The Oregonian

SUBSCRIPTION RATES.
INVARIABLY IN ADVANCE.
(By Mail.)

Daily, Sunday included, one year	$8.00
Daily, Sunday included, six months	4.25
Daily, Sunday included, three months	2.25
Daily, Sunday included, one month	.75
Daily, without Sunday, one year	6.00
Daily, without Sunday, six months	3.25
Daily, without Sunday, three months	1.75
Daily, without Sunday, one month	.60
Sunday, one year	2.50
Weekly, one year (issued Thursday)	1.50
Sunday and Weekly, one year	3.50

BY CARRIER.

Daily, Sunday included, one year	9.00
Daily, Sunday included, one month	.75

HOW TO REMIT—Send postoffice money order, express order or personal check on your local bank. Stamps, coin or currency are at the sender's risk. Give postoffice address in full, including county and state.

POSTAGE RATES.
Entered at Portland, Oregon, Postoffice as Second-Class Matter.

10 to 14 Pages	1 cent
16 to 28 Pages	2 cents
30 to 44 Pages	3 cents
46 to 60 Pages	4 cents

Foreign postage, double rates.
IMPORTANT—The postal laws are strict. Newspapers on which postage is not fully prepaid are not forwarded to destination.

EASTERN BUSINESS OFFICE.
The S. C. Beckwith, Special Agency—New York, rooms 43-50 Tribune building. Chicago, rooms 510-512 Tribune building.

KEPT ON SALE.
Chicago—Auditorium Annex, Postoffice News Co., 178 Dearborn street.
St. Paul, Minn.—N. St. Marie, Commercial Station.
Denver—Hamilton & Hendrick, 906-912 Seventeenth street; Pratt Book Store, 1214 Fifteenth street; I. Weinstein; H. P. Hansen.
Kansas City, Mo.—Ricksecker Cigar Co., Ninth and Walnut.
Minneapolis—M. J. Kavanaugh, 50 South Third; Eagle News Co., corner Tenth and Eleventh; Yoma News Co.
Cleveland, O.—James Pushaw, 307 Superior street.
Washington, D. C.—Ebbitt House, Pennsylvania avenue.
Philadelphia, Pa.—Ryan's Theater Ticket office; Kemble, A. P., 3735 Lancaster avenue; Penn News Co.
New York City—L. Jones & Co., Astor House; Broadway Theater News Stand.
Buffalo, N. Y.—Walter Freer.
Oakland, Cal.—W. H. Johnson, Fourteenth and Franklin streets; N. Wheatley; Oakland News Stand; Hale News Co.
Ogden—D. L. Boyle, W. G. Kind, 114 Twenty-fifth street.
Omaha—Barkalow Bros., Union Station; Mageath Stationery Co.
Sacramento, Cal.—Sacramento News Co., 439 K street.
Salt Lake—Moon Book & Stationery Co.; Rosenfeld & Hansen.
Los Angeles—B. E. Amos, manager seven street wagons.
San Diego—B. E. Amos.
Long Beach, Cal.—B. E. Amos.
Pasadena, Cal.—A. F. Horning.
Fort Worth, Tex.—Fort Worth Star.
San Francisco—Foster & Orear, Ferry News Stand; Hotel St. Francis News Stand; L. Parent; N. Wheatley.
Goldfield, Nev.—Louis Pollin.
Eureka, Cal.—Call-Chronicle Agency.
Norfolk, Va.—Krugg & Gould.
Pine Beach, Va.—W. A. Cosgrove.

PORTLAND, MONDAY, APRIL 22, 1907.

CURB LAND GRANT GRAFT NEXT.

The history of land grants in the United States for railroads and military wagon roads is a record of brazen-faced breaches of trust. In this day, when grab schemers are called to account on all sides for violations of law, the land grants are a promising field for investigation by officers of the National Government.

There is reason to believe that some part of the ill-gotten spoils may be taken away. In yesterday's press dispatches from Cheyenne, Wyo., it was announced, seemingly from authentic sources, that Attorney-General Bonaparte is considering plans to force the Union Pacific Railroad to return to the National Government large areas of land, which remain unsold, of the original land grant in Nebraska, Kansas, Colorado, Wyoming and Utah. This is the result of investigations made by the Interstate Commission. The lands are held by the railroad in violation of the plain stipulation of the acts of Congress in 1862-4, which declared that within three years after completion of the railroad the lands in the grant not then sold by the railroad should be returned to the Government.

