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PORTLAND, THURSDAY, NOV. 14, 1907.

WHAT KIND OF APPEAL?

It is useless to offer counsel to a people who are on a run or stampede, like a herd of buffaloes. Your herd of buffaloes will run till its instinctive motive has been exhausted. And a false alarm will start a herd of buffaloes on a stampede, just as effectively as a real alarm.

The Oregonian has been urged to say to men and women who have money in the banks, most of whom are working people, on salary or wages, that if they persist in their run on the banks they will make it impossible for employers to get money to pay them; and business will shut down, employment will cease, and the goose will be killed that lays the golden eggs. Unquestionably. But why take the trouble to say these things? Keep your breath to cool your porridge, or to talk to your herd of buffaloes.

The hegira ran till it spent itself. So did the crusades, and the awakened energy of the French Revolution. The frenzy of revival meetings does the same. It is the law of every human movement, from whatever cause. In any stir or movement in the animal world, great or small—and man on one side of his nature belongs to the animal world—the instinct predominates, and there's no stopping it till it is tired out. In our early days on the Pacific Coast we frequently heard glowing reports of gold discovery. They were vague, indefinite and unverified, but every man would pack his traps and start. The crowd would push on hundreds of miles; the reports would fade out, and one gold-seeker after another would halt or turn back; till finally the head of the column, becoming smaller and smaller, stopping nowhere, yet would dissolve and disappear. A financial panic and run on the banks is very much the same thing.

Attempt to check it by counsel often has the effect of acceleration of the "run," because it may awaken new suspicion and add to the general fear. Some—not a few—have said "Why should The Oregonian try to stop us from getting our money? It must want to protect the banks; and its advice shows that our money is in danger." Wise counsel therefore may only increase and aggravate the difficulties of a situation.

Not till unreason has run its course can it ever be successfully met with reason. The money of the depositors in the Merchants National Bank was in no peril, except that which a large body of the depositors themselves created by their run on the bank. Their own fear alone was the agent that produced the catastrophe which they dreaded would catch them. But man is at least as wise as other animals.

Good advice is cheap; it is wasted on any one in a panic of fright that he is about to lose his money. Yet we have here the strange phenomenon of widespread general confidence that the country is all right and will get through this little trouble without serious injury, but at the same time much distrust and alarm by the individual that something is going to happen to him. He knows the country is safe, its industries thriving, its marketable products enormous and its banks solvent. Yet he thinks the way to safety lies in withdrawing his particular moiety of gold from general circulation and putting it in a tin can and burying it in a deep hole in his back yard. By word he encourages his neighbor to leave his money in the bank and go as usual about his daily duties; by his example he contributes to general financial paralysis and the universal cessation of industry.

Withal we have been, and are, moving along in a period of unexampled prosperity. In our own particular section of the United States there seemed until recently to be no cloud upon the industrial horizon. Commodities to sell we have in large quantities and extraordinary variety. Wheat, our chief product, has yielded a vast crop and the market is better than it has been for years. Fruits are plentiful and prices high. Our lumber output is great and the market satisfactory. Everything on which the people of the Pacific Northwest have depended for an income seems to have been produced or manufactured this year in unusual volume. So we have the things to sell that the world must buy. They are being bought and will be bought. There must be a great inflow of gold from their sale. There is no doubt about it. Everybody knows there is no doubt about it; yet our people are looking one another in the face and wondering if here and now is not the end of all things. They should know better. They do know better.

The storm has been sharp and violent, and it will soon be over. The skies are clearing. Everybody sees it, or can see it if he will look up.

NATIONAL CONTROL NECESSARY.

Everywhere we see the "malefactors of great wealth" trying to play National authority against state authority, on occasion, or state authority against National authority, when that promises exemption from control. The object is to escape control of any sort. Yet National control will be in the main the more efficient; for it is not so easy to get "influence" over National as over state authority.

The necessities of a modern commercial and industrial age are fast overcoming the fears of those who, from the beginning of our history, have sounded alarms against the extinguishment of local sovereignty and against extension of National power. In many ways the states are as unwilling and unable to act, to meet the growing demands of general intercourse and National life; and the central government must act. This is becoming understood, more and more.

