## RIVER IMPROVEMENT PRESSED

Co-Operation With Other Towns to Promote the General Interests of the Const-Middle West Aggressions Opposed.

With the annual meeting, which will be held at 346 Washington street, at 3:30 P. M., Wednesday, the Chamber of Commerce will close the busiest year of its existence. A great amount of good has been accomplished in a quiet way by the board of trustees, the governing body of the chamber, which is composed of nine ominent business men. These are: sorge Taylor, Jr., Henry Hahn, J. F. atcheider, A. L. Mills, E. T. Williams, B. M. Mears, R. Livingstone, L N. Fleisch ner and Edward Ehrman. Each truste ner and Edward Ehrman. Each trustee doing all committee work assigned to him and attending the weekly meetings wins regularity. President Taylor has been an especially threless worker. His colleagues on the board know that he has neglected his private business more than

ce to do a good turn for Portland.

The policy of the board has been one of advancement of Portland and co-operation with other commercial bodies to forward the general and special interests of the Pacific Coast. In this way Port-land has gained the good will of chambers of commerce, commercial clubs, push clubs and boards of trade in Seattle, Ta-coma, Spokane, San Francisco, Los Angoles, San Diego and throughout the Combia and Willamette Valleys. One of was to vote to co-operate with all chambers of commerce in Oregon on all ques-tions of general public interest. Hearing of this action, the San Francisco Chamber of Commerce adopted resolutions urging Pacific Coast commercial organiza-tions to take more interest in National questions, to the end that the Coast shall receive recognition from the executive and legislative departments of the Gov-ernment. Portland indersed the San Francisco position. Vancouver was made happy by the tremendous pressure brought to bear upon Congress in behalf of the proposed permanent general hos-pital. Seattle was brought into friendly relations by a vote favoring it as the anding place for the Pacific cable. the Spring President Taylor attended the congress at Salem and made friends for Portland. In the Fall excursions of Portland business men, which had been arranged by the Chamber, at-tended harvest carnivals, street and fruit fairs at Pendleton, Walla Walla and Hood River, and brought the commercial interests of the metropolis into contact with the intertor merchants and pro-The Lewiston fair would have sted, but for the long distance to travel, and the near approach of the

The chief work of the trustees has been The chief work of the trustees has been in behalf of the Columbia River, and the year closes with bright prospects for a deep channel at the mouth, deep water be-tween Portland and the sea, and an open river to Lewiston. In the latter part of April Charles F. Adams, of Boston, and E. H. Libby, of Lewiston, addressed the trustees. Mr. Adams urged immediate action to make the Columbia and its tributaries navigable from Lewiston to Portland. A committee appointed by the trustees reported a few days later that the importance of this undertaking could overestimated, and that it was ' pecially incumbent on Portland, as the chief city of the Columbia Basin, both to take the lead in urging this under-taking and to use all possible influences to hold the subject up to the attention of the Pacific Northwest, to Legislatures, to Congress, and to commercial bodies." Portland took the initiative and has been cordially supported by commercial bodies in Oregon. Washington and Idaho. The trustees demanded that Congress appropriate \$2.53,000, the amount estimated by the control of tion of the deep-water project at the mouth of the river. The river and har- bor bill does not carry quite this amount, but ample provision is made for the control of the Spanish-American War, co-operated the deep-water project at the tinuance of the improvements. Captain Harts, United States Engineers, has recommended a canal and locks between The Dulles and Celilo, so the work of opening the rivers to Lewiston is making satis-factory progress. The Chamber of Com-merce is entitled to a great deal of credit for what it has done for river improvements. The contract system for the mouth of the river, which has been adopt-Congress, was suggested by the

that a

state organization.

National Filipino Army Association.

was pointed out that there was no dispos

Philippines is thus set forth in the con-

This society shall include every officer and enlisted man, with honorable dis-

charge, who has served at any time or

the constitution and by-laws of this so

with the troops in the Philippine Islands, or have served since then in the waters of the Philippine Archipelago and shall have given assent to the constitution and

Membership in this society shall be open to the sons of members and to the sons of those who are, or would have been entitled to membership in this association, thereby provides.