Attorney-General Bonaparte has told Senator Bourne and Representative Hawley, of Oregon, that he sees no reason why the terms of the railroad land grants made in Oregon in 1866-70 should not be enforced. Mr. Bourne and Mr. Hawley have successfully turned the attention of the President, the Secretary of the Interior, the Attorney-General and the Commissioner of the Land Office to the broken pledges of the railroads in Oregon, and evidently their demand for an accounting has spread to other states.

It is not alone in Oregon that railroads should be stripped of their ill-gotten lands. All over the United States land grants were made by Congress between 1850 and 1871. Judged by present day standards, the free gifts of the people's domain were extremely lavish. But the lavishness of the gifts is not now a question of concern. The important question is whether the conditions of the grant are to be complied with by the railroads, as they were complied with on the other side, by the Government.

It has been recently explained how the Oregon Central Railroad grants in Oregon have been constituted into a great land monopoly and how the present possessors of those lands—the Oregon & California and the Southern Pacific—have repudiated the plain mandate of the land grant acts, that they shall sell the land at not to exceed $2.50 an acre, to actual settlers only, and in tracts of not more than 160 acres to each purchaser. There are similar mandates in other land grants, but they have been ignored many years. The purpose of the acts was to put the lands in the hands of the railroads and wagon road companies in trust. Limitations imposed by Congress on sale of the lands have been repudiated and the possessors have claimed absolute ownership of the lands, with power to hold or sell them as they choose.

The wagon road and railroad grants in Oregon, eight in number, are a record of perfidy toward the public. The wagon roads were never built as the grantees of the lands agreed to make them nor were they kept in repair. The lands were barred against settlement by non-resident landlords, who knew nothing of the needs of the state in the development of the lorded areas and cared less.

The land grants are a very promising field for enforcement of law, in the interest of the people against plunderers of the public domain. The field has lain neglected too long. But good results can be accomplished even at this late day. President Roosevelt and the members of his official family are coming upon a very live subject. They should handle it forthwith and without gloves. But they should be warned that they will be treading on the precincts of the railroad trust magnates, who will redouble their efforts to make retaliatory war.

Compared with the public utilities bill pending in the New York legislature, the Oregon Railroad Commission law is a mild piece of legislation. The bill which Governor Hughes favors provides for the appointment of two commissions by the Governor, one for the city and the other for the rest of the state. Each commission has power to order the use of certain devices, changes in equipment, or in regulation of employes considered necessary for the safety of passengers. It may examine any and all books and papers of a public utility corporation and its consent is necessary for all franchises, capitalizations, issues of stocks or bonds, leases or transfers. It has authority to control train schedules, fix rates for carrying passengers or freight or for furnishing gas or electricity. It may set the standards of electric voltage and of gas purity. It may compel increase of equipment, construction of new sidings and regulate interchange of cars, transportation of cars, etc. But while it has all these powers, the exercise of them is founded upon reasonableness or necessity in the interests of those having dealings with the public utility corporations.

THE STEUNENBERG MURDER.

A black crime was committed in the murder of ex-Governor Steunenberg at Caldwell, Idaho. The perpetrators were criminals of the hardest sort and their deed was one of the foulest credited to the Western Federation of Miners. Accused of complicity in the murder, Moyer, Haywood and Pettibone, leaders of the Federation of Miners, were arrested in Denver six weeks later, turned over to authorities of Idaho, and at once "railroaded" out of Colorado to Idaho, in order that the men might not delay or prevent extradition in the courts of Colorado. This "railroading" has been denounced ever since, by associates of the three men, by members of the Western Federation of Miners, by certain classes of rabid socialists, and is now denounced by Eugene V. Debs, as a heinous conspiracy against innocent men, to deprive them of their rights as citizens of Colorado.

But how about the murder? Is that crime to be forgotten? Are the murderers to have their deed overlooked, in all this hubbub over whether Moyer, Haywood and Pettibone were lawfully seized?

The real issue is in the trial of those men for complicity in murder, not in the question whether the red tape of extradition was all unwound.

Of course they would rather have the trial on the question of the red tape, for that would stay or prevent the trial on the important question—that of murder.

But justice demands that the murder trial shall come first. Retribution for murder is more important than quibblings over whether men charged with murder were properly seized by the vested authorities for trial. If the extradition laws were broken in Colorado and there was a breach of the peace and dignity of that state, it is for Colorado to complain, not for men who wish to secure themselves from justice in Idaho, by invoking the dignity of Colorado. Idaho is the place where the three men should be tried for the crime charged against them. Colorado is the place where other men alleged to be guilty of "kidnaping" should be tried for that crime. The murder and the alleged kidnaping are separate and distinct. The kidnapers need not worry themselves about the trial of Moyer, Haywood and Pettibone, and those three men need not worry themselves about the trial of the kidnapers. The one crime was committed in Idaho and the other alleged crime in Colorado. The laws and the courts of each state are competent to care for the peace and dignity of their own borders.

