# The Oregonian

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PORTLAND, THURSDAY, JUNE 18, 1907.

#### READJUSTMENT OF STATE LINES.

It has always been held by persons not a few that the "Old Oregon Counwhen cut up into territories which subsequently were erected into states, was badly divided. When Washington was set off from Oregon it included not only the present State of Washington, but also the present State of Idaho. The territory comprised in the counties of Washington south of Snake River was left to the territory of Oregon, but when the bill to admit Oregon as a state was pending in Congress it was so amended as to give those counties to Washington. When admission of Idaho was proposed an effort was made to cut off from Idaho the panhandle, or narrow strip of territory lying between Washington and in, and attach it to Washington. But this failed, and as results of all these adjustments, which indeed are palpable malformations, the boundaries of the three states were fixed as they remain. The panhandle of Idaho, it should be stated, an awkward project tion between Montana and Washing ton-is the fruit of a condition that existed when the Territory of Iduho was formed; before which event the "strip" contained a large population thither by discovery of gold; and the new territory needed this population. Therefore it was set off from Washington and given to Idaho.

It is a clumsy arrangement, beyond dispute-this division of the Old Oregon Various suggestions have been made during many years for its amendment; but no change that ever has been proposed or could be proposed would be likely to meet the approval of the people of the three states. Ideally, Western Oregon and Western Washington, similar in climate and physical features, should constitute a single state; and the territory of the three-Oregon, Washington and Idaho -east of the Cascade Mountains, should form two more. This great mountain range is a barrier which makes the two sections on either side of it entirely unlike. The greatest factor in the differentiation of the nations of Europe is the Alps. But for the Alps the history of Europe would have been altogether different from what it is as we read it. Great mountain chains are great factors in the affairs of the world.

A proposal comes from Spokane in the form of a pamphlet, submitted to a committee of that body, designated as "Committee on New State." It proa rearrangement which would make four states of the three; beginning by dropping a line through Washington and Oregon from north to south, cutting off part of the Great Bend country, crossing the Columbia near Arlington, Oregon, and meeting the Oregon and California boundary line in the vicinity of Lakeview. Then from a point which their diagram shows would be somewhere in Wheeler County, Oregon, a line is drawn directly east through Eastern Oregon, crossing Snake River in the deep canyon below Huntington, and continuing east through Idaho to the summit of the Rocky Mountains. Orefall to Idaho, including Baker City, Canyon City, Huntington, Burns, Ontario, etc.; and those north of it, in-cluding Heppiner, Pendleton, La Grande, etc., to the new state, which ould extend northward to the Cana-The southwest corner of dian line. the new state would be in some point In Wheeler County, Oregon; from which tine drawn north to the Canadian The new state, then, would be formed of portions of Oregon, Washington and

idaho, and the principal towns in it

arrangement, which has been printed

heretofore in The Oregonian, is repro-

It is, however, a proposition for curl-

osity, rather than for serious atten-

duced, but with more detail, today,

Pendleton and La Grande. A map or diagram showing the proposed

would be Spokane, Walla Walla, Lew

division leaves large part of the "dry" country of each of the Coast states at-tached to the "wet." If there is to be any division it should be on the Cas-cade Range, Even this, however, would at present be impossible; and it may be questioned whether it ever will be possible. There are too many opinions and interests to be consulted. To evisand interests to be consulted. To evis-cerate states, redistribute the parts and have members enough left over to make one state more-and get the approval of Congress, moreover, on the job-would baffle political anatomy and surgery many a year. Our states have been very awkwardly made up; but we think they will remain as they are at

#### BUT LET US SEE.

Nobedy doubts. Though some may pretend to doubt. Ruef is guilty and Schmitz is guilty. Orchard is guilty, and Haywood and Moyer and Pettibon and many more whom Orchard's statement involves, are guilty, in greater of ess degree. Nebody doubts, though some may pretend to doubt.