Nation-making, in opposition to the demands of local authority and the claims of local sovereignty, was always a slow business, and indeed since the fall of the Roman Empire never has made much progress till recent times. The progress is greater now, since the means of intercourse have been so much increased. Italy and Germany never could be nations till now; nor could consolidation of the United States be effected till quickness of communication was established.

There was a wretched dread of the loss of local sovereignty, at the formation of the Constitution. And out of the claims of local sovereignty rose the great Civil War. Some feeble echoes of these local claims remain with us.

Nothing in human affairs can be explained without reference to the past. At the formation of the Constitution we had thirteen distinct sovereignties. Such they were from their original charters. The American colonists had always lived under a system of written, rigid constitutions, namely, the charters by which the various colonies had been founded. They felt, therefore, that if there was to be a common government, with National powers, they must define in a written document the relations between this central power and the individual states, so as to preserve in all possible ways the authority and powers of the latter. Jefferson would not allow that the new Constitution had created a nation, and his party tenaciously held that ground and has scarcely been dislodged from it by the event of the Civil War. But more powerful even than war is the steady pressure of forces of peace, through industry and commerce. These the states can but poorly regulate, and the National Government must. But those who dread National regulation oppose it with the old claims of state sovereignty; behind which, however, the people will not long permit them to find protection against the great and general abuses that arise in the course of the vast exchanges of commerce in a country so great as ours.

OREGON'S NEW HOMESTEADERS.

The annual report of the Commissioner of the General Land Office presents some very interesting figures concerning the settlement of public lands, in which Oregon makes an exceptionally good showing. For the year ending June 30, 1907, "homesteaders" in the United States took up 120,000 farms aggregating 17,853,636 acres. Oregon, despite the temporary handicap of land frauds, and the lack of transportation in portions of the state where the best unoccupied Government land remains, was well to the front with 1,998,720 acres taken under the homestead act. Washington, on account of the more generous policy of the railroads, has in the past led this state in the settlement of her public lands, but last year the total acreage homesteaded in Washington was but 1,271,043 acres.

In Oregon there still remain open to entry 17,730,000 acres, compared with 4,989,937 acres in Washington. In both states there is, of course, a considerable acreage that is not available for cultivation, but in Oregon there still remain several million acres of good land which will some day add immensely to the agricultural output of the state. Most of that remaining open for entry is in localities now handicapped by lack of transportation facilities, but with the farmer, the orchardist and the dairyman steadily pushing farther back from the old settled localities, it will be but a short time until the settlers now going into remote districts will reap the reward of their foresight. There has been a very heavy immigration to the Pacific Northwest during the past two years, while prosperity was running riot, and it was perhaps through this prosperity that we last year attracted enough new settlers to take up approximately 2,000,000 acres of land. Others who were in a better financial condition undoubtedly bought as much more after it had been reclaimed from its natural state.

The life of a homesteader is not always a pleasant one. In converting a wilderness into a productive farm there is necessarily much hard work, and the homesteader and his family are not infrequently obliged to deprive themselves of many little luxuries which come very close to being necessities. But the homesteader, whether we find him in the dense forests of Clatsop, Tillamook or other coast counties, or whether he is waiting to prove up on an Eastern Oregon wheat or stock farm, is a decidedly useful member of society. If his funds are too low to admit of his spending all of his time in clearing up the place, he relieves the shortage in help in the Columbia and coast fisheries or the logging camps. East of the mountains there is always a demand for his services in the harvest field, or in tending flocks and herds of some other settler who has got well past the homestead stage.

Throughout the Pacific Northwest are hundreds of brave women who are holding down the homestead claim while the head of the house is away earning money with which to tide over the Winter, or for the purpose of securing needed stock or equipment for working the place. These hardworking men and women display a bravery and strength of character in keeping with those of the earlier homesteaders whose lives were constantly threatened by the Indians. They are a class immune from "hard times," for they are wresting their sustenance direct from Nature, and, while the reward which follows hard work and well-directed effort may seem slow in coming, it will reach them as certain as the day follows the night.

WASTE NOT, WANT NOT.

Is there any reason why Portland and Multnomah County should spend more money this year for municipal expenses than last year? Of course there is a reason. Those who live upon the public funds and contribute to them little or nothing naturally wish to make them as lavish as possible. If they have their way in the matter Portland will follow the undesirable example of some other American cities and make her expenses grow faster than the assessed valuation, thus continually heaping up debt and increasing the burden of taxation. The municipal expenses of New York City exceed today the entire cost of running the Government of the United States in 1859, but it would seem as if her example were one to avoid rather than imitate.