Therefore, let the three men gain the acquittal that they ought to win if they are innocent and then go to Colorado and see that the laws and the courts of that state mete out proper justice for the crime charged in that commonwealth.

COURTS AND A FREE PRESS.

In his general statement of the right of free speech and a free press as guaranteed by the Constitution of the United States and of the several states, Justice Harlan, of the United States Supreme Court, announced a fundamental principle essential to the preservation of the liberties of the people, but did not enter upon a discussion of the reasons why the people should be protected in the right to discuss the action or proposed action of the courts. It is often true that a dissenting opinion is the correct opinion, and the Colorado case in which Justice Harlan dissented is a case in point. The majority of the court upheld the Colorado courts in fining the owner of a newspaper for contempt because of certain strictures published regarding a decision of the courts in election cases. In its opinion the court said that "when a case is finished courts are subject to the same criticism as other people, but the propriety and necessity of preventing interference with the courts of justice by premature statement, argument or intimidation hardly can be denied."

That this decision is a direct attack upon the liberties of the people will be readily apparent after a quotation from the statutes of our own state. The law governing contempts authorizes a court to fine a person who is guilty of "disorderly, contemptuous or insolent behavior towards the judge while holding the court, tending to impair its authority or to interrupt the due course of a trial or other judicial proceeding." That provision of our statutes is proper enough in itself, but when the United States Supreme Court holds that by means of contempt proceedings a court may punish "interference by premature statement or argument," and that the punishment may be inflicted if in the opinion of the court the publication "tends toward such interference," a reasonable statute has been transformed into a dangerous limitation upon constitutional rights.

There is special reason why the people should retain the right to discuss questions upon which the courts are to declare law. In this country the courts exercise what is practically a legislative power, for they declare that to be law which was not before known to be law. There is, therefore, just as much reason why questions before a court should be open to discussion as there is why bills pending before a Legislature should be subject to comment. The courts are as much servants of the people as are the members of the Legislature. The rules of law laid down by a court are applicable not only to those persons who are parties to the case, but to all citizens, hence all the people have an interest in what that decision shall be. They have a right to talk about a case, personally and in the press, and in every way aid the court in arriving at a correct determination of what is the law by which the people shall be governed. But under the Colorado decision a "premature statement or argument" is an act of contempt which the court may punish at its own sweet will, without according to the defendant the right of trial by jury.

Our own State Supreme Court has held that the inherent power of a court of justice to punish parties for contempt who commit acts which have a direct tendency to obstruct or embarrass its proceedings in matters pending before it, or "to influence decisions regarding such matters," is undoubted, the only limitation being that the contempt proceedings must be brought by affidavit and not upon the initiative of the court. The decision of our own court, taken in connection with that of the United States Court, practically forbids the people to make a "premature statement or argument" regarding a case pending in court. Such a construction of the law was never intended when the statute was framed for the punishment of "disorderly, contemptuous or insolent behavior" toward the court. If the United States Court had confined its decision to publications amounting to "intimidation" and had omitted "statement and argument," its ruling would have been unobjectionable, but when a court proclaims its unwillingness to listen to reason from the people it invites contempt and insolence.

It is the exercise of legislative power that gives the people a particular right to discuss the questions pending before a court. Nearly every case involves some new question upon which the law is uncertain. Many of these questions are of great importance, for they determine political rights, personal rights and property rights. In our own courts litigation over the initiative and referendum, the extent of riparian rights, the validity of legislative acts, and many other questions, illustrate to what extent all the people may be interested in a decision in a case to which only two or three persons may be parties. In all such cases, whether pending or determined, the people have a right to discuss the action of the courts, and they will do so whenever they please, the United States Supreme Court to the contrary notwithstanding.

SALMON HATCHERY ON MACKENZIE.

The Oregon Fish Commission is about to erect a 10,000,000 egg salmon hatchery on Mackenzie River, because of the large supply of salmon eggs on that stream and the very favorable conditions there for hatching big quantities of fry. The Mackenzie hatchery station has been the most successful in Columbia River waters, so far as quantity of egg supply has been the criterion.

But, before ordering construction of the hatchery, the commission will do well to investigate the conditions of Mackenzie River closely, and convince themselves that that stream, while being ideal for taking and hatching the eggs, is also ideal for safeguarding the infant fry, after their release, from their numerous known enemies.

