THE MURNING OREGONIAN, THURSDAY, JUNE 27, 1907.

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Omaha-Barkalow Bres., Union Station;

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PORTLAND, THURSDAY, JUNE 27, 1907.

EAST AND WEST.

It is interesting to learn that the yellow man as well as the white man has a "burden." Mr. Harold Bolce communicates this important fact to struments of torture. When a boy has the world through an article in Apple control of a horse his first thought is to ton's Magazine for July. The Japan-ese, small as he is physically, labors 'show off." He becomes a menace to pedestrians and shocks the sensibilities under the weight of a mission to the world, says Mr. Boice. He has heard of every decent spectator. Down in the wholesale region there a call to go forth and convert the white are drivers who, at noon, pour the bar-ley for their horses' dinner in a heap races from the error of their ways. If he succesds the change which we shall in the mud. The starved beasts manexperience will be considerable, for he age to gather up part of it; the rest is inintains that our religion, our ecowasted. The owners are not to blame. nomics and political institutions all They furnish abundant feed, but the need reforming drivers are too lazy to use it properly.

The Japanese, it appears, does not Some of our commission men whose teams are a scandal and who wonder deny that he has borrowed his rail-roads, telephones and science from at the mystery of their naked ribs might find out all about it if they Western nations; but he reminds us that his use of them is a great deal would better than ours. Our progress is hindered by conventionality and tradition. Japan has discarded both. As we go forward we "drag at each remove a lengthening chain" which links us to

What promises to be a record wheat crop in the Pacific Northwest is now approaching harvest, and quite naturthe superstitions and customs of the past. Japan has cut loose from the The little island empire have attained to com- tety, not only on the part of the farmerence nothing but truth; they fear dustry in the Pacific Northwest. At nothing but error. One of their emiuent philosophers compares religion to of Snake River cutting a cup of ica. It has a social value, he says; it stimulates conversation; but other respects it is worthless. One religion differs from another only as Spring wheat fields there is still plenty black tea from green. Choice among them is a matter of 'taste only. The mission of the Japanese, as they see it, is to bestow the blessings of intellectual freedom upon the rest of the Since they already enjoy thisbirow blessing and we do not, therefore, in their own estimation, they are our superiors. Divine Providence has appointed them to be our teachers and possibly to use their army and navy as instruments of instruction, just as heads. In some respects a bumper wheat we fortify our pedagogy in the Philcrop, which is now almost assured, means more to the Pacific Northwest ippines with military force. As to our religion, the Japanese than it ever meant before. There have been years in the past when the finan smiles at our Bible stories much as we smile at the myths of the Greeks cial condition of the farmers was much worse than it is now, and a big crop and Romans. He thinks it is a sign of mental weakness in us to revere them. was for that reason most welcome. But unfortunately, in the past most of our What we call "inspiration" is to him big crops have appeared in low-price an absurdity. "If the Bible is true." he says, "inspiration makes it no truer. years, some of them in years when the If it is false, inspiration cannot save orice hardly justified the expense of harvesting and marketing. This year it." He finds some good in all religions and some bad. The good he ac-cepts; the bad he rejects. The stories It seems a certainty that the entire crop will be needed at a higher range of prices than we have known since about the progress of Christianity in the year of the Leiter boom. As a re-Japan involve much error, Mr. Bolce sult the crop will distribute in this ter-Its ethics and some of its believes. teachings find acceptance ritory more millions than have ever be onomia there, but as an ecclesiastical system fore been produced by a single crop, it is contemned. The Japanese is an and it will mostly go into the hands of een produced by a single crop, men who will not need it for paying off agnostic. He places Jesus and Herbert mortgages. More of it will fall into on the same level, taking entreer. omething from each but yielding di the coffers of new arrivals who have vine honor to neither. He lumps all been pouring into the country in larger numbers than ever before, and the inour beliefs about heaven, hell, the resfluence of a big crop and high prices urrection, and so on, together as superon their opinion of this new country will be highly beneficial, not only for stition, which, he declares, is valueless ompared with science. hemselves, but for their old neighbors Our ecoomics is no better than our religion. It is still enslaved to tradiback East, who are watching their progress in the Pacific Northwest. tion. We permit the proceeds of in-dustry to go to the biggest hog; Japan Labor and grain bags, the two principal items of expense, are higher than distributes them throughout the nausual, and also scarce, but much of tion. Our public utilities are made to his increased cost will be offset by low ocean freights to the markets of the exploit the people; Japan makes hers contribute to the general welfare by ownership. She has, in fact, Old World. The coal shortage has atstate without noise or turmoil instituted a tracted to the Pacific Coast the largest amount of grain tonnage that has state socialism which is pretty nearly perfect and which makes her in all ever been listed so early in the season and from the present outlook this steam tonnage will be available for probability the most efficient commercial factor in the world. That her wheat at rates much lower than the minimum fixed by the International socialism has not destroyed ntate vate initiative is too patent to need asago it was feared that the Eastern All this the Japanese claim for themselves; while they say of us that our conomics still wander blindly in hypocrisy and error. In this as in religcific Coast would be necessary. Reion, we are dominated by superstitions and frightened by shadows. Japan alone has the courage to take the bull the horns and deal with realistics. This, they claim, is the second ground for export, the European chortage must considerable extent these high prices having weather.

