INDUSTRIAL GROWTH OF OREGON

REPORT TELLS OF YAKIMA IRRIGATION

Engineer Jayne, of Agricultural Department, Makes Study of Valley.

MANY THINGS TO ADJUST

Present System Is Wasteful, Water Rights Are in Bad Shape and Much Land Capable of Cultition Is Still Unwatered.

OREGONIAN NEWS BUREAU, Washington, July 14.—For nearly half a century the farmers of the Yakima Valley have been reclaiming desert lands by irrigation, until today they are utilizing every drop of water that flows from its various streams, yet in all that time these farmers have not solved the problem of "making the desert bloom." On the other hand, through impractical methods and a lack of proper study of the subject, they have first reclaimed and then ruined a part of the valley, and its ultimate destruction might have resulted had not the Federal Government intervened in their behalf.

The problem of irrigation has always been a sort of an experiment with the Yakima farmers; they have gone at it blindly. Yet in spite of their crude methods, they have produced phenomenal results, showing that even more might be accomplished by proper use of their natural resources. In 1905 the Department of Agriculture sent S. C. Jayne, one of the best irrigation experts, to Yakima Valley to see what was wrong and to start the farmers on proper lines. Mr. Jayne has just completed a report containing his observations covering six years. The report is of great value to every farmer in the valley, and to those who contemplate going there, and shows conclusively that the Reclamation Service, in entering that field, was not a moment too early. This very event will do more than everything else to preserve Yakima Valley and make it what it should be.

"There is more of the very best land still unirrigated than there is at present under cultivation in the Yakima Valley," says Mr. Jayne in his report. It is his opinion that the remaining irrigable lands can be readily irrigated if the people exercise good judgment in the use and distribution of the water.

Water Supply Abundant.

"There is perhaps no other irrigated district in the West," says Mr. Jayne, "which is favored with a more abundant supply of water than is the Yakima Valley. While the water supply of the valley is generally abundant, during parts of August and September there has been in the last two or three years more or less distress from lack of water for the various canals, and trouble between rival companies has at times seemed imminent. The difficulty is that although there is plenty of water, it does not come down at the right time. If there is hot weather or prolonged rain in the mountains early in the Spring there is liable to be a shortage late in the season. The development of the unirrigated lands in the valley, therefore, depends mainly on the feasibility of storing the water to be used during two or two and a half months when the natural flow is insufficient."

Mr. Jayne says there are five reservoir sites available for impounding water for irrigation in Yakima Valley, their joint capacity being 427,000 acre feet, enough water for at least 150,000 acdes of land, and by economical use, enough for a much greater area. These reservoirs are Lakes Cleelum, Kachess and Keechelus; Bumping Lake and McAllisters Meadows. The capacity of these lakes could readily be doubled, and even then they would hold only a small portion of the flood waters that now escape.

Irrigation has been practiced in Yakima Valley to some extent for more than 40 years, but all ditches of importance have been built within the past 25 years and the larger canals now in use were built within 15 or 16 years. Now that the government has entered this field and is absorbing many of the private enterprises, the problem becomes less complicated, and many of the difficulties heretofore experienced will be eliminated. There will be a more equitable distribution of the water, better regulation of the use of water by individual irrigators, and less occasion to resort to litigation.

Yakima Valley is essentially an arid district, having but ten inches of rainfall per year. This is utterly inadequate for crops, and without irrigation nothing can be grown. "With irrigation," says Mr. Jayne, "any crop can be grown in the Yakima Valley that is known in the Temperate Zone, and many of the tender fruits such as peaches, apricots, grapes, etc., which require the most favorable climatic conditions, are raised with entire success and develop to a state of perfection unexcelled any where."

Some Artesian Water Used.

There is some irrigation in the Yakima Valley with artesian water, but not much. The flow from artesian wells is usually small, and is growing less as more wells are drilled. It is Mr. Jayne's opinion that artesian water will never be extensively used for irrigation in Yakima Valley.