thereby perpetuating membership by in

peritance: but for all of these, election

section shall pay the same dues as other

majority vote of the members present

Every officer and enlisted man destring

to become a member of this reciety shall sign the constitution and by-laws and pay to the treasurer the sum of one dollar as

annual dues, said dues to be paid at th treasurer's office in advance; provide

said member does not belong to a state or territorial society, and such societies shall pay into the treasury of this so-

clety the sum of twenty cents (20c) an

such society is acting under a char-furnished by the national society, is which charter such society shall pay

qually for each of its members, provided

the national society the sum of two dol-

The payment of six dollars (\$6) at on time shall entitle the member to life

membership without payment of annual

Plenty of Money.
Cincinnati Commercial-Tribune.
Mr. M. L. Huhleman, of the United
States Treasury, states that this country's total stock of money has increased
since 1892 from \$2.357,000,000 to \$2.053,000,000,
and the per capita circulation from \$23.88
to \$27.55. A wast amount of gold has been
added to our stock since 1886. In four

added to our stock since 1896. In four years the addition of gold has been \$418,-000,000, of which the Treasury reserve gained \$105,000,000. The money in circulation increased from \$1.556,000,000 in 1892 to \$2,113,000,000 in 1800, three-fifths of the borreases being sold code and sold our

increase being gold coin and gold cer-tificates. Some \$80,000.000 of the Sherman silver notes have been canceled. Out-side the comforting features of its plenti-

fulness and reassuring increase, it is interesting to note that a ready disposition toward an adaptation to general conveni-ence of handling is made manifest in the

growing proportion of paper money in small notes from ones to tens. Notes of \$30 and under and silver dollars and sub-

sidiary eliver coin have increased from 2945,000,000 in 1802 to \$1,217,000,000 in 1900, an increase of \$3 per capita in the kinds of

noney the people use most. There has

been also a greatly increased use of checks, which has not been materially affected by the duty stamp. The use of negotiable notes is not given consider-ation. It probably, however, has not be-

BUSINESS ITEMS.

If Baby Is Cutting Teeth.

by-laws of this society.

at any annual meeting.

lars (\$3).

perfect

bers west of the Rocky Mountains has driven all Pacific Const commercial bodies into a close alliance, besides resulting in the organization of the Pacific Coast Man ufacturers' and Jobbers' Association. This latter body was called into existence to oppose the demand for graded rates and lition of differentials and terminals. Chamber of Commerce indersed the The Chamber of Commerce indersed the position of the Manufacturers' and Jobbers' Association and declared in resolu-tions that the demands of the Middle were excessive, and if granted would "injure and retard the natural growth and development of trade on the Pacific Coast." The ocean was declared to be a "National highway from all parts of the world, and has been and is to be used by the Coast as a factor in its trade development. The Middle West has another sly scheme in the parcels post bill now pending in the United States Senate. will also be condemned as a measure dangerous to the trade interests of the

Chamber of Commerce during the year would take up a great amount of space. Following is a summary of indorsements and disapprovals of leading subjects:

## Indorsed.

Increase of artillery force of the Army Assay office at Portland. Proposed Department of Commerce, with a ecretary who shall be a member of the Cab-

beform in the consular service. Appointment of a commission to study or

ercial conditions in China and Jap Senator Simon's position on the Porto Rice Pacific-Atlantic canal.

Application of navigation laws to Hawaii. The Newberg best-sugar factory. Suited money for the Galveston sufferers. Co-operated with the Tanpayers' League for Landing of returning volunteers at Portland

Disapproved. Proposal to make Norm a sub-per-

for the breefit of Canadian shipowners.

Leasing of United States public lands west of the 99th meridian, as being "directly contrary to the interests and development of the

To Buy Big Lot of Railroad Supplies. NEW YORK, Jan. 6.-Among the passengers who arrived here today on the steamer Cymric was H. F. Parshall, who o rumor will be the representager of the Charing Cross underground railroad. Mr. Parshall, when asked about his management, said that he only knew of it through the newspapers. He

"The relations between myself and Mr Lauterbach, and Mr. Yerkes' representa-tive, have been under way for some time I made him a proposition, and I may re-ceive a favorable reply. That is as near as I come to being Mr. Yerkes' London manager. At present I come here in the interests of the Central London Railroad and the Glasgow Corporation Tramway to place a large order for railroad sup-plies." The insture of the supplies, and the amount, Mr. Parshall would not say. He will return to England January 30.

ARMY OF PHILIPPINES.

Steps Taken to Organize a Branch in This State.

Spanish-American War veterans have

UNKNOWN COMPANY WORKING IN EASTERN PART OF COUNTY.

MAY BE BIG ENTERPRISE

Suggestion of Electric Plant and a New Town-Land Near Greakam to Be Tested for Oil.

Residents of the eastern portion of the county are endeavoring to fathom the purpose of a company which is promoting what appears to be a large enterprise. what appears to be a large enterprise. Lest Summer surveys were made along Gordon, Trout and Hurlburt Creeks, presumably to determine the volume of water available for generating purposes. The promoters of the enterprise have ten Spanish-American War veterans have been working for some time to establish in Oregon a branch of the National Society of the Army of the Philippines, recently organized at Denver, Col., of which General Greene was elected president, and General Snummers second vice-president. So many Oregon boys have served with distinction to themselves and glory to their country in the Spanish War,

dispensed with. In addition, it is quite commonly understood that there would still be one or two superfluous directly fudges. All our legislation relating to the courts, including excess of districts and multiplicity of Jusges, has proceeded from lawyers, and we will presume with never an eye to "business." Will mot some one of them prepare bills covering Governor Lord's recommendations. ing Governor Lord's recommendations, and will not lawyers in the Legislature and out of it permit them to become laws? RETRENCH.

