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PORTLAND, MONDAY, AUGUST 16, 1909.

MORE U'RENISM FOR OREGON?

As if the things we have in government were not the fruits of long experience and tested fitness, Mr. U'Ren, the Oregon City "lawgiver," is out again with a new batch of innovations and "reforms." These latest changes would supplant in essential principles what is left of the present Oregon constitution. With little knowledge of the history and processes that produced the old constitution, and with but slight respect for the governmental methods that our ancestors evolved from painful and even bloody striving, Mr. U'Ren now proposes to set them virtually all aside in his plan of "progressive" government. If this be progress, then experience is no teacher and history might as well not be written.

The new plan introduces proportional representation—an idealized method of admitting minority factions into legislative affairs and of curtailing or defeating the domination of the majority. It breaks down prized lines separating executive and legislative departments of government by admitting the Governor and his cabinet into the Legislative Assembly and placing that body more or less under his thumb; makes impossible political distinctions and prohibits appointments for party reasons of officers outside the Governor's cabinet; creates offices of three "people's inspectors of government" at a salary of $3000 a year each to conduct a constant inquisition into public and political affairs and publish their opinions at the state's expense in the Oregon Official Gazette, of course "without motive or desire for personal or partisan advantage"; creates the office of state business manager, for the ideal purpose of suggesting best methods of state and county administration; gives the Governor appointment of Sheriffs and District Attorneys and power to suspend any local police officer; gives the Governor appointment of Attorney-General, Secretary of State, State Treasurer, State Printer, Superintendent of Public Instruction and Secretary of Labor.

Much more innovation is contained in the dispensation from Oregon City, the further details of which will be discussed later as the new plan shall be dissected.

Oregon has suffered enough already without being encrusted further with the U'Ren system. Progress in this state should be in the direction of return to old-tried methods rather than toward new-fangled notions. The world has always abounded with innovators, thinking themselves reformers. But there is very little new or untried in government, and changes should be made slowly, not by wholesale innovation like this now proposed for Oregon. This state has departed already from too many established landmarks of republican government. The City of Portland, leading the state, has found it necessary to revert to representative political assembly or convention, in order to correct evils of direct primaries; defenders of initiative and referendum, viewing with alarm the dissatisfaction that has resulted from inevitable abuse of those innovations, are calling halt to those who would invoke them and are offering to let the Legislature first pass upon initiative measures.

Oregon's old constitution was a nice balance of political and governmental forces. It set up a more satisfactory system of government than Oregon will have again in many a day. Changes have disturbed the balance and now new troubles and new abuses are generated by the new changes. The majority party finds itself unable to express its will and elect holders of the highest offices—those who direct the policies of the state at home and in the Nation. Taxpayers find themselves unable to elect best-fitted men to fill local offices, or even to nominate such men. Every minority ism or cranky doctrine can be brought up one election after another, to disturb affairs of government.

The grave fault of all U'Renism is that the system panders to minorities at the expense of majority rule. As government, at base and in effect, is majority rule, U'Renism has exerted very disturbing influence. Those who howl loudest for it are minority political elements, whose designs have been advanced by it—Democrats, Socialists, Prohibitionists, certain "reform" factions, disgruntled Republican contingents, and various sets of minority interests whose hope of representation in Legislative Assemblies lies now in proportional representation. All these elements will, of course, support these new dispensations of U'Renism.

DRY FARMING.

Like many other excellent things, "dry farming" is named for what it is not. Instead of trying to raise crops on dry land, the "dry farmer" first makes his land wet by a simple scientific process. He then sows his seed and afterward does all he can to keep the moisture of the soil where the roots of the growing plant can suck it up instead of allowing it to evaporate. This he accomplishes by spreading a thin blanket of fine dust over the surface of his fields.

That dust is difficult for moisture to penetrate anybody can prove to his satisfaction by pouring out a little water in the road. It wets the skin of the dust, but nothing more. The perception of the truth that it is just as difficult for water to go up through dry dust as to go down through it is the soul and secret of "dry farming," as it is of all farming. The dry farmer carries one step farther a process which every man has to use who hopes to extract wealth from land, except the patient toiler who profits by "unearned increment." The blanket of dry dust is fully as necessary to a thriving crop in the Willamette Valley as on the plains of Western Nebraska. The only difference is that here enough moisture is precipitated to nourish a crop every year if it is conserved, while in the semi-arid regions the soil must be given every alternate season to lie fallow and absorb rain.

