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PORTLAND, THURSDAY, AUGUST 26, 1909.

COMMISSION CANNOT MAKE RATES.

The decision of the United States Circuit Court at Chicago on the celebrated Missouri River rate case, is the first serious check to the powers of the Interstate Commerce Commission. The decision is far reaching in its effect, and if sustained by the United States Supreme Court, will have a very important bearing on the Spokane rate case in which Portland and other Pacific Coast cities are vitally interested. The tremendous power assumed by the Commission in essaying the role of ratemaker, is most forcibly set forth in the opinion, which, after describing the extent to which the Commission might be invested with authority, says:

> But it does not follow that power of that character, includes power, by the use of differentials, artificially to divide the country into traffic zones tributary to given trade and manufacturing centers, the Commission in such cases having as a result to predetermine what the trade and manufacturing centers shall be; for such power, vaster than any one body of men has heretofore exercised, though wisely exerted in specific instances, would be putting in the hands of the Commission the general power of life and death over every trade and manufacturing center in the United States.

It would hardly seem possible that the framers of the law under which the Interstate Commerce Commission came into existence, ever intended to confer on the Commissioners such extraordinary powers as were claimed by the Commission in the Missouri River case, or in the Spokane case. Not only is it unwise, unfair, un-American and positively dangerous that such tremendous power should rest in the hands of less than a dozen men, but in this case the men are none of them rate experts or possessing practical knowledge of rate making. Regardless of their honesty and their efforts to do what was right in the matter of making rates that would build up some cities and tear down others, it would be practically an impossibility for the Commission to handle such an enormous commercial problem.

This decision of the Federal Court, if it is sustained by the Supreme Court, will relieve the Commission of a large amount of work and admit of its devoting more attention to the investigation and correction of other transportation abuses. That shippers or producers along railway lines will not suffer by this curtailment of Interstate Commerce Commission power is a certainty, for that body can, when desired, assist in bringing rate complaints before the proper tribunal, where individual cases can be tried on their merits. It was never intended that the Commission should be a court of last resort in determining rates for ambitious jobbing centers, and now that it has been relegated to its proper sphere, there will be less uneasiness than has been felt since the Commission adopted its rate-making policy.

FICTION IN A RAILROAD ARTICLE.

The folly of a "yellow" periodical which has made its reputation solely and exclusively through publication of extravagant fiction and muckraking sensationalism, in attempting to discuss intelligently a subject in which knowledge of the facts is necessary, is strikingly illustrated in the current number of the American Magazine. The leading article of the month in this ten-cent thriller is entitled, "Hill Against Harriman," and it purports to give a history of a ten-year contest between the railroad giants. The story, which is credited to a George H. Cushing, begins in 1897. At that time, according to the veracious Mr. Cushing, "out in the great Western country only two railway systems spanned the gap between the Mississippi River and the Pacific Coast." At first glance this strange statement might be credited to a slip of the writer's pen, but as proof positive of his ignorance he accompanies it with a map, covering the entire territory between Canada and Mexico, showing no other lines in the West except the Great Northern and the Southern Pacific.

The Union Pacific, the keystone which holds up the Harriman railroad arch, and Northern Pacific, always the bone of contention between Hill and Harriman forces, do not appear in that "gap between the Mississippi River and the Pacific Coast," for, in order to keep the story well within the realm of fiction, they are not mentioned as being in any way involved in the contest in 1897, when the story begins. It was not until after Mr. Hill had built the Burlington into Montana that this veracious chronicler of railroad history discovers something startling in its originality. "Surprised by the boldness of Hill's last maneuver," he says, "Harriman forced the Oregon Short Line to Portland, bought a strip of railroad running north from San Francisco to Seattle, and began diverting part of his business from the Golden Gate to pour it into Puget Sound ports."