From the trial at Boise an extraorlinary statement comes. It is to the effect that the defense is jubilant beause it is found that one of the jury is socialist, and will never vote to co. of the jury "has been keenly interested in socialist literature, which he has been reading for many months." "We know," the report goes on to say, "how he feels in relation to these matters. They are betting in the vicinity where lives that a hung jury will result from this trial."

The reader will draw his own conclusions, both as to the case at Boise and as to the attitude of socialism towards From the point of view which this report discovers, the murder of Gov-ernor Steunenberg was no crime.

THEY INSIST ON DISCRIMINATION President Mellen, of the New York, New Haven & Hartford Railroad, re-

entily said:

If we were able to cease discrimination in he passenger business we would further relace our rates. The reason you are paying cente a mile is not because the realizationate you to, but because the commuter interest he shall ride for less. You pay more o help him out, not to help the railroad. If ou all paid the same rate our tariff easily ould be made 1½ cents a mile. You will use, therefore, that the public is bound to top discrimination even if it discriminates to dring so. ently said: doing so.

There are contradictions here which re thus made clearer by the New York

Evening Sun; If anything has been established so far by be enactment of the 2-cent fare laws it is the righ of the assertion that the public insists pon discrimination while insisting that there hall be none. The effort that has been made by the Reading and Pennsylvania railroads to digust their revenues to the 2-cent law in conveyious by raining or preparing to raise sylvania by raising or preparing to raise Pennsylvania by relains or preparing to raise rates now below the permitted maximum has exoked nothing less than a popular atorm in the territory affected by the proposed and sctual changes. The revealed state of public opinion in and around Philadelphia today makes it very clear that the public believes in discrimination against the traveler for long distances as compared with the passenger for short trips, and indozes that kind of a square deal which is involved in making the shippers of freight and the long-distance passengers pay part of the cost of carrying the low-rate passenger traffic. the low-rate passenger traffic.

Yet nothing more than this statement is needed to show the injustice of the contention. In the West we do not enforce such discrimination; why should they in the East? It is clear that we are not yet near a solution of railroad problems.

#### RECOGNITION OF PORTLAND'S ADVAN-TAGES.

Some highly interesting developments are being made at the Interstate Commerce hearing on the "Portland gateway" case at Washington. Under the skillful questioning of Attorney Cotton, it has become a matter of record that there is in existence on Puget Sound a umber trust which has absolute control of prices. It was also brought out tors, in the testimony that, despite the al-leged serious crippling of the lumber last year were 50 per cent greater than in any previous year. These admisance, were insignificant in comparison with the confession by Mr. Beckman lumbermen sought relief was due to existence of natural disabilities which the railroads could not overcome. Mr. Beckman stated that Washington millmen had on hand 500,000,000 feet of lumber which they could not deliver to purchasers, and that "the congestion was caused by grades crossing the Cascade Mountains," and "by shipping by way of Portland over Portland roads they could avoid crossing the Cascades, thereby avoiding the point of greatest congestion.

No more flattering tribute to the superiority of Portland's transportation position could be made than this state Washington lumbermen. In effect, the Puget Sound lumbermen say: "Our natural location, where we are hemmed in by mountains over which our lumber must be lifted at great expense and delay, nearly a mile in the air, is a handleap which cannot be removed unless we are permitted to ship through Portland, where the millmen have the which we are now forced to lift our traffic." Portland is pleased indeed over this belated recognition of her superiority, although it will surprise no Portlander to be reminded that this point of vantage has always been the greatest factor in our growth. But. coming as a frank admission from men who have always pretended to hold a contrary view, it has increased value.