Water rights in Yakima Valley are in decidedly bad shape. In the past there has been no practical method of recording water rights. As a consequence of lax and inadequate laws governing the appropriation and use of water, the problem of water rights in Yakima Valley is one of the most perplexing ones yet unsolved. Under the present conditions, says Mr. Jayne, no one's rights are definitely known, but as long as all got what water they needed this fact seemed to make little difference to anybody.

With the gradual development of the country a shortage of water began to appear and in 1905 the situation began to take on a serious aspect and extensive litigation was threatened. In fact, a suit was started, but at this time the United States Government, by securing an option on the Sunnyside canal, was instrumental in bringing about an agreement by which litigation was warded off for the time, and the question of rights is still unsettled. The Reclamation Service secured control of the flood waters and storage sites before mentioned, and no recent filings of great importance have been made by private parties or companies.

When the Reclamation Service became an interested party in Yakima Valley, agreements were entered into with all the important ditch companies taking water from Yakima and Natchez Rivers, whereby the allowance of each was limited to a certain stipulated amount. These agreements were entered into voluntarily, and are not binding, though there have been few instances where the companies took water in excess of their allotment, and when such cases were discovered, the companies immediately reduced their diversions. The trouble is the companies have no means of measuring the water diverted by their canals, and are likely to innocently take more than they are entitled to.

The present agreement relative to the distribution of water has brought about a temporary peace, but the fact that a ditch company agrees to take only a limited amount of water is no evidence of a right to take even that amount or any at all, and no doubt in many instances, if the truth were known, the quantities agreed upon are far in excess of the just requirements.

Diversion Criticised.

The report severely criticises the diversion works now employed in Yakima Valley. All are crude in construction, temporary in character, and altogether unworthy of a community where irrigation has been so successful and the farmers so well rewarded. The diversion works of the Sunnyside canal are being reconstructed by the Government, and when completed will be the only strictly modern works of the kind in the valley. The overabundance of water which has in past years been available throughout the Yakima Valley accounts for very crude and totally inadequate means for the just and equitable distribution of water among irrigators. Not a single canal system in the entire length of the Yakima Valley is today in such condition that even an approach to equitable division and distribution can be made. Many of smaller canals are without any means of measuring the water used, and many of the larger ones on which some attempts at measuring have been made might almost as well be without anything, for the devices now in use are of practically no value for taking measurements even approximately correct.

Several of the larger irrigation companies contract to supply definite amounts of water to consumers, but without exception, these companies have in the past delivered many times the contract amounts. While in the past the companies have been more than liberal with water, and the co-operative ditches have had sufficient to satisfy all, these conditions cannot go on forever. With thousands of acres still dry, which with water would make homes for hundreds of families, it is not fair to the Yakima Valley or to the State of Washington, says Mr. Jayne, that the extravagant and wasteful methods of irrigation which have prevailed in the past should continue indefinitely; and they will not.

Report Deals With Crops.

The report of Mr. Jayne deals extensively with the various crops that can be profitably grown in Yakima Valley, taking up each one separately. Alfalfa has geen generally grown as the initial crop on new ground, and is frequently planted in rotation, being quite profitable. Timothy and clover are also grown, both for their value as forage and because, when plowed under, they enrich the soil. Potatoes do splendidly on ground that has previously been planted to alfalfa, but do not do well in new ground. Corn, which does not produce readily in the Far West, has been successfully grown in the Yakima Valley. Hops are a staple crop, and one of the most profitable, though the equipment of hop farms is expensive, and this crop is usually found only among the farmers who have been established some time. Tremendous profits have been made in years when prices were high.

Some parts of Yakima Valley are particularly adapted to orchards, but like hops, the orchards are found on the farms of old residents. When they reach mature years, they yield larger profits than any other crops. Strawberries do well, and those that ripen early yield heavily. All these subjects are gone into in detail, and a mass of information is given which will be interesting to those who contemplate locating in Yakima Valley.