STING OF THE TARANTULA It Is Not Necessarily Fatal, and Can

Be Quickly Cured. New York World. Dr. Seth B. Sprague, of 23 Grove street, Jersey City, was surprised to learn yes-terday that he had successfully treated a patient who had been bitten by a tar-antula. Charles W. Meigel, of 22 Mercer

REGULATION OF COMMERCE

SYNOPSIS OF ANNUAL REPORT OF INTERSTATE COMMISSION.

Knowledge of Present Conditions and Tendencies Increases Necesalty for Legislative Action.

WASHINGTON, Jan. 5.- The subject of WASHINGTON, Jan. 5.—The subject of further legislation amending the act to regulate commerce has been fully discussed in previous reports to Congress, and recommendations both general and specific have been repeatedly made. The reasons for urging these amendments have been carefully explained, and repetition of the argument at this time can hardly be expected. While the attitude of the commission has been misunderstood by antuia. Charles W. Meigel, of 12 Mercer street, employed in a Jersey City box factory, called on Dr. Sprague last Saturday. His right hand and arm were swellen and inflamed. He told the physician he had been bitten by some insect.

Although he knew he had been bitten by a tarantula, Meigel purposely withheld the information from Dr. Sprague.

the mme time expect that all their patrons, small and large, will be treated exactly alike. Buch a result has never yet been realized, and practically will not be reated. The policy now pursued cannot and will not prevent an outcome of victous discrimination. And what is most unfortunate of all, those discriminations favor the few and place the most most unfortunate of all, those discrimina-tions favor the few and place the many at disadvantage. They aid the strong, who have no need of assistance, and handicap the weak with burdens which by comparison are always unjust and often destructive.

The present state of the law and the

facts here referred to have undoubtedly furnished a great incentive to the con-solidation or unification of rival lines, which is at once the most conspicuous and the most significant result of curren railroad financiering.

railroad financiering.

One of the striking features of recent times in the industrial world has been the tendency to combine for the purpose of limiting or eliminating competition. In no branch of industry, probably, is the inducement to form combinations of this sort greater, nor the advantages to be hoped for from them when formed as hoped for from them when formed more certain, than in railway operations. - First-No competition is so destructive as that between railways. In most kinds of business competition stops with the bankruptcy of one or more of the com-petitors, but here the weak, roundabout, bankrupt line can often inflict as serious

famage as could a prosperous rival. Second—The nature of the business ren-ders possible large profits from such com-binations without attracting undue atten-Transportation is analogous to a tax imposed in varying degrees upon almost all commodities. With important exceptions moderate advances in rates, if equally distributed, would not be especially noticed by the public as a whole. But every such advance adds to the net revenues of the railway, and a very slight increase in all rates, if it should be permanently maintained, would enhance normously the value of railway securi-

Third-No kind of property lends itself so readily to the permanent formation of such combinations as railroad property. He who combines all the factories in the United States of a certain kind may lose in a short time the benefit of that monopoly by the erection of other factories of the same kind, but a monopoly created by the combination of all the rail-ways now controlling any considerable area of the United States is reasonably certain to continue for years to come. Fourth-In addition to these induce ments, the statutes of the land operate to produce the same result. Many years ago the reliway managers found it necessary, in what they believed to be legitimate self-protection, to form pooling contracts. They still believe that the right to make and enforce such contracts is a proper and essential one, but the interstate commerce act renders the formation of these contracts not only illegal but criminal. That act also provides that carriers shall publish their rates and adhere to them, but the anti-trust act, as interpreted by the courts, renders any agreement with reference to the making or maintaining of interestate rates a crime. If carriers are to make public their rates and to charge all shippers the same rate, they must, as a practical matter, agree to some extent with respect to these rates. When railway managers believe that the law fc.blds in one act what they deen necessary to the observance of another, the obvious tendency of the enforcement of such a law is to lead to the discovery, if possible, of some way in which it can be avoided. So if there can be no agree-ment in the operation of independent rail-ways, it seems inevitable that there will

be unity or agreement in their owner ship.