There are abundant proofs that trout in Mackenzie River devour many infant salmon, and the commission can easily obtain the proof. The Mackenzie is one of the favorite trout streams of anglers and there are men among them who have found salmon fry in large numbers in the stomachs of the trout. Unless the commission shall be careful it will make its hatchery a feeding station for trout.

The commission will do well to ascertain what opportunity young salmon, after escaping their devouring enemies in their 200-mile journey down the Mackenzie and the Willamette rivers to Oregon City, will have for passing safely over the Falls at that place. It is well known that, during the five months after June 1, nearly all the water of the Willamette River flows through turbine power wheels. It is reasonable to suppose that at that season the young salmon pass down the river on their way to the sea. It is an unproved theory that the young salmon pass the Falls before June, after their release on the Mackenzie in February or March. Nobody knows how fast the small fish travel, but it is quite reasonable to suppose that they do not all pass the Falls before Summer. Even if they do get by the Falls before that time, a large part of the river is drawn into the power-wheels and it stands to reason that the young fish go with it.

The Mackenzie is undeniably one of the best in Oregon for an egg-taking station, but for a hatchery its suitableness is doubtful. This presents no serious difficulty, however, for the eggs could be transported to some point on the Willamette River below the Falls and there hatched, at small cost for transportation. Salmon eggs often are thus transferred from one hatchery to another and from an "eyeing" station to a hatchery. The preceding fish commission made a colossal mistake by building the "biggest salmon hatchery in the world" at Ontario and the present commission should be careful to avoid a similar mistake on the Mackenzie.

STRANGE NEWS FROM BOSTON.

From far-off Boston comes the information that Oregon is sick of the initiative and referendum and will soon repeal it. The Boston Transcript gives us this information, which may be said to be new though not true. Under the head of "The Referendum's Failure in Oregon" the Transcript publishes a column article showing considerable familiarity with the operation of the direct legislation amendment in this state, but the comment discloses several points of misapprehension. The purpose of the article is to discourage the enactment by the Massachusetts legislature of a measure known as the public opinion bill which embodies the referendum feature. The Transcript says, and very truly, that it has been found easy to get signatures to petitions in this state, that the people know very little about the details of the measures submitted to them, and that they do not take away and read the copies of bills kept for distribution by county clerks. Indications now are, however, that people are more careful about signing petitions and that they will learn more about bills submitted to them, for they will receive copies by mail. The Transcript might have added, just as truthfully, that it has been found easy to get votes for iniquitous measures in the legislature and that members of the legislature very frequently know very little about the details of the bills upon which they vote. So it is about a stand-off between direct and indirect legislation so far as that feature is concerned.

The Transcript says that eleven measures were submitted to a vote of the people last June, and it might have truthfully added that though some were adopted and others rejected, and all of them were important, no man has yet arisen to say that the people made a mistake in any particular due to lack of understanding of any measure. The women suffrage people doubtless think the people made a mistake in defeating their amendment and the saloon people think a mistake was made in the defeat of their local option law, but so far as the vote shows anything at all, it indicates that the people voted intelligently. That the Transcript is laboring under some misapprehension is evident from the statement that "most of the laws proposed in Oregon relate to taxation or appropriations. The mass of voters everywhere pay no direct taxes and so suppose they pay none at all. They naturally want a great deal more money spent to 'make work' and keep business good, with the result that Oregon and its cities are spending an amount of money which is sure to drive capital and industry out of the state." Oregon people will heartily enjoy the information that they do not know they are paying taxes and that the initiative and referendum is a means of increasing the burden.

For the information of Massachusetts it may be said with utmost frankness that we are yet experimenting with the direct legislation amendment, that we find it has some defects though none more serious than those possessed by representative legislation, that it is intended merely as a last resort when legislatures prove unfaithful, and that we hope to limit its use to those important measures which can be enacted or defeated in no other way. There is an element in this state opposed to the initiative and referendum, and probably always will be. There is not one man condemning the initiative and referendum where there are a hundred censuring the legislature.

The killing of two police officers by drunken Italians in New York City has started a crusade there against the evil of carrying concealed weapons. That the men were drunk or that they engaged in a free-for-all fight would have resulted in no serious consequences but for the fact that they were armed and upon interference by the police began firing. On the same day some drunken rowdies on a streetcar created a riot, and when two citizens interfered to protect the women and children on the car they were shot and mortally wounded. The two affairs show in a most convincing manner that vigorous action is necessary in order that law-abiding people may be protected from the wanton and vicious. Fine and confiscation of the weapons have always been considered sufficient, but heavier punishment will be necessary and an aggressive effort must be made not only in New York but in every other city to detect the carrying of concealed weapons by persons of an irresponsible or dangerous character, or by anybody who has no business with them.