of their superiority to the "pure Caube made up elsewhere, and a continuaion of present prices and possibly a The third is their centralized form leavy advance is reasonably certain. of government, which combines the maximum of executive force and celer-Another fortnight of good weather in Oregon, Washington and Idaho and the

ity with the maximum of individual liberty. They do not believe that our premier cereal will this year add \$35,-000,000 to the wealth of the three states. dual system, with its centrifugal tendencies, enhances either personal WHERE ARE THE POLICE? erty or governmental efficiency. As an The Chicago Tribune reports that example for the world to follow they

during the year 1906 there were 209 persons killed and \$50 more or less se-Is the Japanese claim of superiority verely injured in so-called "automo-ble accidents" in the United States. the Western nations wholly un founded? In the competition between So far this year 104 have been killed and 404 injured, and, as the larger part the east and the west which has just begun and which will continue until of the automobile season is yet to co one or the other has won a decisive it is likely that the fatality and injury victory, will our bondage to religiou record for 1907 will be even greater than that for 1906. It is declared that and economic tradition help or hinder us? If it hinders, have we the force of these casualties were in only a few incharacter to emancipate ourselves bestances caused by structural weakness

of the machine or by unavoidable emergency, but that they were due for THE CASE OF MR. CONOVER. the most part to the recklessness So far as one can discern, the charge igainst Mr. Conover amounts to the carelessness or incompetence of the driver.

fact that Mr. Wittenberg disliked him. The automobile is all right. So is That he is a competent, even a suthe shotgun, if it is properly and disperior, teacher is not denied, but he creetly handled. But the automobile, had the misfortune to displea like the shotgun, in the hands of a reckless or heedless operator, may Wittenberg and he must go. He offended this autocrat of the public easily be made an engine of death. It schools, it seems, by insisting that his is proper enough to own and run an pupils must have pure air to breathe. automobile if you have money and sense. It is a crime to own and run it This, in Mr. Wittenberg's estimation,

was a heinous crime. It justified the if you have neither. There is an ordi-Board of Directors in depriving Mr. nance in the City of Portland that lim-Conover of his means of livelihood and its the speed of automobiles to eight miles an hour. How many automobilturning him out with an injured repuists remember and observe the ordi-Mr. Rigler's part in the affair is nance? How many forget it and drive Of course he their machines regularly at excessive had to do as he was told. When Mr.

Wittenberg ordered him to find some There is something about an autoplausible ground for Conover's disoblie that generates a dangerous kind charge, he had to do his best to obey. of speed madness. There are 'entirely oo many Portland chauffeurs, profes Undoubtedly he sought faithfully, but his success was not brilliant. He must have been ashamed to recommend the sional and amateur, who are more fit for examination by a lunacy commisdismissal of a worthy colleague on the sion than for the care and control of flimay pretexts which he enumerated. an expensive and powerful vehicle that was, we commend him. If he may easily inflict death or permanent on any person was not ashamed, we admire his hardiinjury on any person unfortunate enough to get in its way. No street in injury This is not the way to conduct the Portland is safe from the crazy auto-mobilist. They drive along through

public schools. It is not what the peo-ple pay taxes for. Mr. Wittenberg the crowded portions of the town with ought to find better use for his office than to employ its power to gratify appailing speed and they turn corners with criminal recklessness, knowing nothing and apparently caring nothing about what may be in front of them

MEN AND HORSES.

tation to seek new employment.

ore or less excusable.