The desire of the Washington lumbermen to make use of our water-level route to market is quite natural and proper, and it is only a question of time when all of the heavy lumber outnut of Western Washington will find its way to market by way of the Columbia River railroads That traffic. however, when compared with that which originates at Portland and directly in Portland territory, must always bear a distance handicap before it is on even terms with the Portland industry and statesmanship. lumber traffic. The demands of the Washington lumbermen that this distance handicap be removed and that they be placed on even terms with Portland shippers in markets whichhave been developed by the Portlanders, would be most unreasonable and unfair, even were it possible for the railroads to handle satisfactorily the western Europe. It is believed that the business originating in Portland territory. Coming at this time, when the have imparted to the men of the South O. R. & N. Co. is unable to handle the

North Bank road, the Northern Pacific will be in position to handle the Puget Sound traffic more expeditiously than at present, but even then there is certain territory reached by the O. R. & N. and its connections and not by the orthern Pacific where the Portland millmen will always have an advan-

age over those of Puget Sound. This latest attempt on the part of the Puget Sound people to nullify one of the greatest advantages possessed by Portland and the O. R. & N. Co. is in some features similar to the demand for a joint rate on wheat from Eastern Washington points reached by the O. R. & N. and not by the Northern least till after some cataclysm, which Pacific. The demand for a joint rate anxious to do business in localities where Nature had aided the railroads in giving Portland an Irremovable adate on lumber is made for similar selfsh and unjustifiable motives. Both are remarkable admissions of the transpor tation limitations of Puget Sound ritory, and at the same time high trit Portland's unsurpassed mercial position.

GAIN IN CUSTOMS RECEIPTS. Custom-House statistics, like bank clearings, postoffice receipts, building permits, real estate transfers and every other feature of our business life, re-flect the wonderful prosperity of Portland. In some respects Custom-House receipts are more accurate barometers than some of the other tems mentioned, for, by comparison with those of other ports, the actual growth of legitimate commerce is shown to a nicety. For the month of May, the collections, at the Portland Custom-House reached a robst of \$129. 866.95, compared with \$83,856.14 for May 1906. Collections at Scattle for Muy, 1907, were \$86,133.39, and at Tacoma \$28,836.20, and for Seattle, Tacoma, Everett, Port Townsend, Bellingham, Ab-ordeen and ten other Puget Sound and Gray's Harbor ports combined they were \$138,122.96, compared with \$118,-757.01 for May, 1906.

These figures show that Portland, with collections but \$8500 smaller than all Puget Sound and Gray's Harobr ports combined, gained more than 35 per cent over the same month ago, while the Puget Sound and Gray's Harbor ports gained but 14 per cent The combined receipts at all Puget Sound ports of "in transit" freight omewhat larger than those at Portland, but for goods actually imported by local merchants for distribution to their respective territories, Portland al-ways leads the Puget Sound ports. The May imports at Portland included grain bags, sulphur, cement, matting, tea, tin, iron, glass, firebrick and s hundred other staples for distribution all over Oregon, Washington and Idaho. In percentages this growth does no make as imposing a showing as of the bank clearings, which at Portland for the month of May showed as increase of more than 56 per cent compared with less than 10 per cent in rease at Scattle; but the increase in the importing business as reflected in these figures is most gratifying and substantiate the highly satisfactory showing in other lines,

### SENATOR MORGAN.

Senator John Tyler Morgan, who died in the night of June 11, was one of the finest figures in our National life, His public service, which began almost in his youth, was prolonged far beyond when most men must yield to the infirmitles of age, so that during his latter years in the Senate he en loyed not only the respect which great ability and lofty character receive, but also that filial homage which younger men willingly pay to the elders of theli profession. A patriarch in Congress at home in Alabama he had outlived envy and even rivalry. When he stood for re-election to the Senate in 1900