One of the great drawbacks in Yakima Valley heretofore has been the improper, or rather the extravagant, use of water. More water has been applied to the land than the crops needed.

One of the results of over-irrigation has been the ruining of many of the lowlands, toward which the surplus waters have flowed carrying with them the alkali in solution. Had the lowlands been properly drained this surplus water would have run off carrying the alkali with it but much of this land is now ruined beyond redemption. Wherever irrigation is practiced, says Mr. Jayne, drainage is always necessary and must go hand-in-hand with it. Where natural drainage is not afforded it must be artificially supplied.

BUILD TROLLEY LINE

Workmen Start Operations at Eugene Today.

PAVE THE STREETS ALSO

University Town Is Rapidly Taking on Appearance of Upper Valley Metropolis — Whole City Is Prosperous.

EUGENE, Or., July 14.—(Special.)—The busiest season that Eugene has ever experienced and the Summer productive of the best results in the building up of the city will be made still busier tomorrow morning when the Warren Construction Company and the Willamette Valley Company start their big forces of men, teams and machinery in the paving of Willamette street and the construction of the Eugene Electric Railway.

The preliminary work for paving has been going on for several days past at the quarry back of Spencer's Butte, and several hundred tons of crushed rock of different sizes are on the side streets near Willamette street ready for the real work of construction, which will follow the laying of the streetcar track. The boxes for the curbing are being placed and will soon be in position for the cement. The curbing must be finished before the street proper is paved.

The materials, that is, the ties, rails and trolley wire for the railway, are all on hand so that there is not likely to be any further delay in the matter of construction. The track will be laid just in advance of the paving work. The rails and ties are distributed to a point beyond the University of Oregon and little preliminary grading is necessary for the track.

The route of the railway will be from the Southern Pacific depot on Willamette street south to Eleventh street, then on Eleventh to Alder, when, after a run of two blocks, a turn is made into Thirteenth, which continues to the crossing of the railroad track in Fairmount near the intersection of Thirteenth street with Moss avenue. The road will likely be continued from this point to Springfield, although the interurban route has not been definitely announced.

A branch line will be run out to the Masonic cemetery, through the Gross addition, on University avenue, from Thirteenth street.

The paving company expect to complete the work on Willamette street by August 15. The work on the car line must preceed them and the franchise requires that cars be running to the University by October 1. Strong efforts are being made to secure the paving of Eighth and Ninth streets, while the construction company is at work here, and if this is done, it will take all Summer to finish the work. It is a difficult matter to get men and teams to do the work, with the great demand for help throughout the country, but full crews have been engaged to go to work tomorrow morning.

BIGGEST OUTPUT IN HISTORY

Hood River Valley Lumber Mills Taxed to Capacity.

HOOD RIVER, Or., July 14.—(Special.)—Lumber plants in Hood River Valley report the biggest output in their history, and it is estimated that they are turning out a half million feet per day. About 20 cars a day are being shipped in addition to that kept for sale later in the year. The efficiency of the mills is said to be due to the fact that labor is more plentiful than last year, and while the mills were started up later this season than last, on account of the heavy snowfall, it is expected that more lumber will be cut.

The Oregon Lumber Company is making a long extension of its logging road this Summer, which will eventually reach Lost Lake. This company controls many acres of timber in that district which will be brought to their plant at Dee. Big holdings secured by the Stanley-Smith Company on the other side of the valley insure a number of years' cutting for them also. Smaller mills in the vicinity are cutting to their full capacity, and it is expected this year will be a record one for the lumber output from this district.

MILLS TURN TO TIE MAKING

Linn County Plants Find This Industry Very Profitable.

ALBANY, Or., July 14.—(Special.)—The manufacture of railroad ties has become so profitable that several of the small sawmills of Linn County have refused all other orders and are devoting their time this Summer exclusively to that line of work. A scarcity of ties has caused the Southern Pacific to offer the highest prices in years, and mills are working on contracts ranging from 35 cents to as high at 45 cents per tie.