In excessively warm weather, such as we now enjoy or execute, according to our several dispositions, the lot of the workhorse upon the streets is

pens on the street notice that the mos

cruel drivers are young boys.

has not seen a feeble old man running singularly hard. The places where his for life to get out of the way of the flydriver may drink are frequent, "but ing monster? Who has not seen every water for a horse is almost as difficult day in this town a hairbreadth escape to obtain in Portland as in Sahara One of the most efficient of all temperby somebody, averted by the caution and timidity of the wayfarer and rareance measures in this city would be ly by the discretion or prudence of the erection of drinking fountains for thoughtfulness of the man and beast at numerous places. Who owns the streets of Portland, the Persons with an eye open to what hap-

the first duty to avoid accident or colusually considerate of the nature and lision? Where are the police? strength of their horses; boys are utterly heedless. They use the lash without reason, they handle the reins FRICTION AND VELOCITY. In such a way as to make them in-The Oregonian has received this from

Major Alfred F. Sears, C. E .:

Who has not seen the spectacle of a

Major Alfred F. Sears, C. E.: Will The Oregonian permit the writer to say, that the author of the very interesting article in the Bunday issue on Gyroscopic Cars, needs to correct his science when he ventures into technical fields. It is in no degree true that "The elimination of the double-rail track will save some 50 per cent of the energy wasted in friction," or "that it will save half the expenses of steel rails," stc. Theo-retically, the amount of friction being the product of weight and velocity will be the same in both cases, but as steel is not abso-lutely incompressible, it may be doubted if the sum of friction resistance will not be actually increased. I think it will. As to using only one rail, that one will necessarily be a much increased. I think it will as to using only one rail, that one will necessarily be a much heavier rail than if the weight were divided between two rails. Roadbed width is not proportioned to the gauge of tracks, but to the width necessary to the safe passage of trains, and therefore to the width of cars.

In the article to which Major Sears

refers, The Oregonian used the word C. J. Millis, who has been appointed "friction" in a somewhat loose literary general manager of the Harriman in-terests on Coos Bay, is one of the most sense. It was addressed to the publ and not to technical experts. Mr. earnest, hardworking men in industrial Grandon Nevins' own words in the

for labor and material fall harder on the new roads than on the old. of the roads now heading for the Pacific Coast recently called for

a long and expensive tunnel, and the best figure obtainable was exactly 75 per cent higher than the cost of a tunnel of similar size built by a com peting road twenty years before. All the rest of the new construction work of this road is in keeping with that of the tunnel, and there is no possible method by which the new line can ever graph companies refuse to meet their operators in order to adjust the differget its fixed charges in this respect on even terms with the lines built under

nore favorable circumstances. There have, of course, been many commiss effected in construction and investigation. operation; otherwise it would be impossible for the roads to meet the demands lower freight and passenger rates and at the same time return dividends to the stockholders. This uncertainty regarding the future of railroad investments will not easily be removed so long as present conditinos in the labor and material market prevail. There

will be much water squeezed out of some of the stocks, and a readjustment effected on a safer basis, but, even with stocks already dry, the best that can be looked for in the immediate future is a dragging market without permanent gains of great import-

They have had a big potlatch among the Indians at Alert Bay, and Indian girls were sold freely there at prices

ranging from \$2000 down. We may now expect the effete East to throw up its hands in holy horror over this twentieth-century slavery, and perhaps they have a throw coming. It should not be forgotten, however, that

any number of girls fathered and mothered by the "Indians" along Fifth avenue and other select neighborhoods in the East are sold to European degenerates for a title which an Alert Bay Indian would regard with scorn. Aside from the fact that in the case of the Alert Bay Indians the buyer pays cash for the girl instead of purchasing her with a moth-eaten title, there is not very much difference in this traffic n flesh and blood whether the potlatch is held in a marble palace on Fifth avenue or in a wigwam in Alaska. The girl seems to get the worst of it in both cases.