No one at all acquainted with what is transpiring can doubt that combina-tions have been formed and are certain to be formed among railroads which will be more extensive, more permanent, and more far-reaching in their ultimate re-sults than those of any other department of industry. The experience of 13 years shows that there is no serious difficulty in securing, upon the part of competitive lines, the scopion and publication of rates satisfactory to the carriers, but hitherto it has been found impossible to secure the actual observance of rates on competitive traffic when adopted. A rail-way will seldom reduce the open rate unesa to meet some actual or supposed de parture from that rate by a rival line, for it is well understood that such a reduction by one means aimply a corresponding reduction by others. To prevent rate competition, therefore, it is only necessary to secure compilance with the open tariff. In order to do this it is only secessary that a competing line should own or control, or that some person in its visions of the act, it was generally under-stood, after the act was passed, that mutual agreements respecting the matters above mentioned not involving the divithis seems to have been the method recently adopted in many instances.

The commission has no official knowledge of the extent of recent railway com-

sinations, but it has informed itself as well as possible from unofficial sources Disregarding mere rumors, but taking ac-count of well-authenticated statements, there were absorbed in various ways etween July 1, 1899, and November 1, 1900 25.311 miles of railroad. There are in the whole United States something less than 200,000 miles of railroad; and more than one-cighth of this entire mileage was. within the above period, brought, in one way and another, under the other lines. The scope and effect of these operations is illustrated by some exam-ples given in the report. The commission goes on to say that when we consider what has actually been done, what is un-doubtedly in contemplation, the entire feasibility of these schemes, the very great advantage which would result to the owners of the properties involved, and the fact that a step once taken in that di-rection is seldom retraced, it becomes evident that in the immediate future the main transportation lines of this country will be thrown into great groups, con trolling their own territory, and not sui

lect, with respect to most of their traffic. to serious competition. Such a condition is not without its benefits. The evils which competition be gets will largely disappear with that competition, and many of the worst forms of discrimination will cease. Owing to wasteful competition transportation by rall actually costs more than it ought, To eliminate that competition will be to work an actual saving in the cost of the service, and this should redound to the benefit of both the carrier and the ship-

The danger lies in the fact that the only heck upon the rate is thereby removed Hitherto competition between carriers has kept down the price of carriage. If that s taken away nothing remains except the the power of two or three men, or at nature of the service and the conditions under which this species of property is operated may be such that it cannot be and perhaps ought not to be, brought un-der the controlling force of competition, but those very conditions make it impera-

It is idle to say that freight rates cannot be advanced. During the past year they have been, by concerted action upon a wast volume of traffic, advanced in every part of this country. It is equally idle to say that they will not be advanced. It is both human nature and the lesson of history that unlimited power induces misuse

its former decisions construing the long and short haul clause of the law and de fined somewhat more fully its view con-cerning the effect of commeticin in cases brought under that provision of the stat-ute. The Supreme Court decided that the comstruction given in this cause by the commission and the Circuit Court of Appeals to the fourth section of the act was erroneous, and hence that both the com-mission and the Circuit Court of appeals mistakenly considered as a matter of law that competition, however material, aris-ing from carriers who were subject to the act to regulate commerce could not be taken into consideration, and likewise that all competition, however substantial, not originating at the initial point of the truffic, was equally, as a matter of law, excluded from view. No decision was rendered by the court upon the facts in

In a proceeding known as the Colorado

Fuel & Iron case the Circuit Court of Ap-peals reversed the decree of the Circuit Court and directed dismissal of the com-

plaint. This case was based upon an order of the commission, holding that the rate on iron and steel articles from Pu-

Cal.,

eblo, Colo., to San Francisco, amounting to \$1 60 per 100 pounds,

this case.

unlawful under the act, and that the rates charged on such articles from Pubilo to San Francisco should not be more than 15 per cent of the rates contemporaneously charged on like traffic from Chicago to San Francisco, nor more than 45 cents per 100 pounds on steel rails and fastenings, and 27% cents per 100 pounds on bar iron and other supported from on bar iron and other enumerated iron articles. The Circuit Court upheld the decision of the commission, but the Cir-cuit Court of Appeals, following later decisions of the Supreme Court, held that the commission was without authority under the act to regulate commerce to prescribe rates for future observance by the carriers, and that this applied as well to an order of the commission determin-ing the relation of rates between localities as to an order prescribing maximum rates.

