

The Oregonian

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PORTLAND, FRIDAY, JULY 23, 1909.

TO PUSH THE IMPROVEMENT.

It is gratifying to the Oregonian, as surely it is to the people of Portland, to receive the assurance that the Oregonian Express intends to push various activities for betterment of material conditions in the city—in particular for general improvement of public parks, streets and other works called for by a modern and rapidly growing municipality.

Connection of all the parks on the East Side is less easy, and much property will have to be bought to make the system consistent and complete. One piece of land, The Oregonian would sell, should be purchased on the East Side for a small additional park, if it can be had at any reasonable figure, we mean a portion—say twenty acres—of the Ladd tract on the Base Line road, opposite Sunnyside.

Another of the announcements of the Mayor will receive general approbation, namely, his declaration of intent to put an end to the combination of paving interests that for a long time has been holding up the progress of the city, and the charging of extortionate prices for inferior work on the other. It is really a delight to read that Portland is to be opened and kept open as a free field for every kind of approved pavement.

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AN AMERICAN "CRANFORD." The classic North Side city of suburban Chicago, is likely to become famous as the "Cranford" of America. Census reports show it to be a city of women, with but a sprinkling of men and children. It is not, however, the ancient town of simple-minded inhabitants that was given place in England and fame in literature by the pen of Mrs. Gaskell, but a distinctly modern city, with university attachments, learned maiden ladies and at least one woman lecturer of wide repute.

admiration among the women of this modern city of women. Though "a woman's town," this American Cranford is not old-fashioned. It is distinctly new. Its women are assertive, self-reliant, capable, not given to bemoaning the fact that they are alone in the world, but scouting any suggestion of loneliness or dependence by going where they please unattended and looking sharply after their business and own educational interests.

boats, and boats of the type now in use and best adapted to the service, could make two round-trips per week from Portland to the heart of the wheat country, it would require the services of fifty steamboats for an entire year to move the crop to tide-water. The grain movement, however, very rarely extends over more than six months. It gets well under way by the latter part of September, and the season is practically over by March, thus requiring twice as much equipment as would be needed if the movement were extended over a whole year.

In other words, an expeditious movement of the 1909 grain crop of the Inland Empire to tide-water, the railroads had brought the wheat to the river bank, would require the services of about 100 steamboats of the size of those now in use on the middle and upper rivers. There will be nearly 60,000 carloads of this grain to be moved to tide-water in the next six to eight months. The proportions of the traffic are sufficiently startling to make it difficult to understand why Mr. Hill spent nearly \$50,000,000 to get a road down through the Columbia gorge. The 60,000 carloads of grain can be moved down the Columbia with comparative ease in 1909 trains. To move it over the Cascade Mountains would require the services of a great part of the distance, nearly 5000 trains.

To summarize, 1000 locomotives can easily handle a tonnage down the Columbia River, which would require the services of 5000 locomotives to move it over the Cascade Mountains.

A SPOILED STORY. The Chicago Inter-Ocean prints a story of a bay horse sixteen hands high which ran for seven miles ahead of a train going at full speed on the track between Fairview and Troutdale, Or. In his wild career, the horse, according to the Inter-Ocean's account, jumped sixteen feet high and crossed one of the bridge sixty feet long without slackening his pace. He was finally caught by some livery hands at Troutdale. This story reads very well in Chicago, perhaps, but it leaves out the essential facts of the affair and gets others in a way that is misleading.

While England is pretty busy just at present giving naval demonstrations and stiffening up the backbones of her citizens who fear the German invasion, she is still keeping a weather eye open for the United States. It has been found that the maps as yet, but with a view to the future, Great Britain has already dispatched a party of high army and navy officers to the far northwest to locate a chain of fortifications around the new seaport. The United States is not to be outdone in this respect.

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Now it is the turn of Seattle's Mayor to come over to Portland and find out a thing or two that Seattle should do. There is the public lighting, for example. It is very poor in Seattle's residential districts, under municipal ownership. It is far better in Portland.

President Taft filled up those tariff conferences with good stuff from the White House kitchen, but still they were not complete. Apparently the great Bourne method of getting his visitors in good humor doesn't transplant territory.

Let the Government into all sorts of extravaganzas. Let us compare Cleveland's regime with that of Roosevelt, just closed; Cleveland was first elected president in November, 1894; he took his seat March 4, 1895; the first full fiscal year ended June 30, 1896; he was elected president a second time in November, 1900; took his seat March 4, 1901; and the first full fiscal year thereafter was ended June 30, 1902. Following is the record for his eight years of administration in the matter of ordinary Government expenses placed side by side with those of Roosevelt, the only salient point of difference being that Roosevelt's own party was in control of both branches of Congress during his eight years, while in the case of Cleveland the opposition party, and at another the political majority was of a different complexion in each chamber.