No person ought to try to farm more land than he can keep comfortably covered with a dust blanket during the growing season. To attempt more than this is to toil without recompense. The effort to cultivate too much land keeps farmers poor in pocket, twists up their joints with rheumatism and blights their faith in the goodness of God. The story of the man on Sauvies Island who lost money every year on an estate of 1000 acres is universally typical. As soon as he had sold it and devoted himself to one acre of rhubarb he began to grow rich. The same work that produces 1000 bags of potatoes from ten acres will produce 2000 bags from five acres, only it must be fertilized with a little more intelligence.

HILL TO ENTER CENTRAL OREGON.

In clearing up the mystery attached to the railroad conflict that has been raging in the Deschutes Canyon, Mr. John F. Stevens, accredited representative of Mr. Hill, in The Oregonian today makes the most important announcement that Portland and Oregon have had in many years. The official statement that the Hill forces, with the unlimited capital that has always been at their command, and with a well-earned reputation for developing a country by construction of railroads where they were needed, are now building a railroad up the Deschutes Canyon into the long-neglected Central Oregon territory, is in many respects of greater importance than the announced coming of the North Bank Railroad. The North Bank Railroad made tributary to Portland a large area of territory from which it had previously been barred, but much of that country had already been partly developed by the railroads then in operation, and indirectly Portland was profiting by that development.

The Central Oregon road will open up a region nearly as large as that traversed by the North Bank road. In all that vast territory stretching south from the Columbia for more than 200 miles, and with an east-to-west mileage nearly as great, no railroads have ever made possible even a moderate development. That region, toward which the Hill road will be pushed with all possible haste, is not only a land of magnificent distances, but it is also a region of wonderful latent wealth, which awaits only transportation to bring about a development equal to that in other portions of the Pacific Northwest. The country to be opened up by the new road is greater in extent than the Willamette Valley. It is rich in all of the resources that have made the older settled valley famous throughout the United States. It also has a number of immense timber areas which will afford an enormous traffic for the railroad, and will aid in the development of other industries.

Agriculture, mining, stockraising and dairying will give employment to an immense population, and new cities and towns will come into existence in a score of new localities where hardly a sod has been turned since the dawn of creation. Quite naturally this invasion of the Central Oregon field, with which Mr. Harriman has played fast and loose and promised and postponed action for so many years, will mean a serious blow to Harriman prestige in the state. In view of past performances, however, Portland and Oregon cannot fail to welcome with enthusiasm this long-needed relief from railroad bondage. It was Mr. Hill who built his railroad lines into the Clearwater country while the Harriman people were promising to build there. It was Mr. Hill who expended nearly $50,000,000 in the construction of the North Bank road while Mr. Harriman was talking about spending one-tenth the sum in reaching Central Oregon, and now it is Mr. Hill who is to build a road into a region where Portland and Oregon have been endeavoring for ten years to get Mr. Harriman to build one.

It is possible that there may be two roads built, for railroad history in the West is replete with instances where the advantages and the traffic possibilities of a region never appealed to Mr. Harriman until his great rival began to build into the country. Had Central Oregon received the attention its resources warranted ten years ago, Portland's population would be more than 50,000 greater than it is today. The coming of the North Bank gave this city a greater impetus than it received from any other agency since the city was founded. The building of the line to Central Oregon will draw more settlers into the state and more people into Portland than were brought by the North Bank line. For that reason the importance of Mr. Stevens' official announcement cannot be overestimated.

THE CRETAN TROUBLE.

The island of Crete has been a bone of contention between Turkey and Greece for centuries. While the population is, to a large extent, Greek by descent and language, about one-third of them are Mohammedans. The latter seem to be much more aggressive than their brethren over on the Turkish mainland, for, with the exception of an occasional massacre in which the Turks had all of the advantages in their favor, Turkey has hardly lived up to the Marco Bozarris standard for many years. The Mohammedan Cretans, while numerically weak, have never been backward about working up an excuse for killing a few Christians, and the recent evacuation of the island by the troops of the powers, followed by the hoisting of the Greek flag, offered great possibilities for their favorite pastime.

Turkey naturally demanded that the Greek flag be hauled down, and there is a strong probability that she secretly hoped that the request would be denied, thus paving the way for repetition of the 1897 conflict between the two countries. Fortunately in one sense, and unfortunately in another, peace conditions throughout the world are much more severely strained than they were a dozen years ago, or in fact in any previous time when the two countries were courting trouble. With all of the big powers of Europe sitting uneasily over powder magazines, there is a decided disinclination on their part to permit any of the juvenile powers to throw sparks around.