The court further said that determining the relation of rates involved the exercise of legislative functions to the same extent as fixing the rate on an independent conas fixing the rate on an independent con-sideration of what would be a reasonable compensation for the service. mission points out in this report a distinction apparently made between prescrib-ing maximum rates and determining the relation of rates by the Supreme Court in the maximum-rate case, in which the in the maximum-rate case, in which the commission's power to prescribe maximum reasonable rates was denied. In reviewing the decision of the Court of Appeals the commission takes occasion to state the necessity for authority to regulate rates for the future, and demonstrates that a suit at law for damages cannot, in the very nature of things, be an effectual or appropriate remedy. As a rule, says the commission, the persons actually in-jured cannot obtain redress in suits for damages, and in those cases where the real sufferer can sue and recover the ex-cess above unreasonable or unjust charges the aggrieved shipper cannot afford to bring and maintain an expensive suit every time an unreasonable or unjust rate is charged, nor to do business in reliance ipon a possible recovery in the law courts of sums unlawfully exacted for transportation during any given period. Other court decisions noted in the re-

States Circuit Court of Appeals in the livestock terminal charge case originating at Chicago in a suit to enforce the order of the commission; the suspension of decree pending appeal by the defendant carriers in the La Grange, Ga., long and short haul case, which was decided by the United States Circuit Court in Alabama in favor of the commission; a case involv-ing the legal obligations of belt railroad mpanies engaged in interstate com-rce, and one involving the question of removal of persons indicted under the act to regulate commerce to other judicial districts for trial. Another case menone involving the constitutionality of the Kentucky railroad commission

## USES WOODEN BULLETS.

Negro Has His Own Ideas for Stopplus "Bad Niggers,"

Louisville Courier Journal. Dum-dum and soft-noised bullets have seen much in prominence since the com-nencement of the Boer war. Their flatening or spreading-out proclivities are marked in the production of mortality These builets are made of lead, as might be supposed, but they are not always made of lead, as the following shows: A negro was recently arrested for some misdemeanor, and in being searched at It was loaded, and before being icketed it was broke and the cartridges thrown out. The apperance of the balls and their lightness attracted attention, and on examination disclosed the fact that they were of woud.

"Where did you get these?" was asked the negro. "What?" "These cartridges."

I bought the cartridges from a store," "Did they have this kind of ball in "No, indeed. They had a regular lead

"Where did you get these wood balls made them."

What for?

Well, you see, I often fools along with some mighty mean niggers who is awful handy with a knife. I ain't had no luck with a knife in fights, and when I has hit niggers with a lead bullet it ain't never stopped them. They kept on com-ing. So, I gets to thinking about it, and I reads in the papers about how force-ful spreading bullet is in stopping peo-ple. Right then and there I gits the idea. Nothing spreads more and splinters more than wood, and I gits me them cartridges, takes out the lead bullets and puts wood bullets in their places. Thay's, of course for close fighting, and, Captain, you ain't ot no idea how quickly they stop a man when you turns one loose real close to him. The way they scarify your person is real ugly, and if you don't stop in your tracks you keep going backward. They's the finest spread bullets there is."

Chicago Record.

The action of some of the railway comanies in deciding to remove the trainboy from their service apparently marks an inevitable step in evolution. In the days when travel was much slower and diningcars were rare, the trainboy was almost a necessity, and he certainly did much to ameliorate the hardships of travel. His regular visits through the car were a di version; the bananas and candles and cigars which he dispensed for a considera tion afforded refreshment to the physical man, and the varied collection of pape back novels, which he distributed with each traveler helped to while the time if they do not patronize the dining car or ly get a meal of some kind at the railway stations. Thus has the trainboy's occur the car floors be littered with the un change seems to be only a natural and transportation.

The Seattle Board of Public Works awarded contracts for nearly \$45,000 in public improvements Saturday. The improvements include grading and planking streets, construction of sewer and water mains and cement sidewalks.

Van Camp's Soups, 19c,

## "IRREVOCABLE CONDITIONS" TO WHICH CHINA HAS AGREED.

A. The dispatch to Berlin of an extraordinary mission headed by an Imperial Prince in order to express the regrets of His Majesty, the Emperor of China, and of the Chinese Government for the assassination of His Excellency, the late Baron von Ketteler

Minister of Germany. The erection on the spot of the assassination of a commemorative monument, be fitting the rank of the occeased, bearing an inscription in the Latin, German and Chinese languages expressing the regrets of the Emperor of China for the murder.

II. A. The severest punishment for the persons designated in the imperial decree of eptember 25, 1900, and for those whom the representatives of the powers shall subsequently designate. The suspension for five years of all official examinations in the cities where for-

eigners have been massacred or have been subjected to cruel treatment. TIL. Honorable reparation to be made by the Chinese Government to the Japanese Government for the murder of Mr. Sujyams.

An explatory monument to be erected by the Imperial Chinese Government in every reign or international cemetery which has been descrated or in which the graves have

The maintenance, under conditions to be determined by the powers, of the interdic tion against the importation of arms, as well as of material employed exclusively for

VI. table indemnities for governments, societies, companies and individuals, as well as for Chinese who, during the late occurrences, have suffered in person or in property In consequence of their being in the service of foreigners. China to adopt financial measures acceptable to the powers for the purpose of guaranteeing the payment of said indemnities and the interest and amortization of the loans.