Having thus related so much that did not happen in the ten years covered by the narrative, it might be expected that Mr. Cushing had neither time nor space to even mention the greatest feat that was placed to Mr. Hill's credit during all that ten years' warfare—the building of the North Bank Railroad, at a cost of about $50,000,000, thus enabling him to reach tide-water on even terms with Mr. Harriman. Mention of Mr. Harriman's stupendous task in spending more than $140,000,000 in reconstructing the Pacific lines during this ten-year warfare is also omitted. Portland and Oregon are barely mentioned in the article and Tacoma was likewise unknown, the writer apparently having written the article without first supplying himself with a geography or a railroad map. The original maps which accompany the article are, in their way, fully as amusing and interesting as the story. The last of the series, which bears the caption, "The Wind Up," shows the O. R. & N. as an air-line route, running from Ogden to Seattle, regardless of the numerous mountains which it must be climbing along the route in order to accomplish the difficult feat.

After presenting several pages of these new, original and striking statements regarding the Western railroad situation, Mr. Cushing offers us a pleasant little surprise regarding the future course of Mr. Harriman. "One of these days," says he, "after he gets around to it—gaining a little freedom from the multiplicity of other duties—Harriman will see the possibilities of the second diagonal route from Texas to the Northwest, and he will again be on the Hill trail. Then he will use the Santa Fe spur to Albuquerque, the Oregon Railroad & Navigation Company through Pueblo and Ogden to Pocatello, and then via the Oregon Short Line to Portland, Tacoma and Seattle. That will make the second line, but Harriman is not around to it yet."

We are glad to learn that Mr. Harriman is "not around to it yet," if he intends to follow out this programme. Portland has always regarded the O. R. & N. as a Portland road and, while we might not murmur about Mr. Cushing using it "through Pueblo and Ogden to Pocatello," we object to its being used as an air-line route between Ogden and Seattle. The O. R. & N. is a water-level route, and it will not make good when it is forced to climb numerous lofty mountains. In the line of Summer fiction, Mr. Cushing's railroad article will hardly fail to prove a success.

LAND FRAUD PURIFIED.

Perhaps Binger Hermann heaved a sigh of relief when he read Mr. Heney's confession that "he might never be prosecuted." Perhaps he felt no relief because that wily gentleman had known for a long time he was perfectly safe. The iruption of civic virtue which culminated in Mitchell's conviction, with Mays, Hall and the other large fishes, spent its force long ago. To pursue minnows like Hermann and the rest has become a wearisome task and perhaps a futile one.

Mr. Heney has enough in San Francisco to occupy his energies completely. New crops of crimes have overgrown the ancient misdeeds of the land-fraud scalawags. In these bustling times each month yields a new harvest of law breakers whose methods are ingenious and novel. The Government has to choose between letting old offenders escape or giving new ones a free hand. Naturally, it prefers to deal with current rather than historic crime. It is more exciting and there are grounds for believing it more useful.

So much for all the land-fraud fret and fuss. Recently Mr. Hermann has been talked of for Mayor of Roseburg and for Representative in Congress. Before Mr. Heney's coming, few of us knew what that talk signified. Coming events cast their shadows before—"the way of man is froward and strange, but as for the pure, his work is right."

JUDGE BEAN'S DECISION.

Judge Bean's decision in the fight for the right of way up the Deschutes River between the Hill and Harriman forces is a masterpiece of lucid reasoning and good English. It shows how little need there is to encumber legal documents with unintelligible language. The man on the street can understand the decision as well as the lawyer in his office. The Harriman company was the first to incorporate, but the Hill company was the first to file its map of the disputed route and secure its approval by the Secretary of the Interior. This approved map, "under the ruling of the Supreme Court, vests" title to the disputed right of way over the public lands in the Hill corporation. The Harriman people have no right there, hence they must withdraw.

However, there is room for both. Perhaps if the parties had been a little less pigheaded they need never have quarreled. If Hill goes up one side of the Deschutes it is perfectly feasible for Harriman to go up the other. One bank is just as easy and just as difficult as the other. Hence, while the decision does Hill a great deal of good, it does Harriman no essential harm. It may be unpleasant for Harriman to see his great rival penetrate territory he himself has regarded as his private appanage for many years, but life is full of disagreeable experiences and even a wizard must reconcile himself to endure them.