The heavy cotton crop of last year has served to maintain the balance of trade in favor of this country, as indicated by the figures regarding exports and imports for the month of March. All other staple exports suffered a decrease for that month, but cotton shows a decided increase. The total exports for March, 1907, were $162,689,950, imports $133,323,085, leaving an excess of $29,366,865. Figures for the same month in 1906 were: Exports $145,510,707, imports $113,597,577, excess $31,913,130. That our imports increase as rapidly as our exports is indicated by the following statement of shipments for the month of March since 1900:

March.	Exports.	Imports.	Excess of exports.
1907	$162,689,950	$133,323,085	$29,366,865
1906	145,510,707	113,597,577	31,913,130
1905	136,978,429	110,431,188	26,547,241
1904	119,888,449	91,347,909	28,540,540
1903	132,093,964	96,236,457	35,863,507
1902	106,749,401	84,227,082	22,522,319
1901	124,473,643	75,886,834	48,586,809
1900	134,157,225	86,522,456	47,634,769

The 107 passenger steamers which are scheduled to go out of New York for Europe between now and July 15 have already booked passengers to the full capacity of the ships, and applications for passage during that time are now being refused. These steamers will carry 75,000 Americans, who will pay in fares $7,000,000. If these 75,000 people would come to the Pacific Coast we would show them scenery that surpasses the Alps and provide them a climate which for healthfulness is supreme. But they prefer the name of going to Europe rather than the pleasure of coming to the Coast.

Echo, the husky young town up near Pendleton which set up a "holler" because the Portland business men left it out of the itinerary of the Idaho excursion and got it changed, has a weekly paper called the Register that is typical of the town. Thursday's issue has a supplement descriptive of the place that will set visitors thinking. It tells what Echo has in the way of business and business men; plays up town with pictures that tell the story, and proves that large things are its specialty—not the least being a few good-sized families. Echo is more than a dot on the map.

Several weeks ago the newspapers of the country related at some length the story of a lobbying excursion which some 200 lady school teachers of New York took to the state capital in behalf of a bill for the equalization of salaries. The ladies went after the legislators for promises of support for their bill, and the promises were forthcoming. It is now interesting to know that the promises have been fulfilled and the bill has passed.

It has been pointed out to the President that the land fraud investigations in Idaho have resulted in the indictment of only Republicans, leaving the inference that the prosecution is a political matter. But the same thing might have been shown with regard to the prosecutions in Oregon. The people who are on the inside generally do the grabbing. Those who are out do not get a chance.

The Minnesota legislature has passed an automobile law which provides that when a chaffeur runs over a pedestrian he must stop and give the number of his machine. It should be amended so as to provide that if the same man is run over more than once in a day the number of the machine need not be given every time.

Medford's school directors remember their boyhood. They have ordered school to close just before the parade on circus day and remain closed all day.

The "Haul of Fame" is what Pennsylvanians propose to name their new state house in which the $7,000,000 graft was perpetrated.

Pennsylvania's $7,000,000 capitol graft is a fitting penalty for a state that elects a Governor opposed to freedom of the press.

Alfonso, it is said, seeks recreation in golf. By and by he'll have all he wants holding the baby.

DEVLIN TELLS DOCK NEEDS.

Cites Other Ports to Show What This City Requires.

PORTLAND, Or., April 20.—(To the Editor.)—The time is opportune for discussion of the advisability of the city owning and maintaining docks. What are the benefits to be derived therefrom? Is it a proper field for municipal ownership? Will the end justify the expenditure? Are the conditions here such as to make the ownership of docks by the city of importance in the larger growth of the city? Before proceeding to answer these questions it may be of interest to know what other cities have been doing in this line and what the effects have been. A few years ago Buenos Ayres, the capital of the Argentine Republic, was an old Spanish village situated on the estuary of the La Plata. Vessels were compelled to anchor seven miles from the city owing to the shallowness of the river. There were no dock facilities, and the commerce of the port was very limited. Since then the city has built some of the finest docks in the world and dredged the river, and the result has been most astonishing. The commerce of Buenos Ayres has increased enormously, the city has been rebuilt and it is now one of the most beautiful and prosperous cities in the world. Hon. John Barrett, when here, stated that the public docks of Buenos Ayres were the most potent influence in the rebuilding and enhanced wealth of the city.

The city of New York about 35 years ago invested $35,000,000 in docks acquiring about one-fifth of available docks of the city. The property is now worth hundreds of millions of dollars and the value thereof to the city in the way of increased commerce by reason of low charges and improved facilities has been incalculable.