VIL The right for each power to maintain a permanent guard for its legation and to put

the diplomatic quarter in a defensible condition, the Chinese having no right to reside in that quarter.

VIII. The destruction of the forts which might obstruct free communication between Pekin and the sea.

IX. The right to the military occupation of certain points, to be determined by an un derstanding among the powers, in order to maintain open communication between the capital and the sea.

The Chinese Government to cause to be published during two years in all the subprefectures an imperial decree—(a) embodying a perpetual prohibition, under penalty of death, of membership in any anti-foreign society; (b) enumerating the punishments that shall have been inflicted on the guity, together with the suspension of all official examinations in the cities where foreigners have been murdered or have been subjected to cruel treatment, and (c), furthermore, an imperial decree to be issued and published throughout the empire ordering that the Governors-General (Viceroys) and all provincial or local officials shall be held responsible for the maintenance of order within their respective jurisdictions, and that in the event of renewed anti-foreign disturbances or any other infractions of treaty occurring and which shall not forthwith be suppressed and the guilty persons punished, they, the said officials, shall be immediately smoved and forever disqualified from holding any office or honors.

XI. The Chinese Government to undertake to negotiate amendments to the treaties of nerce and navigation considered useful by the foreign powers, and upon other mat ters pertaining to their commercial relations, with the object of facilitating them XII.

The Chinese Government to determine in what manner to reform the department of

foreign affairs and to modify the court ceremonials concerning the reception of foreign representatives in the manner to be indicated by the powers.

Until the Chinese Government has compiled with the above conditions to the satisfaction of the powers, the undersigned can hold out no expectation that the occupation of Pekin and the provinces of China by the general forces can be brought to a con-

that it was felt such a society would be the means of keeping them more closely and about 25 miles from Portland. It is together, and cementing friendships asserted by some that a new county road the means of keeping them more closely together, and cementing friendships formed on many a hard-fought field. The project received its initiative Saturday night, at a meeting held in the office of Adjutant-General Gantenbein, the presiding officer being General Summer. will be laid out from the scene of operations to a point near Mr. Hurlburt's farm and that a townsite will be surveyed and several substantial buildings put up. presiding officer being General Summers It was decided that the annual conven Looking for 011. tion of the Spanish-American War Vet-erans shall be held in Portland on Feb-An agent for an oil syndicate has been at Gresham for a week, endeavoring to secure options on several farms for the purpose of boring for oil. He asks the ruary 22, at 10 o'clock A. M., when the question of consolidating the various amps will come up for settlement. It is privilege of bolding the options for 15 years and reserves the right to move buildings and tear down fences, if necessary, while conducting operations. The owners of the land may still live upon it lso expected when this convention meets hat a ladies' auxiliary corps wil meeting will be held in the near future, at which it is hoped all members eligible will be present and help to form the organization of a held in the near and continue their farming, but they will be required to relinquish all title if the company decides to close the deal within the prescribed time. The agent says there is oil near Gresbam and that his

tion on the part of the newly-formed organ-ization to disorganize the state association and that the Army of the Philippines known, only two farmers have given the ption asked by the company. takes the same position to the general organization as do the Army of the Potomac, Tennessee and similar bodies, to the Grand Army of the Republic. The general scope of the Army of the

Parsonage at Rockwood. The Methodist church at Rockwood will have a new parsonage before long. The of that place met Tuesday even-raise a fund for the building. Rev. nd Osborne, pastor of the church, ed. Presiding Elder Rockwell has presided. promised to make several changes in the circuit if a parsonage is built, and the people have adopted plans for a five-room house. Dr. Osborne will begin a re-

company means to find it. So far as

Digging Up His Orchard.

Captain J. A. Brown has made up his nind to root out his trees on Melville farm and use the ground for something else. The trees were planted years ago by a former owner and have always given good yield, but Captain Brown

more faith in potatoes than in fruit. New School for Greaham The special school meeting held at bresham resulted in a tax of 20 mills being levied, which will be added to the 50 mills raised last year for the con-

Supreme Court Problem.

struction of a new schoolhouse.