"Billy" Ayers, who was killed at Se-

attle Monday, was a gambler, and was never accused of being otherwise than frightened mother, grabbing her child and flying across the street to the "square" gambler. He ran games of safety of the sidewalk, barely escapall kinds at race meetings, and, like ing an onrushing automobile? Who all of his fraternity, sought to take from the public something for nothing He was kind to his friends and charitable to all, distributing his gains with strict impartiality among all wh sought assistance from him. But "Bil who ly" Avers was a cambler and a "sport." and made no false pretensions to being automobilist' anything else. Hence, if he could read the statements of some of his racetrack automobiles or the citizen? Who has the right of way? Upon whom rests friends that he knelt in prayer each night, he would hardly indorse the tes

timonial. It is well to always bear in mind the admonition "De mortuls nil nisi bonum," but it is never really necessary to indulge in nonsense regarding the departed.

Water transportation between Port-

and and Puget Sound is to have another trial, and, with the congested condition of the railroads, it would seem that there was an opportunity for a fair degree of success to attend the enterprise. Years ago, when the between Portland and Puget Sound was not more than one-tenth as great as it now is, the steamers plying between the two ports handled large quantities of freight. The railroads now have more business than they can handle, and would hardly make much of an effort to eliminate ompetition. Even should they make the attempt, it is hardly probable that they would succeed.

Line Opened.

MEDFORD, Or., June 26 .- (Special.) -Service was inaugurated on the Pa-cific & Eastern Crater Lake route to-providing for the abolition of the courts-

FORCE GOVERNMENT INQUIRY HARRIMAN FEARS CRITICISM DEGREE GIVEN MARK TWAIN

Small Says Operators Will Continue | Lends Alton Money to Enable It to Oxford Students Give Humorist Ova-Struggle to That Point.

OAKLAND, June 26.-At Sunset Hall headquarters of the telegraphers, Presi-dent Samuel Small said this morning: Tribune from Washington says: E. H. farriman has adopted a new attitude "I am hopeful the present strike will not be prolonged. We are anxious to avoid any kind of trouble, but, when forced to it, we will of course fight. That is only natural. Should the teletoward the Chicago & Alton Railroad difmembers of the Interstate Commerce Booth 3

Authoritative information has reached here to the effect that in order to prevent the passing of a dividend recently on Chicago & Alton, Mr. Harriman made a chicago & alton, to that line, to be used Kedieston, Chanchuo of Mr. Reid was cheered upon entering the thetater, but a great ovation was re-served for Mark Twain, the lion of the served for Mark Twain, the lion of the approximation of the served for Mark Twain of the was

for improvements. At the last meeting of the parties to the agreement in New York, it was an-nounced by representatives of the Rock Island that the surplus for the year ag-

ences now existing, there is no doubt in the world that the struggle will con-tinue until we can force a Government investigation. We are willing and anxtous to do anything in reason to adjust the present trouble. The union need not appear in the adjustment at all, and, as has often been stated before, if the em-ployers of the telegraphers will deal

gregated \$1,400,000, but as the road needs

Gray's Harbor Line.

of way for a railroad to extend from Kelso to llwaco are being made by rep-resentatives of the Washington & Gray's Harbor Railroad. This fine is believed to be a Northern Pacific extension and it

Will Argue Spokane Case Today.

WASHINGTON, June 26.—Argument f the Spokane rate case before the In-erstate Commerce Commission, set for

MONTPELIER, June 26-During the first interrogatory by the examining magistrate, Marcelin Albert, who has

surrendered to the government, said he had never sought to war on laws or men. His sole object, he said, was to save the

wine culture, especially of the smaller

The court hearing was postponed untfl

tomorrow, when consideration will be given to the pleas for the temporary relase of M. Ferroul and other prison-

M. Albert tonight received a telegram

from Premier Clemenceau thanking him for his loyal fulfillment of his promise.

ARMY GROWS MORE MUTINOUS

Anti - Military Propaganda Causes

Resort to Stern Measures.