When the Greek flag was raised over Crete, about a fortnight ago, it naturally had the same effect on Turkey that the traditional red flag has on the angry bull. The Young Turks, pining for a touch of high life, such as old Abdul Hamid enjoyed whenever the Cretans became restless, were undoubtedly anxious to try conclusions with the Christian element on the island, and as the Cretans insisted that the flag must come down by force or not at all, prospects for war were very bright until last Saturday. The London cable printed in yesterday's Oregonian said that Great Britain, Russia, Italy and France were the powers joining in the note requesting Turkey to refrain from harsh measures, and guaranteeing that the objectionable flag would come down. As Germany had previously made an effort to mediate between the belligerents and effect a peaceable settlement of the differences, there is very small likelihood of any outside interference in adjustment of the difficulty.

This settlement, which it seems certain will be peacefully accomplished, may be regarded as a tribute to the great armaments which are costing European powers such vast sums. Germany and France are armed to the teeth on shore, and Great Britain is spending fabulous sums on her navy. Russia has straightened out the dents which Japan put in her armor, and little Italy can be depended on to contribute her mite when real trouble comes. None of these powers, however, is ready or anxious for war, and it is for that reason that they have hastily grabbed the fire extinguishers in order that the Cretan spark may not be fanned in the direction of one of the big powder magazines whose explosion would be heard round the world.

THE RIGHT TO CROSS A RIVER.

Mayor Simon has undertaken another practical reform. He will endeavor to persuade the Port of Portland Commission to regulate the troublesome bridge-draw problem. The Mayor has in mind the convenience and rights of a great many thousand individuals who cross the four (now three) Willamette bridges daily, as opposed to the rights and convenience of the many steamboats and other vessels and their passengers that ply the river. Why should the right to travel up or down a stream be esteemed superior always to the right to cross the stream? Why should the one traveler be obliged always and in every case to give way to the other? Why should the 50,000 persons, or thereabouts, who use the bridges daily be held up that the 5000, more or less, on river boats may be permitted to pass without delay?

Of course there should be no needless obstructions to river traffic; but there should likewise be no avoidable obstructions to trans-river travel. While we have draw-bridges there must always be delays and interruptions; but they can be, or should be, so arranged and accommodated that the trans-river streetcar system of Portland, bearing many thousand passengers, need not be brought to a standstill every time some little river boat toots its whistle. The steamboat schedules ought to be and can be so fixed that there will be no opening of bridges for a reasonable time in the rush hours, except for emergencies.

SALMON PROPHETS DISCOMFITED.

A tremendous run of salmon at Puget Sound has been glutting fishing gear and clogging canneries. There have not been enough boats and scows to move the catches of the traps and nets. Columbia River packers have seized the opportunity for cheap fish by shipping as much Puget Sound salmon as they could get to their canneries by rail. Not since eight years ago has there been such an enormous supply of fish.

Meanwhile prophets who have been crying that the salmon industry was going to ruin find themselves at a loss to account for the strange increase. Dr. David Starr Jordan, one of the prophets, cannot tell what is the matter. Dr. Jordan, by the way, is one of the authorities that say Columbia River salmon are being exterminated by wheels. Yet every year there is a recurring large run of salmon in the Columbia.

Truth is, there will be salmon for an indefinite time in the future if they shall be properly conserved. Best and only way to accomplish this is to hold in check, with suitable laws, the rapacity of the owners of various kinds of gear. Just as one kind of fish try to exterminate another, so with each class of salmon gear. Each fish faction has its prophets who tell what is going to happen, yet very little of what they say ever comes true.

Protection of salmon in the Columbia River this year has been greatly advanced by the closed Sunday. Clear water, enabling the fish to see the nets, has also saved many for spawning. Very little is known about habits of salmon, but two protective methods can be pursued and the rest will take care of itself—first, prevention of overfishing; second, artificial propagation and rearing of infant fish.

OUR PRESENT POLEHUNTERS.

Two weeks ago the Peary relief expedition left St. Johns, N. F., for the north end of Greenland, where it is hoped that Lieutenant Peary and his companions may be found waiting, with the story of accomplished enterprise, for means of returning to the United States. This expedition consists of the two-masted schooner Jeanie, of only 98 tons, but stanchly built and completely manned, bearing fifty tons of coal and provisions to the Roosevelt, the Peary ship. She is expected to reach Etah, her destination, not later than August 20, and, if all is well, will probably return to St. Johns by the middle of September.