The assesssed valuation of Portland has been increased so much in the past year that a levy of 13 mills for city and county will now produce more revenue than the levy of 16 mills did a year ago. To exceed 13 mills will simply produce a large sum of money for which the city has no legitimate need. It will encourage extravagance of all sorts. It will put a premium on waste and graft. Experience has shown the surprising truth that the real needs of the city are less likely to be cared for with a lavish revenue than with a modest one. Superfluity induces prodigality and when waste is once begun it seldom stops within the limit of safety. The levy of 16 mills last year was made upon an increased assesssed valuation and it was supposed by everybody that it would produce an abundance of revenue for all public expenses; as a matter of fact, it produced more than enough, but mismanagement somewhere has left us unable to pay the salaries of the teachers in the public schools at the precise time when they need money most. Such are always the fruits of prodigality. The more superfluous revenue the city and county raise the more it will need to raise.

With some uncertainty in the financial outlook, this is surely not a time to indulge in prodigal taxation and lavish schemes for disbursing other people's money. Let the levy be a modest one, not exceeding 13 mills, and let the proceeds be spent with a careful hand, aiming at the welfare of those who contribute the money rather than of those who spend it. Every taxpayer in the city should exert himself to make those who have charge of the tax levy understand that no money must be wasted in municipal extravagance during the coming year. A levy of 13 mills will produce all the revenue that is required legitimately for all public purposes; therefore no larger rate should be tolerated.

DEMAND FOR WATERWAY IMPROVEMENT.

The platform of the National Rivers and Harbors Congress, which is to meet in Washington next month, demands an annual river and harbor bill of not less than $50,000,000. In view of the National awakening to the importance of the work, there should be but little opposition to securing this amount. This organization has wisely declined to take up the cause of any special project of river and harbor improvement, but calls for a liberal policy of improvement toward all meritorious waterways. It will indorse all improvements that have been passed on by the Board of Engineers and by them recommended to Congress. On this platform the National Rivers and Harbors Congress stands pledged to both of the great improvement projects on the Columbia River. The organization is one of the strongest in the United States, and, at the meeting last year in Washington, was attended by 1200 delegates, representing all branches of our foreign and domestic commerce.

With such universal and widespread interest in this great subject it will undoubtedly be much easier in the future to secure needed appropriations than was possible in the past. Good waterways and good harbors reduce freight charges. This is a statement that has been verified in a striking manner in our own port. General Mackenzie, in his report recommending an appropriation for the Columbia River improvement, says that "there has been no time during the year that a vessel could not safely load at Portland to a draft of twenty-four feet." General Mackenzie would not have overstated the depth of the channel had he made the draft twenty-five or even twenty-six feet; but, taking his own figures, it is easy to understand what this increased depth of the channel means to the producers of the Columbia Basin.

Prior to commencement of this modern system of river improvement it was only by working the tides that vessels of more than fifteen feet draft could reach Portland at ordinary low water. As a result, the shipment of our products was confined to vessels of small tonnage, as nearly all of the larger class of vessels were delayed at the bar or were obliged to lighter on the river. This handicap was represented in accurate, tangible figures which could not be misunderstood, for shipowners demanded and received 10 shillings per ton more for sending their vessels to Portland than was exacted from the San Francisco shippers. Ten shillings per ton represented the farm producers' loss through our imperfect waterways, and the improvements already made have been sufficient to eliminate that differential on all modern freighters.

But ships have increased in size as the waterways have been deepened, and Portland is now working for a channel that will permit the largest vessels in the Pacific trade to enter the river at all times. That this channel can be secured is certain, provided there is no delay in securing funds needed to carry on the work. It is not alone a Portland project, nor an Oregon project, but one that concerns every producer in the Columbia Basin. Freights will decline as harbor improvements are perfected, and, with the opening of the Columbia River to unobstructed navigation to the headquarters of the stream and its big tributaries, there is certain to follow a decline in freight rates fully as important, proportionately, as the elimination of the 10-shilling differential which followed the deepening of the channel on the Lower Columbia.