and again in 1907, he had no competi-Mr. Morgan's standards of official industy in Washington, for which the Senators such as Mr. Platt, of New on-existence of a joint rate by way of York, Mr. Bailey of Texas, and even Portland was blamed, rall shipments Mr. Foraker of Ohio, he must have last year were 50 per cent greater than seemed like a precisian. Bred to the law, he gave up his practice entirely sions, while ordinarily of great import- when he entered the Senate. He could not reconcile it with his conscience to divide his loyalty between his country that the congestion from which the and the predatory interests which sought to prey upon it. He did not believe that he could weigh with unbiased judgment legislative questions affecting corporations from which he had taken a retainer fee. Even for magazine articles written while he was in the Government service Mr. Morgan would receive no pay. His standards of conduct were those of that fine Southern stock to which he belonged Mr. Morgan was born into the class which ruled the South from the earliest colonial times to the Civil War. In a general way we speak of the cultured and gifted familles which composed this class as an aristocracy. Relieved ment of the cause for complaint by the from the struggle for existence by the possession of slaves, they were enabled to devote themselves to politics, literature and sports, and developed traits which were markedly unlike the more commercialized manners of the North. A writer in the June Atlantic remarks that the morals of the Southerners were more or less injured by their association with a servile race, but he con advantage of a water-level route cedes that they developed a spirited through the same mountains over generosity and loyalty to their ideals which have never been surpassed. Certainly they merited this praise by their ondifct in the Civil War. The normal historical development of the South has been perverted from the beginning by the presence of the colored population, but on the other hand it has not known anything of the immigration from Europe which has flowed into the North The blood of the Southern whites has not mingled with that of the negroes while the Northerners have intermarried freely with Germans, Irish, Scandinavians and many other stocks.

In fact, as the writer whom we have quoted remarks, there is in the Southern half of the United States a larger body of people of almost unmixed Anglo-Saxon descent than it is possible to find anywhere else in the world. Their future career should show this breed of men can accomplish in

Students of civilization find the typical Southerner an interesting charac ter because he is an Anglo-Saxon transplanted to a climate entirely different from that of the land where his race originated. The genial sunshine, the nellow Summers of Alabama, contrast strongly with the chill fogs of North new conditions under which he lives something of the arder of the Italian business in its own territory, the in-justice and absurdity of the demand deliberative judgment, the persistent tion or consideration. The proposed are enhanced. With commistion of the lengtre, of the Englishman. The cli-

nate has infused fire into his blood without diminishing the iron What these men, with their ancestry

and their incomparable environment an accomplish when they have solve the problems that perplex their intel-lects and paralyze their energies, it is fascinating to imagine. They have lever worshiped money and materia uccess like their countrymen of the North. Character has always counted for more with them than with us, and they have known better what is w living for and what is not. When they begin to take their true part in our National life it is safe to predict that egislation will pay more attention to undamental right and less to clamor of privileged interests; that the diministration of the law will forego the worship of form and seek the sub tance of the issue; and that the debates in Congress will resume some thing of that majesty which our older statesmanship borrowed from literature and philosophy. In this hope we say that Senator Mrogan, lonely as he sometimes appeared in the Senate with his noble ideals brought from a vanepoch through the cataclysm the Civil War, was not the last of his type, but rather the link which joined a great past to a greater future. We shall see the day when the South will send to the Senate many men with the gracious gentility and the lofty principles Mr. Morgan, and among them perhaps some genius whose constructive statesmanship shall remodel for another century the structure which Hamfiton built for the one that has

passed. Another 3-cent drop in wheat in Chiago yesterday landed the July option 14 cents per bushel under the figure reached two weeks ago. When the green bug and the green speculators forced the pice above \$1 per bushel, Mr. Patten, an enthusiastic ade a vow that he would not cut his hair until wheat sold at \$1.50 per bushel. A few more days like those which have followed the appearance of Monday's crop report will probably cause Mr. Patten to begin making inquirles about hairpins and curl papers unless he intends wearing it a la abrigine.

On a small tide with a moderate har he steamship Numantia, carrying 7000 ons of cargo and drawing nearly wenty-five feet of water, crossto sea yesterday, nine hours after leavng her dock in Portland. Good work of this kind is strongly confirmatory ed on the bar. For the first five months of this year more deep-draft steamship have sailed from this port than in any cresponding period in our histo and they have experienced less delay than has been met by any previous fleet of the same size,

The Czar has approved a recommen lation of the Council of Ministers for a oncession for a railroad from Kamsk, iberia, to Bering Straits and a tunne under the Straits. Unless Nicholan trengthens his hold on his empire in the near future, his approval of the concession will be about the only part he will have taken in this great work. A new people, living under a new flag, will undoubtedly see the completion of the work.