All of the six mills in the northwestern part of the county are now sawing railroad ties exclusively, and this is true also of some of the mills in other parts of the county. One mill, which is forced to haul its lumber 12 miles to secure transportation facilities, finds it profitable to manufacture the ties even with that handicap.

Small Fruits in Palouse.

GARFIELD, Wash., July 14.—(Special.)—Robert G. Elder, formerly editor of the Garfield Enterprise, but now one of Garfield's most prosperous and wealthy farmers, has demonstrated that there is money in small fruits. Twelve months ago Mr. Elder set out 55 strawberry plants on about one square rod of Palouse land. From these plants Mr. Elder's family has picked this season 100 boxes of splendid berries, and still there is more to be gathered, as there is at present enough fruit on the vines to fill several boxes. It has been figured out by Mr. Elder that at the usual price of 15 cents a box an acre of berries would produce in cash $2400. The Palouse, and especially the country surrounding Garfield, is the home of the strawberry and the cherry, from which more money can be realized from ten acres of ground than from wheat at $1 a bushel from the best quarter section of land in Eastern Washington.

Paving for Chehalis.

CHEHALIS, Wash., July 14.—(Special.)—It is likely that in the near future that portion of Bolstfort street which connects Market street and Chehalis avenue will be paved. The city is about ready to begin work on Market street, which is to be paved with vitrified brick. Improvements that are to cost over $80,000 are contemplated. These improvements cover most of the main traveled streets of the city. The Hassam Paving Company have offered to do the paving for $2 per square yard, including sidewalks, drains, etc., and to keep it in good order for five years. Their product is similar to concrete, only not so smooth. It is laid under very heavy pressure, and is a patented process. The only reason why there is any hesitancy in signing up the contract is because of the high price of crushed rock prevailing at this time. The contractors will likely lower their bid if they can get the rock cheaper. It is thought that this will be done, as the County Commissioners are working on a scheme whereby they can hadle the product more economically.

STOCKING COLUMBIA RIVER

YOUNG SALMON BY MILLIONS PLANTED LAST SPRING.

Report of Work Done by State Hatcheries in Providing for Fishing Industry.

ASTORIA, Or., July 14.—(Special.)—The present season at the Oregon state hatcheries on the Columbia River and its tributaries has been a fairly successful one, although the failures of many salmon to get above Celilo last Fall curtailed the output on the Ontario and Wallowa plants materially, and of the 5,000,000 fry turned out from the former hatchery, the eggs for about 4,000,000 were secured from the Government plants.

The number of fry planted from the Oregon hatcheries into the Columbia River tributaries this year was 11,733,264. Slightly over 13,000,000 eggs were placed in the troughs at those plants, but a loss of about 2,000,000 was sustained at the McKenzie River hatchery through improper handling. The season at the plants on the Oregon coast streams has been the most successful in their history and a total of over 19,000,000 were turned out last Spring.

No figures are at hand regarding the number of fry released from the Washington state hatcheries in the Columbia River district, but the number of eggs on hand at each of the plants on December 31 was as follows: Kalama, 2,300,000; Chinook, 1,500,000; Wind River, 1,373,000; total, 5,173,000. Counting for the usual percentage of loss, it is safe to estimate that 5,000,000 fry were hatched and saved, thus making a total of nearly 17,000,000 young salmon that were planted in the waters of the Columbia River and its tributaries from the Oregon and Washington state hatcheries during the Spring of 1907.