LINN COUNTY, Oregon, Jan. 4 .- (To tor.)-The voters' emphatic rejec tion of the constitutional amendment pro viding for more Supreme Court Judges pointed directly to the cutting off of mi-nor litigation in that court. In the disassion of the question, pending the election, The Oregonian stoutly counseled the defeat of the amendment, always coupled with advocacy of more restricted appeal as the proper remedy. And the popular denial of more Judges voiced the repeal of the provision which made more nec-essary. The lawyers with one voice ig-nore that message and fall back upon the creation of a board of Supreme Court commissioners. That would be followed by their permanent retention, for if needbring up the accumulated busines of the court, it would be equally needed of the court, it would be equally needed to prevent future accumulation. If the Legislature is a representative body it will apply the remedy plainly intended by the people. The concern of the profession for the poor man is touching. But it should be remembered that appeals are not seldom taken by the richer for the numbers of conversation the less solls who purpose of oppressing the less able, who cannot well follow the judgment obtained in the district to the Supreme Court on account of inability to pay lawyers; and if he does so, is apt to find his judgment swallowed up by the added fee of his at-torney, leaving him to reflection upon the vanity of lawsuits. Judge Lord had long and honorable

service upon the Supreme Bench, and no man is better qualified to judge of the remedy for the congestion there. He said: Enact a law that shall limit appeals in civil cases to the Supreme Court to those involving title to real estate or matters affecting the public revenue, the constitu-tion of the state or of the United States, or where the question of franchise is raised or where the amount of the judgment ex-That with giving the cour discretion in the matter of writing optiions. He adds that "the records of court show that about 30 per cent of the cases appealed are under \$500, varying from that sum to less than \$50." Also cases are appealed to "cause vexation and expense." Judge Lord further added: "That chronic argument that every citizen should have the right to appeal, no matter how small the sum, is entitled to little consideration. The community should not be taxed several hundred dollars to gratify two obstinate men in handying some trivial matter through the courts when its merits can be fully deded in the circuit court as the court Governor Lord rended that the judicial districts of the

He had been turned away by two phy-sicians on whom he had called for treat-ment. They told him nothing could be

Dr. Sprague examined the wound, which was on the middle finger of the right hand, and declared it serious. He resorted to a treatment usual in cases of poisonous stinging. This was to soak the finger in a solution of bicarbonate of soda as hot as the patient could stand it, and keep the member there from six to eight hours at a time. He also prescribed twenty drops of tincture of muriate of iron, taker

was greatly decreased. Dr. applied the lance, and a hard core half an inch long was taken from the linger. After that Melgel was relieved recovered, called at the physician's house to thank him for his treatment and to apologize for having deceived him. Dr. Sprague was not at home, and Meigel, af-

uld like to see him personally taid the grateful man, "and thank him, but I must go at once to Arisona, where my mother is on her deathbed." Meigel told Mrs. Sprague that he cap-

the tarantula in a load of lumbe that he had been handling. He took it home and put it in a bottle. While in-specting it the tarantula escaped from the bottle and bit him on the finger.

Life a Century Age Memphis Commercial Appeal.

New York in a few hours. He had never seen an electric light freamed of an electric car. He could not send a telegram.

He had never received a typewritten unication.

He never looked pleasant before a pho-He never heard a phonograph talk or saw a kinetoscope turn out a prizefight. He never saw through a Webster's Un-abridged Dictionary with the aid of a

He had never imagined such a thing as a typesetting machine or a typewriter. He had never used anything but

pants or anything else.

He couldn't take an anaesthetic and have his leg out off without feeling it. He had never purchased a 10-cent magazine, which would have been regarded as a miracle of art.
He could not buy a paper and learn

everything that had happened the day before all over the world.

He had never seen a McCormick reaper r a self-binding harvester. He had never crossed an iron bridge.

did not know.

Washington letter. home at midnight and permitted Mrs Smith to make him a pot of tea and some

Friday morning Philip Brady fell down No. 4 shaft in the Republic mine and died shortly afterward without regaining con-

done for him. In despair he went to Dr. Sprague. He was inclined at first to tell him the truth, but remembering his previous experience and fearing similar treatment, he simply said the injury had been caused by an insect.

meigel faithfully followed the doctor's instructions, and Sunday when the patient made a second call on the doctor the finger had become softened and the

from pain. The swelling disappeared al-tegriber, and Meigel left the physician fully convinced his life had been saved. A day or two later, Meigel, having fully ter telling Mrs. Sprague, the doctor's wife, that he had been bitten by a taran-tula, asked her to give his compilments

One hundred years ago a man could not take a ride on a steamboat. He could not go from Washington to

He couldn't talk through a telephone, nd he had never heard of the hello girl. He could not ride a bicycle, He could not call in a stenographer and

He had never heard of the germ ther worried over bacilli and bacteria. tographer or had his picture taken He never heard a phonograph to

Rochtgen ray. He had never taken a ride in an ele-

He had never seen his wife using a sewing-machine.

He had never struck a match on his

In short, there were several things that he could not do, and several things he

Nearly Starved at the Letter Ball.

