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Taking the Census

Census taking, says the Oregon Journal, begins in three weeks. In almost every city and community in Oregon a howl has usually followed announcement of the count. In several instances there has been a recount by local authority with considerable additions to the aggregate. In all instances the official count has been disappointing. The farcical character of the procedure has been a chief influence in contributing to the result. This was due to the incompetency of census officials and the selection of official enumerators for political reasons rather than for census taking. The process has been so habitual that the public looks with lack of confidence on the present enumeration and thereby lays before the census superintendents unusual opportunity to make a count of demonstrated value. They will be censured if they fail to do so. Continuing the Journal says: Beginning April 15 and continuing until the count ends there should be a new order. Census taking is a serious business. For a hundred reasons every resident of the state should be found and catalogued. Matters of very large importance hang on the result. Every citizen of the state and of every city, town and community is immediately and profoundly concerned, and each should exercise surveillance, should render every possible assistance to enumerators and should make it a personal concern to see that not a soul escapes the count. Such a course will make the work effective, will increase the final aggregate, will give confidence in the census business and will yield us surcease from the long time ululations that will otherwise follow the announcement of the finding.

Rooseveltism

For ten years Roosevelt has enjoyed a wealth of publicity that has never been equalled, and it is to be hoped it never will be. We say enjoyed because we believe Mr. Roosevelt is "de-lighted" by being kept in the public eye as never was mortal man before. We hoped when he arrived in the innermost recesses of darkest Africa there would be some let up to the effulgent limelight, but not so. By wireless, grapevine, jungle-grass cable, pony express, foot runners and whatnot the doings of this most pictured and be-written citizen of Uncle Sam's domain appeared daily, weekly, monthly and periodically. Now, on the eve of his return to his native soil it looks as if all that had been said and portrayed before would be as a hand bill for a moving picture show to the advent of Barnum's circus, compared with what is to come. The blare of Caesar's triumph, the ovation to the hero of Trafalgar or the welcome extended to the destroyer of Cervera's fleet will be as naught to the home coming of T. Roosevelt.

And why? Because there seems to be a fixed idea in the minds of a big proportion of the great American public that there is only one man who can run these United States. If this is so we are surely in a bad way. However, if it is so let us elect Roosevelt for a life term and have done with such an avalanche of printer's ink on a subject that has ceased to be interesting except to the idolators of the strenuous advocate of the big stick. Instead of too much Johnson it is a case of too much Roosevelt.

ALL OREGON NEWS

Portland, Or., March 29, (Special)—That James J. Hill will build an east and west line of railway across Central Oregon, from Ontario to Coos Bay, was stated on

good authority during the past week. The project line will connect with the Grand Trunk, the Hill road now being built up the Deschutes, and with the Oregon Electric in the Willamette Valley, believed to be another Hill property. This will mean a gridiron of new railroads for Oregon during the coming few years that will bring about a development in this state never before approached. All Central Oregon needs is railroads; it has everything else but people and the railroads will bring them.

Portland will have another great flour mill soon. Balfour, Guthrie & Co., wheat and flour exporters, have completed plans for erecting a big mill at the foot of Tenth street on the Portland water front. It is expected to be ready for operations during the coming fall and will cost about \$250,000. Plans provide for a combined mill, wharf and elevator. The contract for the wharf structure has already been let. The mill will be reached by ocean steamers and by railroads as well. It will be operated by electric motors and will be one of the most modern flour milling plants in the country. Its daily capacity will be about 1000 barrels of flour.

An interurban service that is designed to meet the needs of the cities of the state has just been announced by the Harriman lines.

pounds, live weight, and steers of the best grade brought \$6.75 per 100 pounds. Mutton also attained a record, a lot of good grade lambs going at \$12 a 100 pounds, an unusual price for any season.

\$4,000 in Prizes

The largest publicity contest ever known in the west is being conducted by Ellers Plano House, largest piano and talking machine dealers in the west. It is a campaign in which a number of the largest eastern piano manufacturers have joined with the house of Ellers in order to bring their instruments still more prominently to the front in this growing western country.

All told over \$4000 in prizes will be distributed absolutely free, and readers of this paper can find full particulars in the announcement of Ellers Plano House on page 5

O. A. C. Spring Athletics

Activity in spring athletics has commenced in real earnest at the Oregon Agricultural College. Fielder Jones, the famous ex-manager of the world's champion White Sox baseball team, who has been secured to coach the college boys, has taken charge of the squad and put his candidates at work. All but two of the men who played on the team last year are available again this season. With the peer of all baseball coaches as leader and with a splendid schedule of games baseball promises to be a popular line of sport this spring.

Northwest Prosperous

A. L. Mills, president of Portland's biggest bank, evidently knows what he is talking about when he says the Pacific northwest is the most pros-

perous section of the United States. He says capital of the country is easy and it is coming this way for investment in large quantities. Prospects for this year are the best, he says, the northwest has ever known. He naturally attributes a very large part of the activity and hustle here about to the large amount of rail-

road building now under way. This work, he says, is showing the confidence the leaders in the financial world have in this section and it naturally breeds confidence in others.

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- 10 acres west side; 8 acres in bearing orchard, good house with running water. Splendid bargain---\$10,000.
- 20 acres on the east side, mostly in 3 year old Spits and Newts. Very best land. Splendid bargain---\$16,000.
- 19 acres on the west side, 16 acres in clover and alfalfa; all first class apple land. Splendid property and fine building site. Red shot soil---\$7,500.
- 20 acres on the west side, all in orchard; 15 acres 3 and 4 year old trees and 5 acres in bearing---\$18,000.
- 21 acres on the east side; 7 acres in bearing trees, balance from 2 to 6 years old. Buildings and 5 inches irrigating water. \$21,000 for short time only.
- 40 acres in Mosier; 20 acres in orchard from 3 to 9 years old, all good varieties. Buildings, etc---\$11,000.
- 40 on the west side; 8 acres in full bearing, 14 year old trees. 20 acres 4 and 5 years old. 5 acres 2 years old. Good buildings, splendid property---\$50,000.

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Beginning this week, gasoline motor cars will be put in service on the main line of the Southern Pacific between Ashland and Grants Pass and another on the Springfield branch between Albany and Springfield. Another car of the same type will be put on between Pendleton and Umatilla on the O. R. & N. within the coming week. These motor cars are designed to handle local business in the territory they cover and serve the different communities much in the same way as interurban electric trains. They have been found very convenient wherever tried and will no doubt aid the development of the districts served to a great extent.

The Great Northern Railway plans to run its crack limited train into Portland by June 1, using the Union Pacific and Northern Pacific tracks by virtue of the traffic agreement existing between the Hill and Harriman lines in the northwest. This will mean the inauguration of additional train service between Portland and Puget Sound points, as well as from this city to the East.

Cattle and hogs have made new records in the Portland livestock market during the past week. Hogs sold at the remarkable price of \$11.50 per 100

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According to a Hood River Japanese employment agent the little brown men will become a scarce article in the way of help in a year or two. He says that 2000 of them go back to Japan every year and can't return on account of the exclusion law. The Chinese are in the same boat. It's up to somebody to start eastern white immigration this way.

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