The output from each of the Oregon state hatcheries during the present season, showing the number and variety of salmon hatched and planted, is as follows:

	Chinooks.	Silversides.	Total.
Columbia River—			
Salmon River hatchery	783,423	312,214	1,095,636
McKenzie River hatchery	4,117,653	.....	4,117,653
Wallowa River hatchery	526,190	500,135	1,026,325
Ontario salmon hatchery	5,493,050	.....	5,493,050
Total	10,920,915	812,349	11,733,264
Coast Streams—			
Tillamook hatchery station	312,700	2,258,000	2,570,000
Yaquina hatchery	1,919,508	1,660,000	3,579,508
Siuslaw River hatchery	603,949	1,030,486	1,634,435
Umpqua River hatchery	4,885,000	.....	4,885,000
South Coos River hatchery	4,014,400	.....	4,014,400
Coquille River hatchery	2,840,000	.....	2,840,000
Total	14,381,457	4,948,486	19,329,943

POWER FROM NORTH SANTIAM

Plan to Develop Electric Energy by Constructing Canals.

ALBANY, Or., July 14.—(Special.)—J. G. Kelley, of Portland, yesterday filed notices with the County Recorder here of appropriations of waterpower on the North Santiam for the construction of future canals to develop electric energy. Kelley plans to appropriate 12,000 cubic inches of water from the Marion fork of the North Santiam River at the mouth of Puzzle Creek and build a canal running northwesterly four and one-half miles. He has also given notice of his intention to appropriate 8000 cubic inches of water from Parmelia Creek at the point where it enters Grizzly Creek, in township 11 south, range 7 east, and build a canal running southwesterly three miles in length.

Aberedeen to Fill Tideflats.

ABERDEEN, Wash., July 14.—(Special.)—Former Mayor Lindstrom, during his term of office advocated a scheme of dredging the harbor and filling the streets in the tide flats. F. A. Kessal is in the city with a scheme to fill the streets on another plan. He proposes to organize a company with a capital stock of $150,000, the purpose of which will be to establish a hydraulic plant to take the earth from the high hills within the city limits and fill the flats. The council will consider the proposition at its next meeting.

The cost of maintaining Aberdeen's streets under the planking system has been enormous, and there is absolutely no permanency to them. The property owners, tired of the continual drain upon their resources by reason of the system of taking care of the streets, are thoroughly aroused to the scheme of making permanent improvements on the streets, and something will likely be done the present Summer in the way of starting a reform movement in this matter.

WRECKED BY EXPLOSION

Leak in Tank of Gasoline Launch Dolly Caused Trouble.

On the return trip yesterday from an outing on the river, Nate Smith and Miss Maggie Bush had a narrow escape from death. They were aboard the gasoline launch Dolly, owned by Mr. Smith, when leakage from the gasoline tank accumulated under the boat's flooring ignited and an explosion occurred. The accident happened about 7 o'clock when the launch was opposite Swan Island and the little craft was so badly disabled that further progress was impossible.

W. H. Varney, of the United States engineer's department, happened to be near the scene of the explosion in a rowboat and hastened to the rescue. Mr. Smith had gone overboard before the rowboat reached the side of the launch and had sustained severe injuries. He was nearly exhausted when taken from the water. Miss Bush was uninjured and had remained in the burning launch. The victims of the accident were taken aboard the rowboat and brought back to the city.

The launch was beached and the fire extinguished, not, however, before considerable damage was done to her machinery and fittings.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From	Date.
Alesia	Hongkong	In port
Breakwater	Coos Bay	In port
Redondo	Puget Sound	In port
Columbia	San Fran	In port
Alliance	Coos Bay	July 15
Roanoke	Los Angeles	July 16
Costa Rica	San Francisco	July 17
Geo. W. Elder	San Pedro	July 22
Nicomedia	Hongkong	July 27
Numantia	Hongkong	Aug. 18
Arabia	Hongkong	Sept. 17

Scheduled to Depart.

Name.	For	Date.
Breakwater	Coos Bay	July 15
Columbia	San Fran	July 15
Redondo	Puget Sound	July 15
Johan Poulsen	San Fran	July 16
Roanoke	Los Angeles	July 18
Costa Rica	San Francisco	July 20
Alesia	Hongkong	July 27
Nicomedia	Hongkong	Aug. 6
Numantia	Hongkong	Aug. 15
Arabia	Hongkong	Sept. 25

PROVISION FOR DOCKING.