Even if Lieutenant Peary has made good his return to Etah, he is not likely to return to the United States unless his expedition has been successful, but will go into Winter quarters in the Greenland harbor and await the breaking up of the ice next Spring, when he will again go out on his long-baffled quest.

The Jeanie upon her return is expected to bring news from still another intrepid Arctic explorer, Dr. Frederick Cook, who served as surgeon on one of the previous Peary expeditions. Dr. Cook went north with Lieutenant Peary on the Roosevelt, but with the purpose of making an independent effort to reach the pole on an entirely new plan. With two Eskimo guides he planned to make a quick dash for the pole from a point 81 degrees north, hoping by the celerity of his movements to get there in advance of the early embargo that Winter places upon that region.

If the Jeanie on her return brings news both of Lieutenant Peary and Dr. Cook, and especially if it shall transpire that both of these explorers have reached the long-sought goal by different routes, there will be great rejoicing among those who, year after year, have equipped and sent out polar expeditions in the name of science. The little relief schooner must get back before the way is closed by ice, and until her return all is conjecture concerning the fate, the success or the failure of these persistent polehunters.

The threatened grainhandlers' strike has been averted, and there will be only a small amount of wheat diverted to Puget Sound this season. Five cents per hour, or 50 cents per day, is not a very heavy wage differential, and, until it can be removed without trouble, it will probably stand against the port. The men who are receiving this extra 50 cents per day can, if they are so disposed, save some of the loss as compared with what is paid on Puget Sound by increasing their efficiency. There would be less objection to paying 5 cents per hour more in Portland than on Puget Sound if it were possible to get as good work out of the men as is secured on Puget Sound, where a man's qualifications take precedence over his union card. The situation presents an opportunity for the grainhandlers to bring back to Portland the record for fast work which was established many years ago by men who worked for 17½ to 20 cents per hour.

Extreme tests of human endurance that cannot possibly serve any useful purpose are at best but exhibitions of human folly. The attempt to swim the English Channel is one of these. Why seek to swim the Channel when steam can bear one across with swiftness, comfort and safety? Furthermore, in all probability it will soon be possible to fly across. There can be no conceivable reason or excuse for breaking the human body in an effort that, if successful, is utterly barren of usefulness. The Marathon race is another example of cruel and useless physical strain that is not the less foolish because it is supported by a far-away emergency to which a valiant runner made patriotic response. No need can ever again exist that cannot be more promptly, safely and satisfactorily met by mechanical devices provided by man's ingenuity. Why break the body when applied intelligence has rendered the sacrifice unnecessary?

Another distressing hunting accident is reported, near Hillsboro, in which a 15-year-old boy killed his 13-year-old brother. The record of hunting accidents in which adults have killed their companions is such a long one that it may be difficult unduly to criticise the judgment of a boy who is guilty of similar carelessness. If parents or guardians, however, will not keep dangerous firearms out of reach of boys of tender years, there should be a law compelling them to do so. We cannot well prevent the fool who mistakes a man for a deer or a bear from carrying deadly weapons in the woods, but there could be measures framed which would make it very difficult for such accidents to occur as that which cost one boy his life and darkened the life of his brother, whose carelessness and inexperience caused the tragedy.

President Taft will remain two days in Portland as the guest of a great many thousand citizens. There will be no monopoly of entertainment or exclusiveness in hospitality. Nobody will be expected or permitted to make an exhibition of the President. There will be no occasion for any mere showman to pass the President around.

Naturally, Mr. Schively objects to being tried by members of the State Senate who have disqualified themselves by looking into the facts. They are prejudiced, he thinks. What he wants is to be tried by a Senate which knows little and cares less about what he did.

The latest U'Ren fashion in lawmaking proposes a considerable curtailment of the initiative, with a corresponding enlargement of the functions of the referendum. But it comes to the same thing. It is U'Renism still in even more perfect bloom.

The story of the Linn County farmer who paid $600 rent for a 400-acre farm and will realize $6000 profit this year ought to help some toward the great movement back to the farm. But perhaps something depends on the farm—and the farmer.

Now here is a Texas Colonel going all the way to Beverly to protest against Taft giving any Federal jobs in that state to Democrats. If there are enough Republicans there to fill the offices, why don't they ever vote?

The Mazamas went all the way up to the summit of Mount Baker, and down again, without the slightest mishap. If that's what they went for, they should keep on trying. Something may happen some day.

Now the Portland Automobile Club is boosting a road to Mount Hood. The automobilists built those roads to Seaside and Tillamook so speedily that a road to the foot of the mountain won't take long.