The public docks of London and of Liverpool and the extent to which they have fostered and protected the commerce of Great Britain is quite well-known. Liverpool boasts that it doubled its population and trade every 16 years during the last century. This has resulted in awakening other cities to the importance of harbor improvement. We hear much of the activity of Glasgow and Birmingham in the operation of street railways, etc., but the greater activity of European cities has been in the acquisition and improvement of waterways, harbors and docks. Manchester saw this and in consequence constructed its great canal and docks and brought the ocean vessels direct to its great mills. Swansea on the south shore of Wales has by reason of it docks and quay doubled its population since 1881 and increased its trade vastly more in proportion. Cardiff, another city on the south shore of Wales, has 150 acres of dock area and within a short time has grown to be the third most important port in the empire. A like astonishing history of growth and prosperity in Bristol, Hull, Plymouth, Newcastle and Sunderland results directly from the expenditure of millions for deeper channels, new docks and better harbors.

Activity along this line has been equally great in Continental Europe. Amsterdam has accomplished wonders in canal construction and harbor improvement within a few years. Antwerp has spent millions in money and has put forth the most determined effort for harbor improvements. Dantzic has dredged out its shallow little harbor and by providing facilities for modern ships has made a busy prosperous city out of the old-fashioned walled town. Barcelona has made a magnificent harbor under the most adverse conditions and the result has been increased commerce, population and wealth. Hamburg has shown an activity in harbor improvement that is nowhere surpassed. Its docks are skirted with a system of railroads and warehouses and its dock facilities are the best in the world. Similar comment concerning the improvement of docks, harbors and waterways may be made of every seaport city of Europe where there has been advancement during the last 40 years. The commerce of those cities is their life and they have adopted the most intelligent method to maintain and improve it.

We may now return to the consideration of conditions in Portland and the necessity of providing better harbor facilities in the near future. Within 10 years the entire dock facilities of Portland above the steel bridge will be required for river traffic. Our ocean vessels must anchor and dock below. Our river channel is narrow and there is a constant tendency to encroach upon it by extension of the harbor lines. Our present system of placing a vessel lengthwise beside a dock requires an unnecessary amount of space. We must have piers and dredge inland. The better plan would have been for the city to have purchased Guild's Lake and dredged it out, making it a great basin, skirted by a system of docks, railways and warehouses and we would have had the finest fresh water harbor in the world with the most economical and convenient system of docks. This would have vastly increased our available harbor area and would have been exceedingly desirable by reason of its nearness to the center of trade.

Within a few years our harbors will be crowded and under present conditions dock rates may be so increased that much commerce may be diverted from us to other cities. This has been the experience elsewhere and has been corrected only by municipal ownership and improvement of docks at enormous expense. A few years ago a long strip of dock lands extending from the Portland Flouring Mills dock to the bluff at University Park was sold to a local firm for less than $30,000. This piece of land would have been of exceeding value to the city and in time worth millions. But the same opportunities exist now only in a lesser degree. It is proposed to spend $500,000 for such properties at this time. It is very probable that docks may now be made self-sustaining. The necessity of acquiring them now must be apparent to every one familiar with local conditions. Shall we do so or shall we wait until we see our trade decreasing and neighboring cities prospering by reason of our negligent delay?

The benefit would be increased commerce assured by better facilities and moderate rates. Of all municipal enterprises it is one in which cities have been most successful and in which there has been the least conflict with private interests. The investment will pay not only in increased commerce and greater general prosperity, but also in the intrinsic value of the docks purchased. The conditions in Portland are such as to make it most urgent for this city to act.

T. C. DEVLIN.

(Edior's Note: Mr. Devlin is Auditor of Portland. He has given this subject large attention and has large information about docks in other great ports.)

Kathleen Mavoureen.

James Whitcomb Riley.

Kathleen Mavourneen! The song is still
ringing
As fresh and as clear as the trill of the
birds;
In world-weary hearts it is sobbing and
singing
In pathos too sweet for the tenderest
word.
Oh, have we forgotten the one who first
breathed it—
Oh, have we forgotten his rapturous art—
Our meed to the master whose genius bequeathed it?
Oh, why art thou silent, thou voice of the
heart?

Kathleen Mavourneen: Thy lover still lingers:
The long night is waning—the stars pale
and few;
Thy sad serenader, with tremulous fingers,
Is bowed with his tears as the lily with
dew;
The old harpstrings quaver—the old voice
is shaking—
In sighs and in sobs moans the yearning
refrain—
The old vision dims and the old heart is
breaking
Kathleen Mavourneen, inspire us again!

BORAH SHOULD FACE THE LIGHT

If Innocent, He Has Nothing to Fear From Investigation.

Spokane Spokesman-Review.