Vessels Must Be Docked and Cleaned at Least Every Six Months.

Under a provision in a time charter party of a steamer that she should be docked and cleaned "whenever charterers and master think necessary, but at least once in every six months," during which time the charter hire was to be suspended, the charterer is entitled to have her so docked at the expiration of six months from the last prior docking, although that was previous to the charter, and regardless of her actual condition; it being shown that there was a general custom to interpret such provision as making the six months begin to run from the time of the last docking, irrespective of the time when the charter went into effect.—Munson S. S. Line vs. Miramar S. S. Company, Ltd., District Court, Southern District of New York; 150 Federal Reporter, 437.

Steamer Carries Coal North.

It is announced that with the advent of cooler weather the steamer Breakwater will enter into the coal-carrying trade between Coos Bay and this port. At present there is rather light freight offering northbound, and the owners expect to make up the deficiency by hauling coal. Southbound freight is said to be perfectly satisfactory, and it may be that later on dairy products will enter largely into offerings at the Coos Bay ports, for the reason that butter and cheese making is becoming more extensively engaged in than formerly.

Lumber Schooner Chartered.

The American schooner Virginia, owned by the Loop Lumber Company of San Francisco, has been chartered by William T. Carroll to load lumber on arrival for Port Los Angeles. She is expected to make steamer time on her southward trip in case the prevailing northwest winds hold. The Virginia is one of the best appointed schooners on the Coast.

Stage of Water in Willamette.

District Forecaster Beals reports that the river will fall at the rate of two-tenths a foot today and at the rate of about three-tenths of a foot a day Tuesday and Wednesday.

Arrivals and Departures.

ASTORIA, July 14.—Condition of the bar at 5 P. M. smooth, wind northwest, weather clear. Arrived down at 6 A. M. and sailed at 11:30 A. M., steamer Aurelia for San Francisco. Arrived down at 10:30 A. M. and sailed at 1 P. M., steamer Atlas for San Francisco. Sailed at 2:30 P. M., schooner J. H. Lunsmann for San Francisco.

San Francisco, July 14.—Sailed at noon, barge Washougal in tow tug Samson for Portland.

San Francisco, July 14.—Arrived—steamer Siberia from Hongkong via Honolulu; British steamer Oceano (Davies), from Antwerp; schooner Gotama from Tillamook; steamer Lena from Ugashak; steamer Hoquiam from Hoquiam. Sailed—German steamer Theben for Seattle.

Tides at Astoria Today.

High.	Low.
3:15 A. M....7.7 feet	9:52 A. M....0.4 feet
4:22 P. M....7.7 feet	10:18 P. M....2.9 feet

Milwaukie Country Club.

Eastern and California races. Take Sellwood or Oregon City car, starting from First and Alder streets.

Habitual constipation cured and the bowels strengthened by the regular use of Carter's Little Liver Pills in small doses. Don't forget this.

MAN IS A PART OF LAW

EVERY FORM OF HUMAN LIFE HAS FIXED VALUE.

Continued Defense of the Individual. He Is Necessary to the Whole Scheme of Creation.

PORTLAND, July 13.—(To the Editor.)—It is interesting to read The Oregonian's defense of the individual. This is a subject about which The Oregonian will do well if it waxes enthusiastic. Just now its attitude is largelly judicial and we need to feel that its pen is hot with conviction.

This question of the individual is the crowning interrogation of human life. We have waited so long, trusted so blindly in old theories, so reluctantly have been driven from passivity, so vainly have sought to accept life on a circumscribed plan, that now, when we are fairly kicked into the open and compelled to be individuals in order to survive at all, we still fatuously ask, "Am I It, or is the race It?"