When Mr. Hill finally builds that railroad into Central Oregon, he will take a look around and see if it is not worth while to go a little further. California and Coos Bay, please take notice.

Mr. Hill, through the reticent Mr. Stevens, admits that he is going to build a railroad to Central Oregon. That is all he admits. But that ought to hold Mr. Harriman for a while.

The many who do not know which way to stand from a kicking cow can now rejoice in the luck that did not give them a homestead on Coeur d'Alene or Flathead.

Schively, too, who wants "justice," is relying on technicalities to prevent impeachment. Did any one ever hear of a technicality that put a criminal in jail?

You noticed the weather bureau's "showers" yesterday, of course. But don't blame the weather bureau. Angels couldn't have made a finer day.

HOW PRIMARY LAW WORKS

Observations From Indiana on Workings of the System There.

Indianapolis Star.

It is not necessary, neither is it possible, to pronounce wise and final judgment upon the direct primary law from the brief experience thus far afforded; but at least one tendency of the system may be positively recognized here as already in states where it has been longer employed. The tendency to which we allude is the encouragement given to cheap and unfit self-seekers and a corresponding discouragement of men of character and sensibilities who might be induced by combined party demand to accept responsible office which under no circumstances would they solicit by expenditure of money and brazen exploitation of their own virtues.

In the State of Oregon, for example, this method of nomination has long been tried, and a very general impression as to the workings of our local law, so far as it has been tried, is confirmed from Oregon experience. The demonstration is that it is not wise to permit or invite every man who wants an office to nominate himself. **By this system, the community gets all sorts of pretenders and incapables. The method sets a premium on miserable inefficiency and unfounded pretension.** Candidates multiply on the approach of an election like the flies of Summer. But men of dignity and capacity refuse or decline to appear. The consequence is necessity of selection from a multitude of candidates, none of whom has received more than the small vote of a personal faction, or has, or can get, the confidence of a majority of the electors. Yet one of these candidates, who has received an insignificant plurality, claims the nomination and expects the votes of his entire party, which, however, he can't get—first, because there has been a bitter fight, which has made an irreparable breach, and, second, because the majority deem him unfit for the honor and distinction. Then the candidate of the opposite party is elected—who may be no better man—and the defeat of all the purposes of party association is the further consequence. **Under such a system, all political objects are confounded together, and no policy whatever can be maintained for direction of the state.**

The convention, on the other hand, supplies representative government for the party, just as Legislatures supply representative government for the states. The nomination of candidates by vote of the whole people is the negation of the representative principle. It completely rules out all representative men and all fittest men, and brings forward for office cheap pretenders, who nominate themselves, and invite, not only their own defeat, but rejection of the principles and purposes contended for by their party. It "turns wisdom to folly, as nourishment to wind."

Specifically, the thing seems to work out in this way. Practically in every case the successful candidate in a primary election is the man who aggressively seeks the office; and the man who, during the campaign, as The Portland Oregonian puts it, "can shake most hands, make himself the best mixer, communicate with the largest number by means of empty speeches or flim-flam circulars, sent through the mails, or make in any way the most touching appeal to the fancy of hobby-horsical citizens, as silver advocates, single tax fanatics, or other groups of people entertaining half-baked notions, will walk off with the nomination in the name of party—and thus the entire body of principles represented by a great party is betrayed."

Perhaps ways may be found to ameliorate this obvious drawback to the new system. In Oregon they have invented what they call an "assembly," which fulfills the function of a convention and submits the results of its deliberations to the voters at the primaries. Meanwhile it is a wholesome thought in this connection, as in so many others, that the hope of making officials able and honest or voters wise and vigilant by law is vain.

PUNISHMENT TO FIT THE CRIME

Writer Would Fine Auto Scorchers $250 or $500, Instead of $25.

WOODBURN, Or., Aug. 14.—(To the Editor.)—It seems high time that the lawmakers of Portland enact drastic measures in dealing with the automobile driver who has little regard for the law which governs speed. The idea of a $25 fine (the maximum fine for excessive speed) seems mockery when I reflect upon the frequent sacrifice of human life occurring simply because of utter disregard for the law. The "scorcher" very willingly takes chances; he might evade the police officials, or if captured it is only $25 cost at the most, and perhaps he enjoys the publicity of this sort of thing.