The rapid development of fruitgrowing in Oregon, as indicated by the large number of orchards recently planted or that will be planted this Winter, means that many fruit canneries will be established in this state in the next few years. In erecting fruit-packing houses one of the purposes kept clearly in mind should be cleanliness. With each succeeding year enforcement of pure-food laws will make this a legal necessity, as it is always a moral obligation. Plenty of pure, running water and a perfect drainage or sewerage system for the disposal of waste materials are essential. Then if buildings are properly constructed there need be no difficulty in keeping everything clean. Dark, musty canneries with a thick coating of filth on the floors have had their day in Oregon and elsewhere. Modern methods of construction make it easy to maintain cleanliness. For Oregon fruit canneries to suffer such an exposure as that which befel certain meat-packing houses in Chicago would be a serious misfortune.

The American Federation of Labor has declared war to the knife against the Manufacturers' Association, and will raise a fund for that purpose. While it is not especially noticeable during the wonderful prosperity through which this country is passing, a third party in this fight between the Federation of Labor and the Manufacturers' Association is looming large on the industrial horizon. This coming factor in the fight is the vast horde of alien labor that has been streaming into the country in record-breaking volume for the past five years. So long as prosperity continues and there is plenty of work for all who seek it, the demands of union labor can be enforced, but whenever the supply of labor exceeds the demand, there comes a change. If this change is due, the Federation would show wisdom by keeping its fighting fund for other purposes.

The divorce of the Illinois Central from the Union Pacific would be a serious loss for both roads. The former road traverses the best traffic-producing section of the South, and since it passed into the control of Harriman, has supplied the Union Pacific with an immense amount of overland freight destined for the Far East. The Union Pacific has reciprocated by making the Illinois Central the distributing feeder for a large amount of tea, matting and other products from the Orient, as well as for a considerable amount of Oregon fruit, lumber and shingles. It is not exactly a Hiawatha case of "useless each without the other," but it is a case where the roads operating together will prove vastly more profitable than if they are separated.

The foreign wheat market scored a substantial gain yesterday and the Chicago market followed the lead, with from 2 to 3 cents per bushel added to the price before the day's trading ended. The Europeans are thoroughly informed on the unsatisfactory financial situation in this country, and were it not for the extraordinary strong position of the cereal they would take advantage of the situation by hammering the price of wheat. That they continue to bid up on prices in the face of a distressed financial situation in the United States is a strong indication that the top of the market has not yet been reached.

The New York Independent says there is a big quarrel raging between Ozark Mountains and Hood River—Missouri against Oregon—over the relative merits of apples. There is where you are off. No quarrel over it at all. The whole world knows the Hood Rivers beat Ozarks, as also do the Willamette Valleys, Rogue Rivers and other Oregon brands. Isn't it about time for Oregonians to stop their subscriptions to the Independent? But, then, we are willing to be shown. Send along a few boxes of Ozarks and we will try them.

Otis Brown, who has been recaptured at Vancouver, says he doesn't like the Oregon Penitentiary. The accommodations, he says, are unequal to those of other prisons in which he has "done time," and the wardens not so sympathetic. Did it ever occur to Mr. Brown that he is at liberty to keep out of penitentiaries—or will be, after he has done his present term?

Prosecuting officers very frequently save themselves unpleasant work by saying "there is no way to reach the offender." They forget that where there is a will there is a way.

Some men pulled money out of the Merchants National Bank who had notes in the bank nearly due. Of course they will respond in turn, and quickly, when called on.

Tennessee Democrats demand a Southern man for Presidential nominee next year. To simplify the situation, let Vardaman, Bailey and Tillman be eliminated.

Won't it be best for all hands if Harriman volunteer to tell all the Government is entitled to know concerning his allied corporations, and then tell it in full?

Let us hope in King Edward's case that it is nothing worse than a November cold. Even in Oregon's favored climate we are not free from this annoyance.

We anxiously await word from that great prophet, Tom Lawson, so that, being sure he is wrong, we may go ahead the other way.

The Utes will not give the country a tithe of the trouble that Wall-street savages made.

Speaking of good collateral, what's the matter with Willamette Valley apples?

ELOPEMENT IS FRUSTRATED

Youthful Pair Prevented by Detective From Getting Married.