PARIS, June 26 .- The government is

growers.

WAB

in 1910.

here July 11.

nonestry and nonorably with their opera-tors, they will never hear of the union. "We claim the sliding scale, blacklist and the employment of women at less than will pay their living expenses is dishonest, and in a way oriminal. That is what both the Western Union and Postal Telegraph Companies are doing all over the country." gregated \$1,000,000, but as the road needs improvements, it would waive the divi-dend and use the money for additional equipment, repairs, etc. Mr. Harriman in-stantly objected, insisting that the divi-dend should be issued. To practical finan-ciers, who listened to him, it was evident was against the interests of the presi-ent of the Union Pacific to permit the assage of the dividend because of the riticism that would follow.

all over the country." It is said that Mr. Small has threat-ened to call out the Chicago telegra-phers. criticism that would follow. Then Mr. Harriman proposed to make a personal loan of \$1,000,000 at 5 per cent, to be paid in 1915, if the board would declare dividends. The proposition was

LOCAL MEN ARE ENCOURAGED

ionestly and honorably with their opera-

accepted. Think Strike in San Francisco Is

Making Progress.

News from San Francisco regarding the telegraphers' strike continues satisfactory," said a prominent local opera-tor last night. "We are encouraged by the fact that the strikebreakers now at work in San Francisco are exhausted. Men working the wires with them say the strikebreakers can hardly form the Morse characters, and show plainly the effects of their long hours and the strain under which they are laboring. This hardly indicates a rush of strikers to

is said that as soon as the North-hank road is completed, grading crews now em-ployed in that work will be put on the construction of the Kelso-liwaco line. get back. "The Western Union has eight men at

work in Oakland instead of 56, as the press reports of yesterday had it. "At a big meeting of the Order of Railroad Telegraphers in Chicago last night, steps were taken through the Health De partment to compel the Western Union to remove 1000 cots placed in the com-pany's building in anticipation of trouble. today, has been postponed until tomor. row. Attorneys present to argue the case are C. W. Bunn and Charles Don-"The Western Union at Scattle is turning over Easthound business to the Postal, whose Eastern route via the Canadian Pacific is swamped with busi-

case are C. W. Bunn and Charles Don-nelly, representing the Northern Pa-cific Railway; L. C. Gilman, the Great Northern; W. W. Cotton, the Union Pa-cific and O. R. & N.; Brooks Adams and H. M. Stephens for the City of Spokane. It is expected two or three days will be given up to argument. ness. "Both companies are having wire trouble between New York and Chicago, "Both over 27 wires having been lost this after-Chicago is over 1000 messages be hind to New York. ALBERT SOUGHT NO

TO IMPROVE TRAIN SERVICE

Winegrowers' Leader Declares Sole Pendleton to Have Connections With Object Is to Save Industry.

North Bank Road.

PENDLETON, Or., June 26 .- (Special.) -That Pendletor, Or., June 26.-(Special) -That Pendletor is to have better train service over the Washington & Columbia Rallroad, the line which is to become a branch of the Northern Pacific siter July 1, was announced yesterday afternoon by a member of President Howard Elli-ott's narry which was here on a four ott's party, which was here on a tour of inspection. It was also definitely an-nounced that all the present officials and employes of the road would be con-tinued in the service and that J. E. Cutler, who is now the general superinten-dent of the Washington & Columbia dent of the Washington & Columbia Railroad, will hereafter be known as the assistant, superintendent of the Northe Pacific with jurisdiction over this branc making his duties practically the sar

as at present. In speaking of the need of better train service on this line, it was said that as soon as the North Bank road is opened to traffic, this city would be given first-class connections with that road. They said the only reason that a better train PARIS, June 26.-The government is now apparently quite as much concerned about the insubordination manifested among troops as about the attitude of the winegrowers, for, in spite of the ef-forts to minimize them, new incl-dents, showing the lack of discipline in the army, are occurring dally. The gov-ornment seems to have awakened to the necessity of dealing sternly with the demoralization engendered by the Social-istic and the military propaganda and the press comment on the decision of the government to ex-ile the mutineers of the Seventeenth In-fantry and pospone indefinitely the law service was not put on at the present time was because it is now im to secure the additional equipment ssible