The British War Office will destroy Colonel Henderson's History of the Boer War for the reason, as given in a London cable, that it was "much too outspoken about the blunders and graft that distinguished the campaign Strict adherence to a policy of this kind eventually will result in giving England a good drubbing before it mes to its senses and keeps its pink tea soldiers and grafters at home.

Steel is being laid on the new North Bank road at the rate of about 11/2 miles per day, the Lytle road to Tilok is completed for nearly one third of the distance, with contracts of the road, and Mr. Harriman has surveyors in Central Oregon. It is thus apparent that Oregon will not immediately feel the effects of the anti-rail road legislation in the East.

One almost unsurmountable difficulty in the way of modern dramatists is th invention of new plots; yet North Yakima furnishes a rich chain of novel situations in the achievements of the Mc Ginnesses - mother, daughters daughters-in-law. A band of female robbers in histrionic environment ought to delight the patrons of subordinate playhouses.

The Gould divorce case will come up for a hearing in New York in the Fall The next trial of Harry Thaw will also take place in the Fall. The ultra-select finding life worth living unless there is a continual airing of dirty linen in his ourts, but the combined stench of these two trials ought to bring joy to his heart.

In providing a place for the Oregon National Guard's encampment next month the powers showed due consideration by selecting not only the coolest section of the state, but the spot nearest to the large colony of Summer

And now that Harriman has taker ver the Corvallis & Eastern, what is e going to do with it? Will be Harrimanize it up to, say, \$10,000,000, mortrage it and sell the bonds to street lambs?

There are signs of dissension in the reliminaries for The Hague Peace Conference, How, if the contentions starting in this peace conference should involve the world in war?

If Ezra Meeker could decorate his equipage with Oregon roses before it starts on its journey through Broadway, he would make blass New York sit up and take notice. The Oregon National Guard goes into

camp at Seaside, July 8. It is a good guess that a regiment of Summer girls will be in camp by the 7th We hear from San Francisco that Harriman is spending ten million dol-lars on his Klamath Falls railroad ex-

tension. Important, if true Prevailing cool and cloudy weather gives promise of a great quantity of

oses for next week's fiesta. To those who are really fond of June owers, yesterday's weather was quite satisfactory.

Oh, well, Portland doesn't wish to defeat its neighbors at baseball every

REST AWHILE FROM EXPOSITIONS. Lewis and Clark Fair Praised as

"Modest and Reasonable Attempt." Minneapolis Tribune.
The common testimony of those who ave visited the Jamestown Exposition is that it is a disappointment and a failure. Few expositions are fin-laned before the opening. This is so far behind that it probably will not be finished when it closes. The general mpression is that it would not be worth seeing if it were finished, except for the national exhibits of the army and navy.

There was no demand for this exposition and there were no adequate resources to carry it through. Jamestown is an empty name. The exposi-tion was planned to benefit the thriving little trading and manufacturing town of Norfolk, which has been built up by railroad, manufacturing and steamship trusts as a money-making

In the midst of historical associations of great interest, neither the town nor its surroundings has any particular natural attraction for the visitor. The Exposition Company ap-parently had no money to furnish atractive features besides those sup-illed or paid for by the Federal Gov-rument. Most of these were brief and temperary and the others soon pall active features besides those on visitors tangin to demand variety above all things. The exposition is likely to be a failure financially, as it has been in point of inferest.

In that event it will probably do the country the good service of discouraging purely speculative expositions for which there is no demand, and which lack account.

lack adequate resources to present at-tractions. The country was pretty tired of expositions after St. Louis, but the success of the modest and reasonable attempt at Portland started them

able attempt at Pertland started them up again. Now there is talk of another on the North Pacific Coast, which may neutralize the wholesome discouragement of Jamestown.