United States Senator Borah's assertion that the movement to bring about his indictment by the Federal grand jury at Boise for alleged land frauds is prompted by the supporters of Moyer, Haywood and Pettibone may or may not be based on fact. While Senator Borah is assisting the prosecution of these three prisoners, who are charged with the murder of ex-Governor Steunenberg, and it may be true as he alleges that the friends of these men incited the grand jury investigation against him, the affair has gone so far that Senator Borah, if innocent, can not afford to turn off the searchlight. It is highly improbable that the Federal grand jury at Boise would indict him unless the evidence were sufficient to warrant a reasonable presumption of guilt. If he is guilty he should be brought to the bar of justice, and the possible circumstances that friends of Moyer, Haywood and Pettibone were instrumental in exposing his guilt should have not the slightest bearing on the course of justice. If the charges against Senator Borah have been trumped up he will be vindicated in due time, either by the grand jury or by the Federal Court, if the case should come to trial.

If Senator Borah has violated the laws the fact that he is a Senator of the United States should not be permitted to throw around him a protecting shield, just as the fact that Moyer, Haywood and Pettibone are supported by a powerful labor organization and by socialists generally throughout the United States should not be permitted to interfere with the orderly course of their trial.

LIFE IN THE OREGON COUNTRY

Not Out of the Almanac.

Aberdeen Bulletin.

Some people say that in spite of Roosevelt's denial he'll jus' Taft to run.

Strenuous Pleasure.

Castle Rock Advocate.

Miss Alta White, while at play, had the mistfortune to get slightly cut on the head with an ax.

It Pays.

Corvallis Times.

Alta Additon, an O. A. C. graduate of ten or 11 years ago, is reputed to be the leading cyanide expert on the Pacific Coast.

Enterprise.

Newberg Graphic.

The town which goes to the front is the one in which its citizens believe thoroughly and give practical proof of their belief.

See You Later.

Pendleton Tribune.

The escaped Portland stork has been recaptured but as the result of his two days' freedom there is no telling the extent of the damage done—as yet.

Those Good Old Days.

Hillsboro Argus.

Isaac Leisy, who for 57 years has wended his way between his home and this city, was in town Tuesday. Mr. Leisy says that when he came here in 1850, elk, deer and bear were plentiful, and that what one settler had the others had.

Big Sticks for the Bean-Eaters.

Yakima Republic.

A flatcar containing three pieces of timber, two of them 70 feet long and three feet one inch square, and the other 72 feet in length and two and one-half feet square, passed through here this afternoon from Puget Sound to Boston, Mass.

Rattlesnake Season Begins.

Madras Pioneer.

Rattlesnakes are making an early appearance in this section, five large ones have already been killed this year on Agency Plains. Three were killed by Cliff and Ray Jackson, two others by one of the Gard boys, last week. One killed by Ray Jackson had nine rattles and a button. Last year a number of rattlesnakes were killed upon the Plains, but very few were killed until much later in the year. They were more numerous about harvest time, and as many as eight or ten were killed under one hay stack on several occasions.

This Dog a Great Stayer.

Central Point Herald.

Joe Boswell owns a dog which he is having trained for a hunter in the Butte Falls country that he believes to be the best canine in Oregon. According to reports recently received from there, the dog struck a deer track a few weeks ago and followed it for seven days, finally bringing the deer to bay and holding it for three days longer until the trainer went out and called the dog off and took him home to get something to eat. It is believed the deer was the same that treed Will Scott in the same neighborhood last Winter. Mr. Boswell refuses all offers to sell the dog, but intimates that he might give some friend a tip where to get another from the same litter.

THE TRUTH ABOUT OREGON

The Oregonian has invited a large number of well-informed persons to tell what they know about the different phases of life and industry in Oregon, in the Special TOURISTS' AND HOMESEEKERS' EDITION, Monday, April 29. They will cover every subject about which a visitor or a prospective homebuilder would naturally inquire. He will be told all about

WHAT HE CAN DO AND HOW HE CAN LIVE

In Oregon. Besides being brim-full of information from the pen of experts, the edition will be beautifully illustrated. To see that it gets into the hands of people it is intended to reach, the railroads and the publicity department of the Commercial Club have already engaged to take many thousand copies, and they will be sent to people who are coming to Oregon or are known to be inquiring about it. Individuals will send many, too. The Advertiser therefore has a rare opportunity in this number to reach directly new readers who have a special interest in Oregon and who are coming to see and to stay. Besides, there's The Oregonian's great regular circulation. Withal, the special Tourists' and Homeseekers' Edition will do much to disseminate interesting and authentic facts about Oregon,

WHERE THE TRUTH WILL DO GOOD

Easy When You Get the Right Tip.