Since such carelessness is manifest, certainly the law is not very effective in its purpose. Why not make the fine for overspeed worth while? Instead of a paltry $25 as a maximum fine, why not make it $250 or $500 if necessary? A jail sentence of from 30 to 60 days in connection with the fine would aid in securing the desired end, namely, a due regard for the rights of others. Is this unreasonable? What should we do with the culprit who deliberately fires a revolver in the street, regardless of people passing in the line of fire? Yet the reckless auto-driver coming from the opposite direction, is to be feared the more. After running down his victime he does not even offer an apology, but scurries off at full speed. The man with the firearm is at once captured and justice meted out to him.

THEODORE FORCIER.

State and County Fair Dates.

Oregon State—Salem, September 13-18.

Harney County—Burns, October 5-9.

Southwestern Washington — Midway between Centralia and Chehalis, September 7-11.

Second Southern Oregon — Eugene, September 7-11.

Morrow and Umatilla — Pendleton, September 27-October 2.

Grant County—Canyon City, October 12-16.

Eastern Oregon—La Grande, October 4-9.

Crook County—Prineville, October 19-23.

Linn County—Scio, August 30-September 1.

Columbia County—St. Helens, September 24-25.

"Nesmith" County—Cottage Grove, September 21-23.

Sherman County—Moro, October 1-2.

Lincoln County—Toledo, September 8-10.

Fishhook Wound Brings Death.

Milwaukee, Wis., Dispatch.

Judge Silas W. Lamoreaux, United States Land Commissioner under President Cleveland, and prominent Wisconsin steel manufacturer, is dead at Beaver Dam, Wis. His death followed a long illness from sepsis, arising from a small scratch on his hand from a fishhook.

SOMETHING DOING IN OREGON

Who Knows Anything Better?

Naturally.

White Salmon Enterprise.

The Chinese cook on the Bailey Gatzert fell overboard at Vancouver Wednesday evening, and has not been seen since.

La Grande Star.

There is probably nothing more strengthening for invalids than huckleberry cordial, and there is undoubtedly nothing more appetizing to the vigorous than huckleberry pie.

Diversified Industry.

McMinnville Telephone-Register.

Labe Morin marketed 800 pounds of cascara bark here Monday. He is the boss bark-peeler, as well as the champion well-digger of the county.

Look Out There, Mr. Heney.

Albany Democrat.

It is said that Mr. Heney is anxious to bag an elk while hunting in the Coast range. If he does he is liable to land in jail.

Girl or Boy?

Monument Enterprise.

We will not be responsible for the condition of or the material used in this week's issue of the Enterprise, as our time is much occupied with small matters of great importance.

When a Newcomer Butts In.

Hillsboro Argus.

The Argus has asked for a rest room for many years. It also advocated, and helped to get, a city park. And that watering trough—although not a beauty—was the result of Argus "inanities." Just smile when some recent one comes in and pompously claims credit for these bewhiskered ideas.

Prevented a Great Calamity.

Klamath Falls Express.

The septic tank in the rear of the City Jail burned yesterday afternoon, presumably being ignited by a cast-away cigarette end. The volunteer firemen, with their hose carts, were promptly on the scene, and prevented the burning of the City Jail, which would have been a great calamity.

Billy Cardwell's Educated Bossy.

Roseburg Review.

W. W. Cardwell, besides having one of the fastest horses on the turf in Oregon, has an educated cow. This cow is said to be a wonder. She actually digs potatoes and eats them. While being staked at the edge of a fine patch of alfalfa, she is frequently seen in the potato patch, which is loose, sandy soil, pawing up the spuds and eating them.

When Miss Bell Rang Off.

Corvallis Gazette-Times.

Miss Essie Bell came home Saturday evening from a six weeks' stay at the Seattle fair. She went to stay as long as her money held out and got back with exactly 30 cents in her pocketbook. She had a delightful stay, but will have to work steadily for four years to catch up.

Barney Bids Farewell to Baldy.

Roseburg Review.

Twenty-seven years of a useful life came to a sudden end this afternoon when "Barney," a dark bay horse, dropped dead at the Hotel McCallen barn. "Barney" and his mate, "Baldy," the latter now in pasture, drew the hotel 'bus to and from the Southern Pacific depot in this city from the time they were five years of age until they were retired a year ago—a steady service of 21 years.

Astrologer Becker Sees Things.

Woodburn Independent.

N. Becker saw a wonderful sight Tuesday night and called his family to see the phenomenon. He looked at the moon and saw the luminary surrounded by a halo in the perfect shape of a bell and with an outer edge the color of a rainbow. The corona was whiter than the moon, which looked like a bell hammer. Mr. Becker, who is an astrologer, cannot explain the matter and states that it is the first sign of the coming destruction of the world.