RUN FIRST TRAIN OVER ROAD

Pacific and Eastern Crater Lake

Pay Dividends. tion and Chaff Him. OXFORD, England, June 26.-With 30 men distinguished in politics, art and science or letters, including Premier Campbell-Bannerman, Lord Chancellor Loreburn, and the Speaker of the House CHICAGO, June 28-A dispatch to the

Commons, Mr. Lowther, and Genera oth, Mark Twain received an Oxford gree today. The visitors included Am Commission alleged he observed toward degree today. The visitors included Am bassador Whitelaw Reid and numerom

served for mark I wan, the hold of the occusion. Every one rose when he was escorted up the sisle, and he was ap-plauded for a quarter of an hour. When the American humorist was presented, the students started a fire of chaffing about his books and their heroes, mixed with

about his books and their heroes, mixed with frequent questions, such as, "Where is your white suit?" Mr. Reid received the degree of doctor of dvil laws, as did General Booth, the warmth of whose reception was only ex-ceeded by that accorded to Mark Twain. The crowd waited outside the building to cheer Mark Twain as, wearing the scar-let robes of doctor of letters, he marched in procession to the Chancellor's res-idence, where those honored by degrees were entertained. were entertained.

PUT STRAITJACKET ON LORDS

Commons Vote to Curtail Power of EXTENDING LINE TO COAST Upper House.

LONDON, June 26,-The three days' Right of Way Being Purchased on debate in the House of Commons ended TACOMA. June 38-Purchases of right

at midnight when Premier Campbell-Ban-nerman's resolution in favor of curtailing the power of the House of Lords to veto bills passed by the Commons, was carried by 433 to 147 amid loud ministerial

cheers. The amendment introduced by A. H. Anderson (Laborite from Durham) for the abolition of the House of Lords was

the abolition of the House of Lords was previously rejected by 315 to 106, the minority being composed of Lisborites, Nationalists and a few Radicals. The Unionists abstained from voting. Herbert H. Asquith, chancellor of the excheques, in winding up the debate, re-marked that the opinion of the country was against a single chamber. The Premier on leaving the house was given a great ovation. given a great ovation

Empress of China's Menagerie.

VICTORIA, B. C., June 26 .- Advices

from Japan state that the German

steamer Ferd Laelsz arrived at Tien Tsin on June 6 from Hamburg with a menagerie of animals and birds on board for the Empress of Ching. The

menagerie for Pekin includes lions

elephants, tiger, panther, puma, wild boar, monkeys and American bison. A year was occupied in getting the col-lection together, and the cost was over \$200,000.

Will Build Biggest Steamer.

HAMBURG, June 28 .- The officials of

the Hamburg-American Steamship Com-pany confirm the report that they are about to order a steamer which will ex-

ceed in size the Cunard's new turbine

Try Karl Hau July 11.

trial of Karl Hau, professor of Roman law at George Washington University, Washington, D. C., charged with the murder of his mother-in-law, will begin

King and Premier in Accord.

LISBON, June 26 .- It is officially an-

nounced that King Charles and Premier Franco are in accord, and that there is no prospect of a ministerial crisis.

SMALL APPEALS TO MACKAY

Replies to Postal President's Denun-

clation of Strike.

SAN FRANCISCO, June 25 .- President

8. J. Small, of the Commercial Telegraph-ers' Union appealed yesterday directly to

Clarence Mackay, head of the Postal Tel-

writter

of the

egraph Company. Mr. Small wrote letter directed to offset the one write

KARLSRHUR, Germany, June 28 .- The

vessels. The liner will be commissio

ally the weather for the next fortnight he subject of cons American Magazine are: Out of every 100 horsepower of the present-day locomotive 58 horsepower are lost in frio-tion, rocking of the train, etc. . . . Mr. Brennan claims he can save 50 per cent of this some of the early-maturing fields south will begin within a fortnight, and the danger for If Major Sears wishes to quarrel with Winter wheat will be over in a few this statement, we very respectfully refer him to its author. But where days. In the later districts and in the does the Major find his extraordinary of time for enormous damage to be wrought by hot winds. There have rule for computing friction? If friction were "the product of weight and been few seasons in the past when velocity. June rains were so general throughthe speed of a train would double the out the three states as they have been this year, and for that reason the plant is in a condition to stand considerable resistance. The fact is that friction diminishes with the velocity, though ot very rapidly. hot weather, providing there is not The Encyclopedia Britannica says enough wind to fan the heat around truly that "friction at high velocity is the stalks and shrivel and wither the much less than at common velocities.

watch the drivers feed them.