Comparison of Cost Under Cleveland With That of Roosevelt. New York Commercial. When it comes to the matter of the United States Government paying its bills, it might be well for its administrators and its lawmakers to apply some very plain and common-sense rules of domestic economy. If a household finds that he is steadily getting in debt, there is one of two things to be done—either point of balance or to reduce his expenditures accordingly. The trouble with our National finances today is not that the National Government is a revenue-getter, but that it has been so good a one that it has led the Government into all sorts of extravaganzas. Let us compare Cleveland's regime with that of Roosevelt, just closed; Cleveland was first elected president in November, 1894; he took his seat March 4, 1895; the first full fiscal year ended June 30, 1896; he was elected president a second time in November, 1900; took his seat March 4, 1901; and the first full fiscal year thereafter was ended June 30, 1902.

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COURT SITS FOR WHOLE DAY

Arguments in Hembree Case at Salem Are Lengthy. SALEM, Or., July 22.—(Special.)—The argument in the appeal of A. J. Hembree, convicted of wife-murder, were heard by the Supreme Court today, and have consumed nearly all day, making one of the longest sessions of the court in recent years. The court was convened at 10 o'clock this morning and was still in session shortly before 6 o'clock this evening. The state is represented by District Attorney J. H. McNary and Assistant Attorney-General I. H. Van Winkle, while Martin L. Pipes, of Portland, and James McCain, of McMinnville, appear for Hembree.

Hembree's home in Tillamook County was destroyed by fire on December 2, 1905, and after the fire the bones of Hembree's wife and daughter were found in the ruins. The defendant was arrested for the murder of his daughter and tried in Tillamook County in July, 1906, found guilty of manslaughter and given an indeterminate sentence. He was released by Governor Chamberlain in 1907, and charged with the murder of his wife, and at Dallas, in May, 1908, was found guilty of murder in the first degree and sentenced to hang in the state prison at Juntura. Justice McBride, who presided at the first trial of Hembree, in Circuit Court, took no part in the hearing of the appeal today.

RODGERS NOT AFTER OFFICE

Salem's Mayor Denies He Is Candidate for Governor. SALEM, Or., July 22.—(Special.)—Mayor Rodgers today emphatically denied the rumor that he would be a candidate for a state office at the election next year. Discussing the report that he was being named for public office, Mr. Rodgers said: "The Oregonian has given publicity to the rumor that I am a candidate for State or some other office. I am a candidate for no office, nor do I desire office. I have yielded much of my time and energy in the service of the community in which I live, not in the hope of building up a political fortune, but in the desire of accomplishing some little good. I have tried to do my part. After the expiration of my present term of office, I intend to devote myself to service in the ranks of humble citizenship."

SUIT OVER PUTER COLLATERAL Brewster Refuses to Accept State Land Certificates. SALEM, Or., July 22.—(Special.)—Complaint in a suit involving a large amount of money was filed today in the office of the County Clerk for Marion County. The action is entitled N. V. Sorenson vs. W. L. Brewster, administrator of the estate of George Baldwin, and John Logan. With the paper filed, John Logan deposited a draft for \$785.

Several years ago S. A. D. Puter borrowed money from George Baldwin, a state land certificate covering several thousand acres of Oregon lands. It was stipulated, it is alleged, that the certificates were to be held in trust for Puter or his heirs. Later Puter sold the certificates to Sorenson, who offered Brewster, as administrator of the estate of Baldwin, the amount of the loan made to Puter. Brewster refused to accept it, and now Sorenson is suing to compel the acceptance of the amount borrowed by Puter and to clear title to the land.

MORGAN'S MAN FAVORS TAX

Believes Corporations Should Assist Government Income. COORDOVA, Alaska, July 22.—George W. Perkins, who is known as the "millionaire's right-hand man," and who brought a party of eastern capitalists to Alaska on the private yacht Yucatan to inspect the Morgan-Guggenheim interests here, declared himself in favor of the proposed corporation tax, in an interview here today. Mr. Perkins is credited with saying that he believed the tax would be a good thing for the Government, adding that it should be adopted.

Perkins and his party have returned from their inspection trip over the Copper River & Northwestern Railroad now under course of construction. He had been on the train for a few days, and will remain here another week when they will sail for a pleasure trip to some of the points along the Alaskan coast.