Rabbitville Correspondent The Dalles (Or.) Optimist.

Well, we may have a newspaper here before long, and it will be a jimdandy you bet, for I will edit it, and I no how to eddit. I have frequent been over to the Optimist office and watched old man Bennett edditing. He sets with his feet on the desk, witch is a store box, a cob pipe in his mouth, a pencil behint his off ear and sleeps and snores, then wakes up and swares at the fellers what sets the tipes and things like that, and fellers like me, litterary fellers, writes good things for him, and the rest he steals, then he goes to sleep some more, snores some more, swares some more, then goes out and takes six more palousers, and has em charged. It is a snap, a ded eazy snap to be a reel edditur, and I will be one of the gratest in the state, you can bet on that, for I have branes and intelleck and talient and in time I will no doubt be one of the gratest of edditors.

The Solid Nine's Record.

PORTLAND, April 21.—(To the Editor.)—To settle a dispute as to whether any of our East Side Councilmen were members of the "solid nine," will you kindly publish a list of those who were members and also a list of those who were not, together with the parts of the city represented by each? and oblige,

C. BROWN.

The "solid nine," who on February 5, 1907, opposed the revocation of the perpetual franchises of the gas company by the Legislature were:

John Annand, J. P. Sharkey and Thomas Gray, Councilmen-at-large; R. A. Preston, First Ward; H. W. Wallace, Second Ward; G. D. Dunning, Third Ward; George S. Shepherd, Fourth Ward; W. Y. Masters, Fifth Ward; H. A. Belding, Sixth Ward.

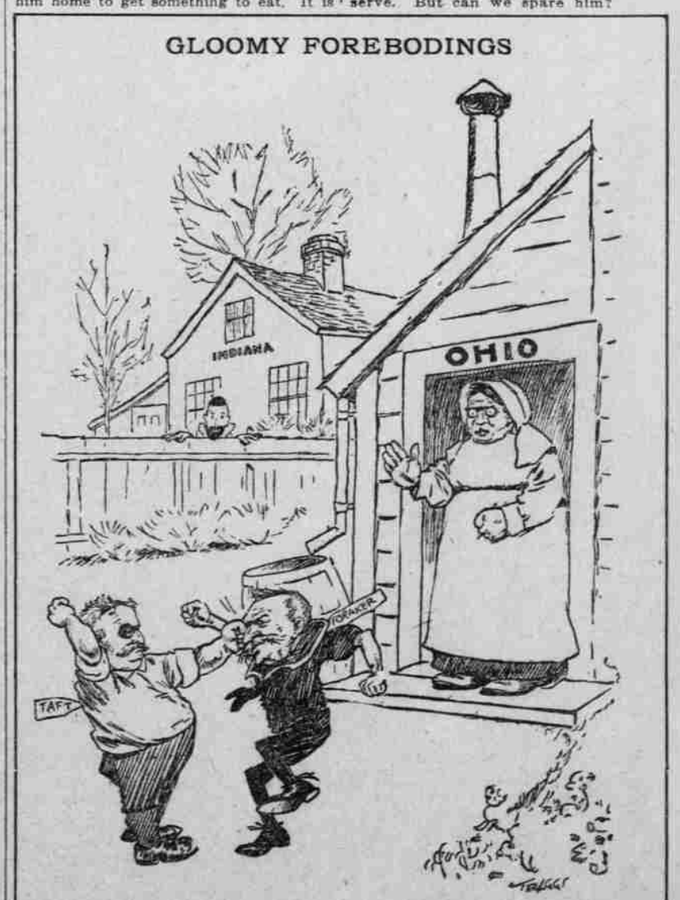
Those who voted for revocation of perpetual franchises were: A. G. Rushlight, Seventh Ward; Frank S. Bennett, Eighth Ward; R. E. Menefee, Ninth Ward; W. T. Vaughn, Tenth Ward; Daniel Kellaher and A. N. Wills, Councilmen-at-large.

Secretary Taft for Cuba?

Boston Herald.

Secretary Taft has made such a hit in reconciling all the parties in Cuba—Liberals, Conservatives and Republicans—to his plan of delay in starting the new republic, that he would seem to be its logical candidate for President. It looks as if he might go in unanimously if he would consent to serve. But can we spare him?

GLOOMY FOREBODINGS



—From the New York Press.

MOTHER-OF-PRESIDENTS OHIO—"THERE THEY ARE, AT IT AGAIN! AND I THOUGHT AT ONE TIME THAT ONE OR T'OTHER OF 'EM MIGHT GROW UP TO BE PRESIDENT!"