C. E. S. Wood, in his letter of last Tuesday, says: "It has passed into a proverb that no man is necessary, and I believe this to be true." To accept this literally would be to connive at the extinction of the race, and yet in a sense it is true. A thousand men fall in battle; another thousand fill the vacant ranks and the strife goes on. But we have no more moral right to say that the lives so ended were unnecessary than we have to say the life of a hopeless cripple is so. In either case the answer is not for us to speak.

Men measured in the aggregate are like blades of grass, they spring up in the night after the mower has gone, so that almose we may believe there has been no cutting. Though man can do wonderful things, once he is man, he cannot tell why or how he exists, nor can he reconstruct himself as he would a machine. Plainly, it is impossible for him to prove himself to be a machine, yet he will not believe that he isn't and tries all the time to convince others that he is. Where under the skies can one find a more exhilerating paradox?

It is almost amusing, and would be so did not the tragedy of it lurk so near, to see how man spends the priceless hours trying to learn the secrets of his being and his ultimate destiny. And yet—here the tragedy stands uncloaked and the comedy chorus has departed—so inseparable from his being is the desire to know the laws of his existence, that it is unintelligent not to assume that his being is necessary and important. To live and question life, to arrive at this plane after the interminably awsome distance from the protoplasm, to look back upon it all and then to say that no man is necessary is dangerously near to a violation of law.

If there is no primary cause, or as Mr. Wood puts it, "no special individual intelligence," and man is simply the result of necessity, and if, through the avenue of the single mind we learn all that we know about life, then surely every form of human life has value, and is not without a germ of good. We ought to hold carefully to the difference between the life, and its special manifestation under varying circumstances. Is it for The Oregonian to say, or Mr. Roosevelt, or me, that no man is necessary? When only through our own consciousness can we feel the tides of being beaten, shall we still adhere to such a fallacy? Life is life, and somehow, dimly we perceive that life is God, though unable owing to the inadequacy of our present development, and the imperfection of our speech, to make it clear. If we could make it clear, then were we not men, but Gods.

But do we look at life through too small a lens? Isn't this, in fact, the chief trouble? We not only are limited in many ways by our surroundings, our training, the caliber of our minds, but, what is infinitely worse because avoidable—we limit ourselves by our predjudices, laziness, indifference, mean subservience to the flesh which men call fear.

Why not accept the postulated possibilities of existence, instead of only mouthing them, as the majority of us do? We take the principal facts of material life on trust. Why not take those of spiritual life at face value? Scientists unite in declaring that all is order; that laws control the universe, and that there is ceaseless change but no possibility of ultimate loss. We accept evolution—it is a high-sounding word and hath a smack—but we forget that is practically a new teaching and that the philosophy resulting from it is capable of infinite unfoldment. The simple truth that the term impiies growth we often lose sight of, and yet growth means all that makes life worth while. If we could not grow—! And we do not grow beyond a given stature, physically. The oculist improves our eyes, or tries to, not nature. No man can improve upon the hand—but it is idle to develop this thought. It is plain to average intelligence that we grow from within; that the life that animates is the growing principle.

One trouble with us as individuals has been, and is, that we see how inevitably the laws of life affect others, but we just naturally can't and won't apply the lesson to ourselves. All our struggle and endeavor ought to take us farther than the conclusion Mr. Wood reaches when he says: "Place any set of individuals together on an equality and in a state of freedom and I think that you will develop the thought, my safety and my self-interest is to treat all these others just as I want these others to treat me."

To my mind, this is unideal and actually a kind of aesthetic selfishness. I doubt if ever good were done by wishing to be charitable. It is the spontaneous desire to see good for the sake of good which awakens the recognition of good in another. If on a streetcar I am polite to a man who gives me a seat, and his appearance is repellant to me, I am in reality not polite at all. There is no gratitude possible to me or to you until we recognize the humanity in each other. I recall that it is "man's inhumanity to man" that "makes countless thousands mourn," far more than it is the materialism of nature. We don't expect much of nature, but we can't get out of the habit of expecting something of man, and mourning over it when our expectations are ruthlessly slain.