How to Abate a Nuisance.

Corvallis Republican.

We learn from some of our exchanges that a number of cities are starting a crusade against the noisy factory whistle. There is one sure way of abating this so-called nuisance—that is by voting the Democratic ticket and giving that party power. A few years ago a man would had to have walked 10, or even 15 miles in the dewy morning before 7 o'clock in order to hear a factory whistle. Now we hear their notes in every city and a number of villages. It seems as though a person who would kick about the noise of a factory whistle would find fault with the racket of a harvesting or threshing machine.

EIGHTEEN IN AN OREGON FAMILY

Father Is Just Forty-Seven and Mother Is Forty-Two.

Cottage Grove Western Oregon.

Among the products of Lane county which have not been exploited by the press is the family of John Benjamin Brown and wife, who live on Patterson's Island, a short distance from Eugene. Mr. and Mrs. Brown have 16 children, all of whom with their parents attended the celebration of Independence Day in Eugene this year.

John Benjamin Brown, the father, is 47 years old, and Margaret A. Brown, the mother, is 42. The children and their ages are as follows: John M., 25; Albert H., 23; Clara A., 22; Jacob A., 20; Paul B., 18; Elmer, 16; Robert E., 14; Mabel L. and Margaret M. (twins), 12; William, 10; Oren, 8; Marion, 7; Cecil, 6; Wallace, 4; Mildred, 1; Eugene, 2 months. The middle names are not given in full because the father did not recall them at the time of the interview.

But other details he did recall, as to their weights, heights, birthdays and different experiences. The family weighs an average of a ton, or, to be accurate, 2045 pounds was the weight at the time the photograph was taken; this will vary, increasing in Winter and decreasing in Summer time when all are at hard labor. The combined height at the present time is 84 feet and three inches, and the family ages will total 294 years and three months.

Mr. Brown states that in 27 years of married life his family doctor bills have not exceeded a total of $60; this he attributes largely to the fact that they live a simple life, raising most of the things they eat. He said that during one year of the hard times one side of bacon was all the meat the family used. The children are all at work in the Willamette Valley, three of them being employed away from home at the time.

An American "Gretna Green" Parson.

Montgomery, Ala., Dispatch.

Rev. Alfred H. Burroughs, of Bristol, Tenn., striving for the world's record of Gretna Green ceremonies, has reached the mark of 3000 couples, dating from August 14, 1889. Most couples married by him were elopers from Virginia and West Virginia, the laws of those States forbidding the marriage of minors except by consent of parents.

Tombstones Found in Fireplaces.

Detroit, Mich., Dispatch.

Tombstones as parts of fireplaces were found by workmen tearing down the old Postoffice building in Flint, Mich. In the room where the late Judge Durand had his office one stone, bearing the inscription, "Roswell Campbell, September 6, 1843," was found. The letters were face downward.

OREGON'S WEALTH IN TIMBER.

Admirable Statement of One Great Resource of This State.

Letter in Chicago Record-Herald.

That the forests are the backbone of the prosperity, present and future, of the Pacific Northwest, is easily shown. In the State of Oregon alone, for example, there are now standing 300,000,000,000 feet of merchantable timber. This timber, if converted into money at the rate of $12 per thousand, would bring a revenue of $3,600,000,000. Approximately 2,500,000,000 feet of lumber are being cut from the Oregon forests each year. At this rate the timber would last 120 years, when this great asset would not long exist, provided destructive methods of lumbering continued. Most of the densely timbered country of Oregon lies between the Cascade Mountains and the Pacific Ocean. There the climate has the necessary humidity for rapid and luxuriant development of timber and other plant life. The standing timber in the State of Oregon is one-sixth of all the timber in the United States. On the west side of the range there are standing fully 240,000,000,000 feet of timber, which is located on 30 per cent of the area of the state. There is, on this comparatively small space, approximately two-fifteenths of all the standing timber in the United States. Not a few of the noble trees scale 40,000 feet or more of lumber and whole townships average 50,000 feet to the acre, sometimes running as high as 150,000.