POWELL INVITED TO SALEM

Fruitgrowers Want Demonstration on Pre-Cooling of Fruits. SALEM, Or., July 22.—(Special.)—S. G. H. Powell, of the United States Department of Agriculture, will be the guest of the Salem Board of Trade and the Salem Fruit Union tomorrow, and will be taken out through the fruit country in an automobile. In the state department has been engaged this year in pre-cooling and shipping demonstrations at Puyallup and other Western points, and an effort will be made to have Mr. Powell visit Salem. It is expected that he will stay in Salem for a few days, and will be up this line of work. Just at this time, when the shipment of small fruits to the Eastern markets is being undertaken, it is believed the aid and experience of the Government expert would be of great value to the fruit industry in the Willamette Valley.

THRESHING OUTFIT EXPLODES

Smut Causes Destruction of Machine Near Helix. PENDLETON, Or., July 22.—(Special.)—Smitty wheat is responsible for the destruction of the William Ruther threshing outfit and 100 sacks of wheat. The accident occurred near Helix yesterday afternoon, causing a loss of \$3000. The grain was insured, but the separator was destroyed.

"MUGGING" INNOCENT PERSONS UNDER ARREST

Lights and shadows of a system, whose abuse has shaken New York's police from top to bottom. His success with the real-estate has thrown London into a ferment. Illustrated with great clearness.

AMERICANS CROWNED AND DECEASED

Honors from European royalty for distinguished services in times of peace. The Japanese Schoolboy airs his views on this lamentable state of affairs.

HERMISTON WORK PLEASERS

Secretary Ballinger, Says Department's Policy Will Be Liberal. PENDLETON, Or., July 22.—(Special.)—Secretary of the Interior Ballinger spent the entire day in making a personal inspection of the Umattila reclamation project in the west end of the county. Returning late this afternoon from a drive over as much of the project as it was possible to cover in one day, he held a conference with the members of the Water-Users' Association and all others interested, in an effort to ascertain the wants and needs of the settlers.

Ballinger Visits Hermiston. HERMISTON, Or., July 22.—(Special.)—Secretary Ballinger, A. P. Davis, Frederick M. Kerby, Daniel Carr, E. A. Keys and J. C. Hobson visited the Umattila project today. They made the trip to the Government dam with H. D. Newell, project engineer, and attended a banquet this evening given by the officers of the Water-Users' Association at the home of President H. T. Irwin.

CONTINUOUS RATES APPLY

State Board Issues New Order to O. R. & N. on Joseph Road. SALEM, Or., July 22.—(Special.)—The State Railroad Commission today entered an order requiring the O. R. & N. railway to apply continuous distance rates to shipments to or from its stations from Palmer Junction to Joseph, inclusive. The Commission finds that the proportional rates now in force are unjust and unreasonable and unjustly discriminating in practice. The new ruling is limited, however, to commodities which it is alleged have not held them at a decided personal service.

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STEEL VIADUCT COMPLETED

Concrete Will Now Be Applied to Railroad Arches. VANCOUVER, Wash., July 22.—(Special.)—The steel arches over Main and Washington streets that have been built by the Spokane, Portland & Seattle Railway are completed so far as the steel work is concerned. A crew of 14 men is now busy laying the concrete on these arches. The steel has been covered with a reinforced concrete to a depth of nearly one foot. This will be laid dry for about 40 days, and then a layer of gravel will be put on. On the top of the concrete and gravel the rails will be laid, and the effect will be such that travel over the arches will be almost noiseless.

LONG SPREE ENDS IN SUICIDE

Wilhelm Siems Is Throat in Woods With His Friend Cut. ABERDEEN, Wash., July 22.—(Special.)—The body of Wilhelm Siems, who came to Cosmopolis from Port Gamble yesterday morning, was found by a berry picker yesterday afternoon in a lonely place, where he had committed suicide by cutting his throat. Siems was 52 years old and unmarried. He had been on a pleasure cruise. On his person was a certificate of deposit for \$450 in a Seattle bank.

MISSION BOAT IS LOST

VANCOUVER, B. C., July 22.—Methodist mission boat (Odal) struck a rock early yesterday morning near the entrance to Portland Canal and foundered a short time later in 100 feet of water. Captain Oliver, her master, and Mr. W. J. Brown, the only persons aboard at the time of the accident, escaped in a rowboat.

IN THE MAGAZINE SECTION OF THE SUNDAY OREGONIAN

VON ZEPPELIN IS ENGLAND'S BOGIE MAN His success with the real-estate has thrown London into a ferment. Illustrated with great clearness.

ONE MAN RUNNING AN IOWA TOWN

He has taken exclusive charge of every place of business and dictates every detail; a modern innovation that will be watched with interest.

AMERICANS CROWNED AND DECEASED

Honors from European royalty for distinguished services in times of peace. The Japanese Schoolboy airs his views on this lamentable state of affairs.

ORDER EARLY FROM YOUR NEWSDEALER