Man is meant for happiness, but he travels a long, hard road before he finds it, and then it is not so much a find as a discovery of conditions. He is divinely goaded with the desire to know, to live, to express himself, and he does so in varying degree by means of sorrow, travail, much journeying upward from the abyss of despair. But all the time happiness travels with him incognito, and he gets just a glimpse of her now and then to fan the flame of his desire. There is indeed a way whereby he shall win happiness, but he knows the way as man, not as a race, and therefore, if for no other reason, he is necessary to the whole scheme of creation.

There are blessed intervals in every struggle where we may escape into a garden in the cool of the day and walk, even as someone did in the myth of old—where we may bathe our eyes in beauty, slake the thirst of our longing at an immortal fountain, where we, the imperishable being, may regird ourselves for the "strife of the flesh and the lusts thereof," until the years of this earth life be spent and we change to another.

VALERIA DeM. KELSEY.

TRAVELERS' GUIDE.

Alaska 1907 EXCURSIONS
5 TRIPS
S. S. Spokane, July 12, 26; August 9. Queen, July 16.
NOME ROUTE.
S. E. ALASKA ROUTE.
Skagway, Sitka, Juneau and way ports. Sailing 9 P. M.
Cottage City, via Sitka.....July 14, 28
City of Seattle.....July 20
H. S. S. Co.'s Humboldt.....July 22
SAN FRANCISCO ROUTE.
Sailing 9 A. M. From Seattle.
President.....July 20
Umatilla.....July 24
Sonoma.....July 28
Santa Rosa.....July 29
City Office, 249 Washington St.

GREAT NORTHERN BULLETIN.
Jamestown Exposition Low Rates
August 8, 9, 10; September 11, 12, 13.
Chicago and return, $71.50.
St. Louis and return, $67.50.
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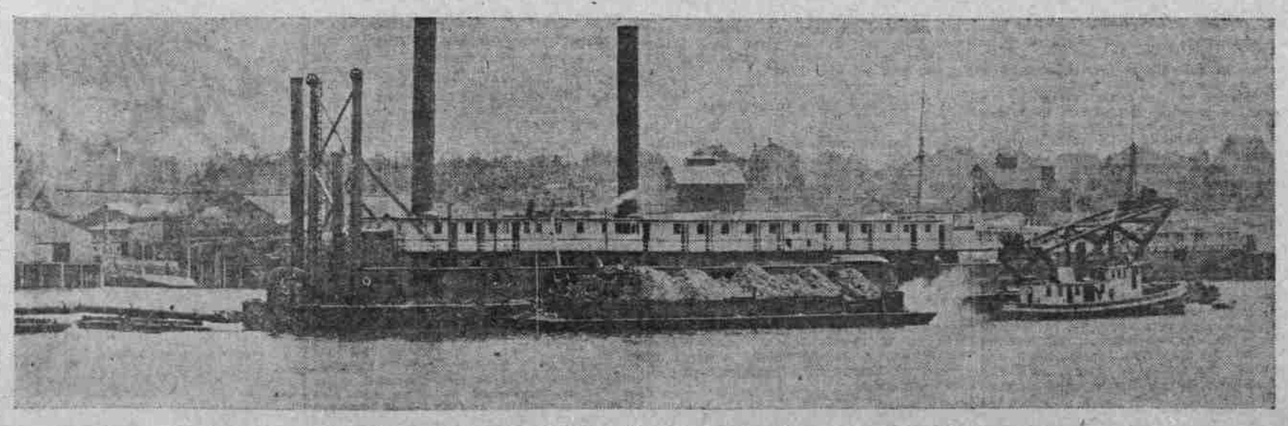

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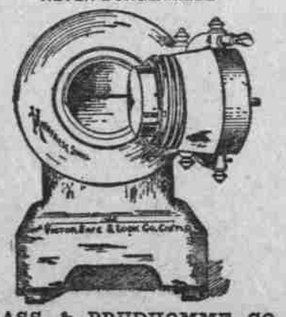

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