VANCOUVER, Wash., Nov. 13.—(Special.)—A romantic elopement, in which Afa Johnson, aged 18, sought to marry Ethel Brusch, 16 years old, was stopped by Detective Hawley, of the Portland Juvenile Court, today. Johnson and the Brusch girl, both of Portland, decided a few weeks ago that they would like to marry. This resolution met with strenuous objection from the girl's parents, because of their daughter's age. Parental objection was nothing to the pair, and today they left Portland, in company with the lad's mother, Mrs. L. B. Peters, and a man named Eli Foley, and came by car to Vancouver. Here they went to the office of the County Clerk, and secured a marriage license. Mrs. Peters and Foley appearing as witnesses. But before they could go before a Justice of the Peace to have the knot tied, Officer Hawley appeared and had the proposed marriage stopped. The young pair, accompanied by Mrs. Peters and Foley, returned to Portland, disconsolate.

The names of none of the parties appear in either the city directory or phone books, and it is not known whether they reside in Portland. Detective Hawley, when questioned last night concerning the episode, refused to say anything, stating that under the recent order made by Chief of Police Gritzmacher, whereby information must not be given to the newspapers, he did not dare tell anything about the case.

SENATOR FOR PORTLAND RUN

Pacific Coast Vessel Will Operate for the Harriman Line.

SAN FRANCISCO, Nov. 13.—Negotiations were concluded yesterday by the Pacific Mail Company for the charter of the steamer Senator from the Pacific Coast Steamship Company. The Senator will now be placed on the Portland run in place of the ill-fated Columbia. It is intended, it is said, that the Senator will be kept in the Portland service until next Spring at least, and if possible until the two new steamers which are to be built for the Harriman interests on the Pacific Coast are ready for service.

The steamship Senator will leave San Francisco, November 20, in place of the City of Panama. The charter for the craft is good for six months and in case sufficient freight offerings are made she will continue in commission for that length of time. The City of Panama will be kept in operation between the two cities as long as the freight business will warrant. The Rose City will be placed in commission by the middle of next month and a fleet of four steamers will then be in operation.

HORSETHIEF BREAKS JAIL

Albany Lockup Unable to Hold Man More Than Half-Hour.

ALBANY, Or., Nov. 13.—(Special.)—Within half an hour after he had been arrested here for stealing a livery team at Corvallis, a stranger giving his name as Leroy Brinning had broken a door in the City Jail and was at liberty. He secured a saddle horse yesterday morning at Philomath and left it at the livery barn of Vidito Brothers, in Corvallis, where he secured a team and buggy. He drove to this city in the afternoon and tried to sell the outfit at two different livery barns and to other persons. His actions aroused suspicion, and Officer Catlin placed him under arrest at 9 o'clock last night.

Brinning was about 20 years old and says that his home is in Atlanta, Ill. Officers believe his actions indicate he is probably wanted elsewhere.

DEVICE FOR FILLING CARS

Elevator Carries Grain From Warehouse and Distributes It Evenly.

DAYTON, Wash., Nov. 13.—(Special.)—W. H. Richardson, known in the Inland Empire as an inventor of the tank system of storing grain, as received from the threshing machine, has recently invented a new labor-saving machine to be used in loading grain into cars in the bulk.

An elevator, working on the principle of an elevator in a threshing machine, carries the grain from the warehouse into the car, and has a hopper at the end in which to dump the grain, the hopper being below the floor so that no lifting of the sacks in emptying is necessary. An elevator or carrier inside the car is swung to the ceiling at the height the car is to be filled and receives the grain from the first carrier and distributes it at a uniform depth all over the car, filling one end at a time.

REFUSES TO SETTLE STRIKE

Wilkeson Coal Company Turns Down Arbitration Proposal.

TACOMA, Wash., Nov. 13.—(Special.)—State Labor Commissioner Hubbard called upon Henry Hewitt, Jr., president of the Wilkeson Coal Company, yesterday to see if he would be willing to arbitrate with the striking coal miners at Wilkeson. Mr. Hewitt refused.

"I told the Commissioner that we could not consider his proposition at all," said Mr. Hewitt, "for the miners wanted to instruct everybody, from the superintendent down to the pit boss, and that would not do."

THEATERS TO CLOSE SUNDAYS

Tacoma Managers Will Not Fight State Law.

TACOMA, Wash., Nov. 13.—(Special.)—The theaters will give up the fight and acquiesce in the Supreme Court decision on Sunday closing. Manager Herald of the Tacoma Theater says:

"The Tacoma will be open Sunday night. 'The College Widow' is already booked for that night and we cannot cancel the engagement unless forced to do so. We shall not, however, fight the law."