The Oregon or Royal Douglas fir is the most common and the most valuable variety of tree; it furnishes fully 80 per cent of the marketable timber west of the mountains and 60 per cent of all the timber of the state. Often the tree attains a height of 300 feet and a diameter of eight feet and upward. A fir tree of this size has an age of approximately 450 years and from these trees are cut all the big timbers used in the commercial world. Next in value comes the red cedar, which is most prized for manufacturing into shingles and finishing lumber. Of this there is a limited supply. The redwood spruce, Oregon's largest tree, furnishes about 5 per cent of the timber of the state. All along the Pacific Coast of the state there is a tract of forest in which it grows extensively and to enormous size, many trees being more than 20 feet in diameter. It is an admirable tree for lumber because it is free from limbs for the greater portion of its height. Then there is the pine, of which there are 14 distinct varieties in the Oregon forests, the most abundant being the yellow or white pine, which forms 17 per cent of Oregon timber. The famous sugar pine, which grows in Southern Oregon, furnishes 3 per cent of the merchantable timber of the state.

The output of sawed lumber in the State of Oregon is now worth annually about $20,000,000, and the additional products of lumber such as shingles, ties, poles and cordwood, make the state's total annual revenue from its timber interests about $60,000,000. There are approximately 40,000 men employed in the industry, the payroll of which is fully $20,000,000 annually. There are in the state fully 600 sawmills. Two-fifths of the lumber produced is consumed within the state; one-fifth is shipped out by water and two-firths by rail.

Portland is the great lumber center, where fully 600,000,000 feet of lumber are manufactured annually. Portland consuming two-thirds of this amount. It is claimed that the State of Oregon is fully alive to the necessity of preserving timber as its greatest asset. Rigid laws have been passed regulating lumber camps and with respect to clearing fires, and it is stated that a small army of 300 men is at work safeguarding the forests. Oregonians profess great pride in their forests and say they desire theirs to continue forever to be the greatest lumber-producing state in the Union.

RAILROAD DRAW OF 200 FEET

Less for New Glisan-Street Bridge Is Obstruction, Says Writer.

PORTLAND, Aug. 14.—(To the Editor.)—Every citizen of Portland having its welfare in mind should protest most vigorously against allowing the O. R. & N. Company to blockade the harbor of this city by building a bridge across the Willamette river with a draw not high enough to admit of the passage of the largest ships, thereby tending to keep all the shipping down the river, to the great loss of those having property above said projected bridge and to the city itself.

Every port that I have ever known of most jealously guards its harbor to keep it free from every obstruction, as far as possible, so that all shipping would have free passage to any and all parts of said harbor, with as little delay as possible.

The contemplated height of the uplift draw of the projected bridge is to be 135 feet, while to admit the passage of a full-rigged ship 200 feet would be necessary. This would keep all vessels except steamers and small craft from coming up the harbor to the many mills and factories so located, should it be so desired.

One of the Port of Portland Commissioners has remarked that the day of sailing craft was passing and that the height of the draw was of no moment, but perhaps in years to come a new use may be found for sailing vessels larger than are being used now. At any rate, we do not want our harbor obstructed any more than is absolutely necessary, and most certainly we should not permit a bridge of the type mentioned to be built.

The commercial bodies of this city should take this matter up and see to it that our harbor is protected in every way, and that it may be a most desirable port for shipping to come to. The late Henry Villard said in a speech made at the Newmarket theater, upon the completion of the Northern Pacific railroad, to let the rivers fill up, as the city of Portland will not need them, and that the railroad will furnish all the transportation needed. But Portland has gone right along spending millions for an open river. We should not now allow anything or anybody to keep the city from enjoying the full benefits of the millions so expended.

GEORGE H. STROWBRIDGE.

Stung by Bee, Girl Is Dying.

Maryville, Mo., Dispatch to the New York Press.

For the third time in her life Lizzie Sawyer, who lives on a farm two miles from Maryville, is unconscious and near death from the sting of a honey bee. She seems to have some strange attraction for the little creatures. Stranger still is the effect of their stings on her. Whether it is her morbid fear or some condition of her blood, the surgeons have not determined. When the girl was last stung she screamed and sank at once into unconsciousness. Then her tongue began to swell, and soon her entire body took on a livid hue, spotted with white. She has been unconscious for more than 18 hours, and her recovery is despaired of. Scientists in the State University will examine the bees on the Sawyer place to see if they have a new poison in their sting.

A Real Shakespeare.

London Chronicle.

From the Ilkeston Advertiser we gather a curious coincidence. Two Mayors fell into casual conversation at last Wednesday's ceremony in Birmingham. They knew they were Mayors by their chains. The one (just making light conversation) remarked that he represented Stratford-on-Avon—"famed for William Shakespeare," he added, politely. "Ah," replied the Mayor of Ilkeston, "I am William Shakespeare." And, for the confusion of all Baconians, he is!