WHEAT CROP CRISIS.

Major Sears would make it much greater. Coulomb's rule for computing rolling friction is to divide the weight by the radius of the wheel. This quotient multiplied into a constant gives the friction. The velocity does not enter into the computation. At all ordi-nary train velocities friction is sensibly constant, being about eight or nounds for each ton weight of the train. Ganot says that friction is independent of the velocity. Carhart and Chute say that when the speed exceeds 100 feet per minute the friction begins to increase in proportion to the square root of the speed.

OPERATING EXPENSES INCREASE. Railroad stocks, for the first time in everal days, showed a decided rally in New York market yesterday, but

trading is light and the country seems somewhat distrustful of the future of railroad properties. Naturally much of this feeling of distrust is due to avalanche of anti-railroad legislation that has swept down on the roads within the past year or two. But it is not alone anti-railroad legislation that is causing the investing and speculative public to hold aloof from railroad and

traction stocks. For years there has been a steady increase in the cost of all branches of the operating and maintenance department of the railroads and traction enterprises of the country. The demand for labor, both skilled an unskilled, has been so great that, in order to keep good men in their employ continued advances in salaries have been necessary on most of the roads, and, where advances have not been made, and a poorer class of labor has been used, the damage through unskilled handling of the work has more Union for sail tonnage. A short time than offset the saving.

Steel rails, cars, engines, ties and all wheat crop was damaged to such an other necessary equipment and con-extent that importations from the Paprice without an ycorresponding adcently there has been an improvement, and there is not much probability of buying them. To this fact is undoubtvance in rates by the roads which are wheat going East by rall, but as the ediy due the reluctance of the public East will not have the usual amount to invest in railroad securities. To a

lines in the railroad service in the Pacific Northwest. His appointment is a well-deserved promotion, and in his new position he can he of value both to Mr. Harriman and to Oregon.

Even in so favored a spot as Western Oregon these heart outbursts from an anonymous psalmist will strike a re-Immediately. sponsive chord:

O, for a lodge in a garden of oucumbers, O, for an loeburg or two at Control, O, for some vale which at noontide the daw as he says, then doubling cumbers,

O, for a pleasure trip up to the pole.

Judge Loving, of Virginia, was con inuously drunk for years, yet he killed the man that got his daughter drunk. The Judge was a fine old Virginia gentleman with chivalric notions about orrect conduct in others.

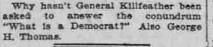
Oregon cherrygrowers are furnishing the cherries to make 16,000,000 cock-Now if each of those cherries talls, could wear an "Oregon" brand, wouldn't we get wide advertising?

If the fruitgrowers don't like the al leged cannery combine they might make another effort at organizing a

mutual cannery and guard against its being acquired by the trust. Insurance

It would be interesting to learn what proportion of the United States Express Company's \$21,000,000 assata is due to Santa Claus.

Portland's garbage cart combination oosting prices 50 per cent is another illustration that trusts move in only one direction.



According to a leading Paris modiste paper dresses will soon be in vogue. They would be popular in Portland

Presumably the 1500 Londoners had their vest buttons adjusted before they sat down to listen to Mark Twain's stories.

There have been 14 deaths from heat in Pittsburg since Sunday, That always was a warm sort of town.

In San Francisco: Mayor's office. City Jail; office hours, when the jailer od humor. is in a go

When you start on your Summer va cation, leave all your grouches at home.

Mark Twain is one contemporary writer who doesn't need a press agent.