Improvement of Upper Columbia.

WALLA WALLA, Wash., Nov. 13.—(Special.)—The Board of County Commissioners of Stevens County has instructed the County Engineer to prepare a map of the Columbia River from Kettle Falls to Wenatchee, showing the land included in the watershed of the Columbia River and the streams, roads and towns in the territory mapped. On completion of the map a written statement will be prepared by Clair Hunt, of Colville, giving a close estimate of the area of agricultural and grazing land and the timber and mineral resources. The map and statement will be used by Senator Ankeny before the Rivers and Harbors Congress and the congressional committees in his efforts to secure the improvement of the upper river.

Cavalry in Whitman Anniversary.

WALLA WALLA, Wash., Nov. 13.—(Special.)—United States Senator Ankeny was today advised that the acting Secretary of War has directed the General of the Department of the Columbia to permit all available troops at Fort Walla Walla to participate in the celebration of the 60th anniversary of the Whitman massacre to be held in this city on November 29. There are now stationed at Fort Walla Walla four troops of the Fourteenth Cavalry.

EXTENSION OF TIME GRANTED

Tillamook Allows E. E. Lytle Till Nov. 1, 1909, to Finish Road.

TILLAMOOK, Or., Nov. 13.—(Special.)—At a meeting of the citizen's committee, having in hand the matter of the right of way for the Pacific Railway & Navigation Company, held last night, at which Engineer George L. Davis was present representing President E. E. Lytle, it was requested that the time to have the road completed and in operation be extended from December 31, 1908, to November 1, 1909.

Mr. Lytle had bound himself in the sum of $20,000 to have the road completed by the first named date, but owing to the money stringency, work was stopped two weeks ago. The Union Trust Company, of California, had bonded the road, agreeing to take 5200 first-mortgage 5-percent gold bonds for $1000 each making $5,200,000. About $1,000,000 has already been expended in construction work and in securing material. When the financial flurry came two weeks ago the Union Trust Company notified Mr. Lytle that it could not advance him any more money, which put a stop to all construction work.

The right of way committee went over the whole situation with Engineer Davis, and desiring to co-operate with the company in every possible manner, decided to extend the time. There is no disposition at present to compel Mr. Lytle to forfeit the $20,000 bond.

NATIONAL GUARD ACTIVITY

Uniforms for North Yakima Company Are Almost Ready.

NORTH YAKIMA, Wash., Nov. 13.—(Special.—Adjutant-General Otis Hamilton, accompanied by General Drain, formerly Adjutant-General, was in the city today and paid a visit to Major W. L. Lemon, of the local company of the National Guard. General Hamilton says that the new arms and uniforms for the guard will be distributed next month, and that before Christmas the new equipment of the soldiers will be inspected, arrangements made for the immediate completion of the armories at Seattle and Tacoma and four new companies and a hospital corps added to the militia force of the state.

General Hamilton says that there are not likely to be any important changes made in the regulations of the militia in this state, the authorities at the capital believing that in this respect Washington state is ahead of all others in the Union.

OREGON SHORT LINE IS SUED

Charged With Keeping Stock in Cars Beyond Limit.

BOISE, Idaho, Nov. 13.—(Special.)—In the United States District Court, N. M. Rutch as United States Attorney, has brought action against the Oregon Short Line for violation of the 28-hour limit law, which prohibits keeping livestock in cars longer than that period without unloading to feed and water.

The complaint alleges that on September 3, 1907, the Union Pacific received at Kearney, Neb., 660 head of hogs for shipment to Troutdale, Or. The hogs were delivered to the Short Line several days later and were not unloaded until they reached Montpelier on September 13. The complaint asks that a penalty of $500 be imposed on the Short Line together with the costs of the case.

Vancouver Barracks Notes.

VANCOUVER, Wash., Nov. 13.—(Special.)—General Greely and his senior aide, Captain Shields, left Vancouver last night for Boise, Idaho, to make his regular annual inspection of Boise Barracks.

Lieutenant Warfield, junior aide on the staff of General Greely, went to Fort Leavenworth yesterday, where he will take the examination for promotion to a captaincy.

Second Lieutenant Brady, of the 14th Infantry, has been promoted and assigned to duty with the 13th Infantry at Fort Leavenworth.