An echo of Wednesday night's much dvertised reception at the Leiter residence was heard Thursday when the experience of Postmaster-General Charles Emory Smith was related to friends. The Postmaster-General and Mrs. Smith went to the Leiter mansion on time according to the card invitation. It was anno that refreshments would be served at 19:30. As a matter of fact they were not served until nearly I in the morning, and the Postmaster became so faint that he went

sens the necessity for legislative action upon the lines already indicated, and in such other directions as will furnish an adequate and workable statue regulation of commerce "among the sev eral states."

One aspect of the situation, however, is specially referred to. The commis-

alon says it must be apparent to the thoughtful mind that equal charges for equal service cannot be secured without some restraint upon the competitive action of independent lines, and refers to classification, interchange of cars, switching service, storage and terminal charges, demurrage, car service rules, and other similar matters as having been looked ipon with favor as operating to public dvantage. Uniform classification, for example, is regarded so desirable that the commission has recommended and urged its adoption by voluntary action, or, that failing, by compulsory legislation. The act to regulate commerce seems to favor associated action by competing roads for purposes of this kind. True, it prohibita pooling—that is, the actual division of competitive traffic or the earnings derived therefrom—and even this provision is beleved by many to be practically inconelstent with uniform charges to all ship-pers and the fair adjustment of rates be-tween different communities and differ-ent articles of traffic.

Whatever view may be held as to the degree of incompatibility between the pro-hibition of pooling and the other pro-visions of the act, it was generally undersion of tonnage or revenue, were in no respect made unlawful by the act, but were regarded rather as aids to its proper he regarded rather as aids to the series as-observance. Accordingly, numerous as-sociations were formed and many features sociations were formed and many features actions dervice more or less sub-national service more or less subof the railroad service more or less sub-jected to common control by carriers otherwise in actual competition. The tendency and intended results of these

tendency and intended results of these arrangements were to remove the practices and charges included in their terms from the field of competition.

These conditions are said to be materially changed, in their legal aspects at least, by the passage of the anti-trust law and the interpretation which that law has received. The prohibition against railway association is no longer limited to pooling of competitive traffic or the revenue therefrom, but extends to every form of combination which directly reform of combination which directly re-strains competitive freedom. While this does not mean that every such agreement violates the anti-trust law, it does mean that all such engagements as actually restrict competition are void from their in-ception and subject those who make them, or who connive in efforts to continue them, to the hazard of criminal prosecu-

It is evident that railroad managers generally have made no attempt to con-form their practices to the spirit of this law. They may keep within its letter and succeed in avoiding its penalties, but they claim that they are virtually compelled to counteract its aim and evade its ob-servance. Thus it happens that some of the most important and useful incidents of railway service are maintained by methods which are believed to be inhar-monlous with, if not in actual violation of, a Federal statute. This is more than the question of pooling contracts between rival carriers—it is the question of such agreements as relate to classification, agreements as reints to classification, terminal charges, and the like—concerning which uniformity, certainty and stabil-ity are of manifest benefit and conveni-ence to the public.

Under the conditions now existing it is

inevitable that frequent discriminations should occur and endless acts of injustice be committed. Theoretically it is possible for each road to observe its published schedules in every particular, but this in many cases must be done, if done at all, only at the loss of needed traffic, unless all rival roads with equal strict-ness and honesty conform in like manner to their published rates. The idea of public regulation implies certain standards of correct conduct to which all carriers shall conform. It also implies some measure of supervision and control over those subject to its requirements, to the end that these standards may be observed and practices made to conform thereto. This, without doubt, is inconsistent, to some degree at least, with actual and constant competition as that term is comment, understood.

actual and constant competition as that term is commonly understood.

If, as is alleged, that competition is compelled in all things by one law which is binding upon the carriers, it can hardly be supposed that another law of more or less diverse and opposing tendency will at the same time be obeyed. It is universal experience that capital takes advantage of competition. If public transportation can be bought and sold like a commodity, the largest purchaser will. ly be supposed that another law of more or less diverse and opposing tendency will at the same time be obeyed. It is universal experience that capital takes advantage of competition. If public transportation can be bought and sold like a commodity, the largest purchaser will, some of the time, if not all of the time, get the best terms. It is idle to suppose that railroads will actually and all the while compete with each other as to every item of service or facility and at

force of popular opinion, and the feeble restraints of the present law, which are of little effect when directed against sight and gradual advances. It will lie within most a small group on men, to say what tax shall be imposed upon the vast traffic moving between the East and West. The tively necessary that some other control should be substituted for competition.

discerning eye to the probable tastes of away. Now these comforts are more ensity accessible. Most travelers lay in a supply of literature before they start, and tion gone. No more will the passengers be importuned to buy literature from his weird collection of fiction; no more will tary debris of banana peels, peanut shells and apole cores. On the whole, the