Don't complain of the heat; this is

day. Manager Estes and 75 friends made the trip to Eagle Point, where they were royally received by the peo-ple of that long-isolated village. A barbecue will be served by the clti-zens of Eagle Point upon the arrival of the first period affords a breathing spell. of the first regular train tomorrow. The road has been placed in first-class condition and its extension to the lumber region, near Butte Falls will be

MORNING FIRE AT CAZADERO

Workman on Salmon Hatchery Has

Narrow Escape.

NEW YORK, June 26.-Corporation Counsel Ellison obtained today from Justice Almet F. Jenks, of the appel-OREGON CITY, Or., June 28.-(Spe-cial)-Fire early this morning destroyed the quarters at Cazadero of W. W. Smith, Henry Huerth and Edward Himlate division of the Supreme Court in Brooklyn, a writ of prohibition for-bidding Justices of the Supreme Court from acting under the new recount bill. The order is returnable Friday ler, who have been at work crecting the troughs for the establishment of a state salmon hatchery on the Upper Clacka-mas River. Smith and Huerth were sleeping in a tent, when they were aroused by the cries of Himler, who was afternoon, at which time argument de-signed to test the constitutionality of the law will begin. Clarence J. Shearn, representing W. in the house, and who had a narrow escape. The men were compelled to bor-row clothes in order to reach their R. Hearst, made an application Monday to Justice Maddox, in Brooklyn, for the row clothes in order homes at Parkplace. - 4

BIG LOSS IN SAWMILL FIRE

Tenino Plant Burns Without Cent of

CHEHALIS, Wash., June 26.-The saw-mill of T. F. and C. A. Mentzer, near Tenino, burned yesterday, with 2,000,000 feet of lumber. It is supposed the flames originated in hot boxes under the edger. The loss is \$70,000 and there is no insurance, as the plant had no water pro-tection. The owners will rebuild at once. The mill was on the Northern Pardific main line and the fire was so hot that travel had to be diverted to the Olympia branch.

CARDS LEAD UP TO SHOOTING

Roslyn Miner Wounds Bartender

and Kills Himself.

NORTH YAKIMA, Wash., June 26.-NORTH YARIMA, Wash, June 28.-(Special.)-Following a dispute over a game of cards a miner named Sam Bino yesterday shot and probably fatally wounded John Crofton, bartender of Ferandi & Bernado's saloon at Roslyn, and immediately after turned the re-volver on himself and fell dead with a bettet i. bits back Constant is in a builet in his brain. Crofton is in a very critical condition in the Coal Company's hospital. The crime was witnessed by a number of bystanders.

BULLET WOUND PROVES FATAL

Sidney Dundas Dies One Week After Shooting.

TACOMA, June 26 -Sidney Dundas died ACOMA, June 26.—Sidney Dundas died at noon today. He was proprietor of the Dundas saloon and hotel and was shot last Wednesday night by the man Jones, in an instane frenzy, followed by Jones shooting himself. The bullet lodged in Dundas' brain. He leaves a widow and infant child.

by Mr. Mackay to the officials Fostal Company in which Mr. 1 The position of the Cabinet is increas-ingly difficult and M. Clemenceau's cole object seems to be to weather the storm

until the Summer vacation of Parliament

Will Issue New Manifesto.

ARGELLIERS, France, June 26 .- The

wine-growers' committee has called upon the delegates of all local committees to meet on Friday and draw up a manifesto

Test Case on Recount Bill.

setting forth their demands.

commended the operators who refused to go out and condemned the men who

to go our and toward a settlement was A possible step toward a settlement was made yesterday when the striking opera-tosr appointed a conference committee of seven members, including President Small. with a view to opening negotiations with the Western Union and Postal Telegraph Companies. Although the powers of the committee were not announced, following its appointment, it is thought the commit-tee will be clothed with authority to ar-range a basis for the settlement of the strike. One of the instructions of the board will be to place the demands of the strikers before the heads of the compa-

Knox Smith to Investigate.

OYSTER BAY, N. Y., June 26.-The telegram asking President Roosevelt to investigate alleged violations of the anti-trust law by the telegraph com-panies, received yesterday from the Washington Central Labor Union, was washington Central Labor Chion, was today transmitted to Herbert Knox Smith, Chief of the Bureau of Corpora-tions of the Department of Commerce and Labor. No instructions were given Mr. Smith. This telegram is the only one the President has received on the