Six first Lieutenants of the Department of the Columbia Coast Artillery have been ordered to report to Major Thomas Ridgeway, president of the examining board, to take the examination to determine their fitness for promotion to the rank of Captain.

First Lieutenant Daniel W. Parnell, of the National Guard, has been authorized to attend and pursue a course of study at the garrison school for officers.

Major Frederick P. Day is designated a special disbursing agent for the pay department, to act during the absence of Major George B. Pickett, paymaster.

Virtue Mine to Reopen.

BAKER CITY, Or., Nov. 13.—(Special.)—Announcement has been made by J. K. Romig that the Virtue mine is to reopen and ten stamps will be dropping on the ore by December 1. The Virtue mine lies a few miles east of Baker City in the district which bears its name, and has been one of the most famous producers in the West. The gold in the district is found only in pockets, but when one of these pockets is discovered the fortune of the operator is made.

The Virtue mine is now owned by Eastern capitalists, and has been idle for several years. It will be operated by electric power from Eagle Creek, and nearly all of the machinery is now in place. Enough ore is now blocked out to keep the mine running for six months, and it will be but a short time until the yellow dust will be brought to Baker City.

Wallula Deputy Shot.

WALLA WALLA, Wash., Nov. 13.—Deputy Sheriff Allan Byrnes, of Wallula, was brought here with a bullet wound in his head, received from the accidental discharge of his revolver. Little hope is entertained for his recovery. The injured man is one of the most popular and successful officers in Walla Walla County. He has a wife and three children. For several years he has been the sole representative of the law at Wallula, and through his stern and unrelenting methods in handling the hobos that make that point a stopping place, he is known and feared by all classes of criminals.

Eugene Company Leads State.

EUGENE, Or., Nov. 13.—(Special.)—Company A, of the Oregon National Guard, at Eugene, has just been notified by Adjutant-General Finzer through Captain Raymond Babb, that the Eugene company received first place of all the Oregon companies for military efficiency in the annual state competition, conducted by Inspector-General James Jackson. The Eugene company scored 184 points out of a possible 200. Company K of Portland received second place with a score of 183.

Eugene Day in Portland.

EUGENE, Or., Nov. 13.—(Special.)—The Eugene Commercial Club, the Merchants' Protective Association and many Eugene citizens will take advantage of the Oregon-Multnomah Thanksgiving football game to join in an excursion to Portland. The day will be known as "Eugene Booster Day" and hundreds of people will take the trip. The details of the excursion will be in charge of G. D. Linn, Robert McMurphy, William P. Older, G. W. Griffin and Alton Hampton.

Suspected of Brutal Murder.

VANCOUVER, B. C., Nov. 13.—Roger Verrone, a negro, was arrested this afternoon on suspicion that he committed the brutal murder of Clementine Nahu, at North Vancouver, last Saturday afternoon. Several other suspects who were arrested have been released.

POTPOURRI

BY NANCY LEE.

A YOUNG WOMAN going to catch a suburban train, remembered that she had forgotten to purchase some music. Rushing hurriedly into a music store she asked breathlessly of the young man, "Have you Kissed Me in the Moonlight?"

Whereupon the clerk blushingly replied:

"Why, er, no. It must have been the other clerk."

* * *

All readers of advertisements are familiar with the modest statements of numerous firms who announce the merit of their goods in some such manner as this: "Best goods at lowest prices." "The House of Quality." "Our prices are the lowest." Far be it from me to disparage the truthfulness of these assertions. But the legend which appeared in the window of the Oregon Savings & Trust Company recently is mournfully acknowledged for genuineness by other depositors. It read in this manner: "We lead, others follow."

* * *

An Autumn Song (An Answer).

Though the furze on the moor
May be looking kind of poor
And the pelicans are hiking for the south;
It is no use feeling blue,
There is mirth enough for you
If you'll keep a smile upon your mouth.

For this stage of the year
With the Winter drawing near
Is the meek and lowly coal-man's time to shine.
It is also in these days
That the plumber sings his lays
And the pretty gridiron hero's feeling fine.

Do not overlook the merry
And seductive Tom and Jerry,
Nor the sniffles, nor neuralgia, nor the grip,
For there's lots of fun in Autumn,
And no matter where they bought 'em,
The bill will go to hubby every trip.
Though the furze on the moor
May be looking kind of poor,
The furs on the women look just dear.

