nor will it pay fancy prices for such works as have been constructed by private capital.

The situation in the Deschutes country is not altogether similar to that in Klamath basin. In the Deschutes, so far as known, the community is satisfied to have its lands irrigated by private capital, notwithstanding private capital will reclaim only the cream, and leave forever barren a large tract that would be irrigated by the government. In the Klamath basin public sentiment is a unit in favor of government as against private irrigation.

This much is to be said: If private capital goes ahead and completes its irrigation system according to present plans, the government will never go in and reclaim the outstanding lands. Private interests are promising to irrigate only lands which can be watered at a minimum cost; the government will not follow and undertake to irrigate adjoining lands where the cost will be excessive unless it can have the entire field to itself. One of the prime objects of government irrigation is to reclaim lands in large areas, combining cheap with expensive work, so as to make the average cost within the reach of the settler. The government is not taking up extremely expensive works; it cannot afford to; it is only irrigating where it knows it can recover the expenditure.

TRIPLE ALLIANCE FOR PEACE

French See France, United States and Britain Thus Combined.

Paris, May 4.—The Temps in a leading article today discusses Ambassador McCormick's remarks to President Loubet yesterday on the presentation of the former's credentials as being timely reassurances of the strong relations uniting the two countries. The paper says:

"The ambassador referred to the Franco-American alliance as being stronger than if inscribed in treaties, and then by an initiative which is worthy of emphasis he expressed satisfaction with the Anglo-French rapprochement. It