We do not know how far the success of these remote expositions is due to the novel charms of the long journey. It is pretty clear that the East has had enough of them at any rate.

#### SEATTLE POSTOFFICE RECEIPTS. Large Concerns In Suburb Buy Stamps to Help Postmaster.

Georgetown (Wash.) Gazette News. The Government bases its compensation for postoffice service upon the receipts of the office. The great trouble consumer of stamps in Georgetown and many of our citizens purchase their stamps in Seattle, but mail their letters, etc., at the Georgetown office. The result is the Seattle postoffice re celves the benefit at Georgetown's ex-

Recently the brewery purchased \$1, 100 worth of stamps in Seattle. In all fairness these stamps should have been bought at the Georgetown postoffice. At the same time the brewery mails from 200 to 400 letters per day in Georgetown, usually late in the day, and Postmaster Street and his assist ant, Mr. Fritz, make it a point to handie this mail together with other cumulations of mail to send it out by the 9 o'clock train This looks like discrimination against the local office and Mr. Street has good grounds for feeling aggrieved.

Just consider what \$1,300 would mean to the local postmaster, two or three times a year. Then think how that amount will assist in swelling Postmuster Stewart's receipts in the Seattle postornee.

# Timely Rebuke.

Speaking of the censure passed upon District Attorney Manning by certain triends of "reform" in Portland, because of the notice he has given that the Sunday law is to be enforced, the Pendleton Tribune says:

Mr. Manning was elected through the same patriotic desire of the "independent voting Re-publicans" of Multnomah County who armset n their might a few days ago, as you said, and saved the administration of Portland's affairs from the dominion of "the inter-

Doesn't Mr. Manning represent the thing he was elected to represent? If so, he len't doing any better than the "machine" Republican he defeated would have done.

It isn't so bad to see a regular in any party disappoint somebody, though that is bad enough, but when a reformer is elected because he is a reformer, and then can't get the support of those who elected him because he was a reformer, the horizon begins to present a discouraging aspect.

The Tribune boyes to see the salcou-closing law in Portland rigidly enforced, as well as all laws, and has the utmost faith in Mr. Manning's sincerity of purpose when he says he will enforce them.

he will enforce them.

And why not? He stands as a living monu ment to that spirit of "Republican independent voting" and "blotting out of party lines"—
Republican party lines—"which augurs so well for our country."

#### S. P. Lands Distinct From Public. GLEQUA, Wash., June 10 .- (To the Editor.) -Will you kindly answer the following ques

1. Can a person yet take up a timber claim under the timber and stone act? 2. If a person has exercised his right to a timber claim and a homestead claim, has he still a right to 180 acres of railroad land in Oregon at \$2.50 an acre, if he makes actual estilement thereon?

1. Yes: the timber and stone act has not been repealed. Applications for land inder that act are received in the Port-

land Land Office every day. 2. Railroad land has no connection with Government land as to application for claims. Railroad lands are under control of the railroad land office, which sells or refuses to sell according to the will of

One person is entitled to take up not more than 330 acres of agricultural land from the Government and such land he acquires under homestead and timber and stone claims, as distinguished from mineral claims.

# "Polities and Poetry Lack Rhythm."

Boston Herald. To be halled as Senator Cincinnatus Heine Miller of Oregon might suit his Heine Miller of Oregon might suit his passing fancy, but his epithet on fame's eternal camping ground will be piain Joaquin Miller, poet of the Sierras. Poetry and politics may not be wholly uncongenial, but they seem to be lacking in rhythm, from the popular point of view. To be sure there was John James Ingalis, who was a good deal of a poet as well as a brilliant Senator and whose poetic gentus still survives in at least one songenius still survives in at least one son-net. Nevertheless, he finally fell a vic-tim of his epigrams. Let the poet of the Sierras stick to his muse. States can be saved without him.