* * *

One of the large book-dealers tells an amusing story of a meek little woman who entered the store and inquired for some sort of a sad novel.

"How would you like 'The Last Days of Pompeii?'" asked the clerk.

"Oh, I've heard of him. What did he die of?" she lisped.

Laconically the clerk replied, "Some sort of an eruption, I believe, madame."

* * *

At a banquet Saturday night of the Stanford alumni a practical joke was perpetrated and from its outcome it is impossible to state who it is on. The returns had just been read from the Stanford-Berkeley game when a pigeon was brought in and it was announced that it was one of the carrier variety which an enthusiastic Stanford man had secured from Palo Alto and it was proposed to send it with a message of good cheer and congratulations to the student body of the Alma Mater. Enthusiasm reached a high point, a committee formulated a message. Each and every one kissed the bird good-bye and all repaired to the street to watch it start on its long flight to the California home. Amid hushed expectancy it was released and rising circled round. Then as if getting its course it flew east and alighted on a cornice of a building from which point it looked wonderingly down at the crowd below. Of course it was a common bird of home production but it was a few moments before the crowd caught on, when amid laughter they went back to the tables. The jokers of course had counted on the bird flying away into the night and thus giving the whole performance a genuine appearance.

* * *

"S-s-s-s-a-a-y, b-b-b-bo-y, l-ll-let me o-o-o-off at the s-s-s-s-e-cond f-f-f-f-f-l-o-o-o-or, pup-p-p-pup-please," remarked the man who stuttered to the operator of the elevator in the Wells-Fargo building, yesterday afternoon. By the time he had made his wants and wishes known the lift had reached the 12th floor, thereby showing the vanity of all human desires.

* * *

The deacon met the minister and invited him to have a drink which he firmly refused for three good reasons:

First—He was just going to address a temperance meeting.

Second—It was the anniversary of the death of his wife, Janet, and he sought to keep the day sacred.

Third—He had just had one.

* * *

A small lad who inquired of his father the definition of the word hiccoughs received the following answer:

"They are echoes of departed spirits."

* * *

One of the most prominent members of the younger set has remote Jewish ancestors on the maternal side. Coming from a recent bridge party with two other girls who are also socially conspicuous they passed a group of children. As it happened one of the girls was gowned in red, another in blue and another in white. One of the youngsters who noted the patriotic combination of colors called after them:

"Red, white and blue, your daddy is a Jew."

Whereupon the girl of Jewish antecedents replied with an air of assumed hauteur:

"No, you're mistaken. It's on my mother's side."

* * *

The Willamette Heights citizen handed the conductor of the car a $5 clearing-house certificate.

"What's that?" asked the man behind the bell-cord.

"That's a clearing-house certificate, the new kind of Portland money," said the W. H. Citizen.

"Is it good?" asked the lord of the punch.

"Sure it's good. Paper money goes these days."

"All right, old man," and the conductor immediately handed the passenger $4.95 worth of transfers.

FORMERLY IN REAL ESTATE

Men Injured in Nitro Explosion Found to Hail From Tacoma.

SPOKANE, Wash., Nov. 13.—(Special.)—In the confession of Al Addison, the man lying seriously injured at St. Luke's Hospital as a result of an explosion that occurred while C. H. Dean and Albert S. Grant were endeavoring to extract nitroglycerin from dynamite, the officials have learned that Addison and Dean were recently in the real estate business at Tacoma.

Grant was killed in the explosion. George Addison, a brother of the injured man, reached here today from Tacoma. The police assert that Grant was the leader of the trio and was an old-time professional yeggman. Dean, who is in the city jail, asserts that they were extracting the nitro, not to blow safes, but to kill fish.

School Warrants Issued.

ASTORIA, Or., Nov. 13.—(Special.)—At the meeting of the School Board last night bids were received and accepted for $8100 in interest-bearing warrants, being the last of an issue of $19,000 to raise money for building additions to the school buildings. Practically the entire issue was taken by private individuals.

Fall From Wagon Breaks Neck.

TACOMA, Wash., Nov. 13.—(Special.)—Joseph Rhoades fell from a load of hay on the Mitke ranch near here breaking his neck and dying almost instantly. He struck on his head and was stunned by the fall but recovered sufficiently to exclaim: "I've broke my neck." He expired without uttering another word.