# Chicago Evening Journal, Californians allow their hatred for

Californians allow their hatred for Japanese to carry them to extraordinary lengths; they insult and harass Japanese residents unmercifully, regardless of the effect such actions might have upon Japan. But, if Japan should be roused to make war on account of its subjects distress, California would not try to bear the entire burden of defense, but would come shricking to the National Government for protection.

# "ACTUAL SETTLER" QUESTIONS.

ecker of S. P. Land Asks What Only the Courts Can Tell Him. CENTRALIA, Wash., June 10.-(To he Editor.)—I wish to ask the following uestions as to the Oregon & California and Southern Pacific lands in Oregon;
1. Do you think the railroad can be forced to sell at \$2.50 an acre?
2 In what counties does the land lie and where is the good land located? I I am told that many persons are making application for the railroad land at the Government Land Offices and that

4 in case one makes application for 180 acres, would be be safe in going upon it and residing and improving it for a home, the same as a homestead?

3. How long will it take before the matter is settled as to the railroad's seiling at \$2.50 an acre?

G. M. READ.

the fee for such application is \$10.

These questions cannot be answered in the way the inquirer seeks. They involve issues that will be settled only by long and strenuous litigation. Nobody can

1. There are authorities that think the railroad can be forced to sell at \$2.50. Foremost among them is Land Commis sioner Ballinger, But nobody has pointed out a clear way to go about it. Nobody can say whether this or that suit against the railroad will win. The technicalities and subtleties are too complex. The lay questions involved are numerous and complicated.

2 The Oregonian has no information at to the places where the land lies, except the general knowledge that patches of it extend along each side of the railroads between Portland and the California line and Portland and McMinnville. To gather this information would require large amount of expense and labor and take a long time. The best way to locate the land is with the aid of persons familiar with it and they can generally be found in each county or locality. But the seekers of land should be on guard against impostors and pretending venders of information. And they should be very sure that the land they purpose to squat on is part of the land grant

2. No applications for railroad lands are received at any Government Land Office.
4. The Oregonian would not advise any person, in locating on railroad land, to improve the land as his own. He might e, and his expenditure of money time and labor might come to nothing. might be defeated on technicalities apart from the question whether the railroad is bound to carry out the terms of the Only those persons should spend in testing the question who can afford to lose. It is not wise for a poor man to stake much on the test.

5. Nobody can tell how long it will take to bring the litigation to an end. Nobody knows what the litigation will be.

#### JOAQUIN MILLER FOR SENATOR Good Chance for Him to Distribute His Surplus Cash.

Eugene Journal
It is now reported that Cincinnatus
Helne Miller (Josquin the poet) says his dies have turned out so well that he ntends to return to Oregon and run for United States Senator. If he is over-oaded with the product of mines, or any ther uncarned increment, he can find no better way to work it off than to "run for Senator" or any other old office. The disbursement will be quicker and easier now than at a former time, although in past years it was not difficult to scatter a few thousands among the hungry and thirsty as several who have been through the mill could testify. But now, in this age of fads, grafts and grabs, with primary election laws, and initiatives and referendums, stalking over the land, in broad daylight, under cover of law, no-body but a wealthy man can run for any office worth having. Then he is likely to be defeated and bankrupted at the same time, as several were at the last election. A poet isn't supposed to have much business sense, but we would not be afraid to bet a coon skin, which was the usual bet in Indiana where we come from, and coons are scarce in Oregon, that our old friend and brother editor in of long ago will not drop many of Eugene of long ago will not drop many of his good dollars, no matter how many he office. He knows a thing or two about the value and convenience of money and about the uncertainty, worry and vexa-tion of office holding.

# Failed to Tame His Mother-in-Law.

Klamath Falls Express, Eugene Isaacs, a full-blood Indian, redding on the Klamath reservation, has in-law. Some 10 years ago Isaacs, who is recognized as one of the reservation's most intelligent Indians, married a pretty young squaw with whom he lived until three years ago, when she was called to the happy hunting ground. Shortly after her death he married his motheralter her death he married his mother-in-iaw, who is nearly twice his age. His second marriage, though performed ac-cording to white man's law, was not a happy union and Isaacs is now seeking a legal separation from his mother-in-

Attacked by 15 Big Timber Welves.

Oregon City Enterprise.

J. F. Montgomery, of this city, relates a story of a fight between John Hoopes, interest than of religion.

## Cartoons by Davenport

Beginning with the next issue, June 16, The Sunday Oregonian will publish a series of original eartoons by HOMER DAVENPORT, together with articles from his pen, in which he makes a most vigorous plea in behalf of "Animals Tortured to Make Man's Pleasure."

Of the quality of Davenport's work it is not necessary to speak. It is as well known in every other part of the United States as it is in Oregon, His power lies in his ethical force,

Davenport puts his heart as well as his brain into these new cartoons. From his earliest childhood he has loved animals, and no one has a better right to offer himself in the lists as their champion.

The Oregonian most heartily commends the cartoons and the comment to the intelligent Pacific Northwest.

of the West Side, and a number of tim-ber wolves. Mr. Hoopes was 35 miles up the Ciackamas River on a fishing trip on May 28, when Le was attacked by 15 timber wolves. The only weapon Mr. Hoopes carried was a six-shooter, but he backed up against a tree and stood his ground, killing six and wound-ing one. The others became frightsned and ran, leaving the lose man in posses-sion of the field. Mr. Hoopes had a very marrow escape, and were it not for his presence of mind in the face of danger it is doubtful if he would have lived to have related the story.

#### "Flint Sees 'Em Again."

Hood River News-Letter. Bradford has another "bar" He says that recently while near Orchard Sawmill with his bear Flint Elppa Orchard Sawmill with his bear dig. Pinphus, the dog became greatly excited, charging toward a bunch of brush, frething at the mouth and haying like a fog horn. But he had his trusty 36-39. He crept up to the brush, then peeping over the dog's back he saw the folgest rattlesnake he ever laid eyes on. Fint says he looked away to see if the snake would appear elsewiere, but finding it was a sure thing, whot its head off and pulled it out of its nest.

The serpent was as large as his arm and about five feet long. Had rattles as wide as his thumb and a head an inch and s half wide, and was undoubtedly the largest one of the kind ever killed in the Valley.

#### What the Editor Thought He Saw.

Prineville Review

The hot weather during the week has brought out the rattlesunkes in goodly numbers. Up at the rock quarry a rattler six feet long was killed by the worknen. The workmen say it was six feet ong, and as the writer ran across one fully five feet long up Ochoco Sunday he has no reason to doubt their stateeents, although the reptile's body was of brought to town to substantiate more than 30 inches in length, and all, and to gaze upon one five feet long gives one a similar sensation that brought about by looking upon boa constrictor for the first time,

# Jew and Christian

New York Evening Post. Those who deplote the barrier which divides Jew and Christian may derive satisfaction from a small book just published in Berlin. It is cutified "The Conflict Between Judalsm and Christianity." Ignaz Ziegler, its Hebrew author, seeks to prove that the two religions are essentially one. The familiar distinction between the Christianity of esus and that of Paul is his point of departure. Between the former and Judaism, he maintains, there can be no real conflict, for Jesus was neither more reat conflict, for Josus was neither more nor less than a pious and law-shiding Jew. "The ideals of Jesus were the common property of Jewish intellectual life and prophetic teaching. There is no distinctively Christian morality. The ethics of Christianily are from beginning to end Jewish." It was Faul who, by his attacks on the Jewish law began file conflict. The broads are sentled. conflict. The breach was widened by the Church Fathers, who proceeded from partly pagan premises. Judalem still clings to its primitive monothelam, and this adherence is enduring because the Jews believe that their's is a national God. The Christian Church is now grad-ually reverting to the earlier monotheism. When the return is complete, "then the Jewish minority will declare: I have accomplished that for which I was created, for all mankind will be one Israel." Even If this position were bistorically demon-



"BRYAN? BRYAN? NAME SOUNDS FAMILIAR!"