Now we are to see whether pledges of the Hill faction are to be fulfilled. Thus far, it is pleasing to note the Hill people are going ahead with vim and with strong sign of successful finish. If the Harriman men really purpose to build up the Deschutes, the Bean decision need not deter them. According to their own version, they yet have room in the narrow passes.

SUBSIDY ERROR IN THE BAY CITY.

Members of the Congressional committee now on a junketing trip to Honolulu, were taken for a trip around San Francisco Bay a few days ago where, according to a San Francisco dispatch, "scores of ships are rotting for lack of merchandise to carry at a profit." The sight impressed some of the Congressmen to such an extent that they "expressed themselves as favoring a ship subsidy appropriation rather than a state of stagnation such as was shown yesterday." In order to enable this idle fleet to carry merchandise "at a profit" there will be, of necessity, great flexibility and range to the proposed ship subsidy and in the distribution of the subsidy loot some trouble will arise among the participants.

Prominent among these "scores of ships" that "are rotting for lack of merchandise" are Mr. Spreckel's white elephants, the Sierra Sonoma and Ventura. Owing to expensive construction, inadaptability to the trade and general uselessness, the subsidy required to enable these vessels to crrry merchandise "at a profit" would have to be much greater than that which could keep some of Millionaire Matson's modern fleet moving. Involved in this "state of stagnation" are the fine old American ships Balboa, Invincible, McLaurin and a number of other relics of a bygone age. They have, of course, outlived their usefulness as competitors of modern carriers, but as subsidy earners might be made quite profitable to their owners. Then there is the Diamond Head, an iron bark, built in England in 1866 and forced under the American flag by a special act of Congress. The Diamond Head is also "rotting for lack of merchandise to carry at a profit" and to make a profit possible this craft would be obliged to draw a larger subsidy per ton than any of the other craft mentioned.

Apparently it did not occur to these Congressional junketers that it would be impossible for any subsidy, no matter how great it might be, to increase the amount of freight available, or in any way extend the trade of the United States. The ancient, out-of-date fleet, which is causing so much distress in San Francisco, is idle for the simple reason that the producers of the freight can summon the fleets of the world to carry cargoes to the foreign consumer in modern-built, economically-operated vessels at a lower cost than can be met by the more expensive American craft. The ship subsidy is simply a proposed tax against American producers and consumers for benefit of a very few wealthy shipowners.

COMMON SENSE AND VICE.

It is impossible to sympathize unreservedly with the struggle of the Atlantic City ministers for a closed Sunday. The custom which prevails there and elsewhere in New Jersey of licensing vice by a system of petty fines is, no doubt, exasperating. It is sheer defiance of the spirit of the law by an evasive observance of its forms. But the ministers will never win public opinion heartily to their side until they learn to distinguish between vice and innocent amusement. The American people concur in the opinion that liquor resorts and gambling dens should be closed on Sunday. But the American people will not consent to place Sunday baseball on the same footing as the Sunday saloons, nor will they agree to suppress a "shoot the chutes" on the ground that it is as bad as a gambling den.

Before the ministers can hope for genuine public approval of their crusade they must learn to distinguish between the injurious and the beneficial, between the wicked and the innocent. To Americans in general the fact that a game is played on Sunday is no good reason for forbidding it. To the great majority a Sunday theater is no worse than one open on Wednesday. An infusion of sound common sense into most of our campaigns against public amusements would be enormously helpful.

SOCIETY AND WOMEN'S VOTES.

It is very likely true that with Mrs. O. H. P. Belmont and the other Eastern dames of high tone, who have taken up the subject "votes for women," is nothing but a fad. If some English women, of exalted station, had not set the example our American fashionables would never have dreamed of advocating woman suffrage. As soon as something else appears which is more amusing they willl drop it, perhaps. And perhaps they won't. Persons who fancy our dining, dancing, bridge-playing women of wealth are either silly or inconstant are badly mistaken. They are as shrewd as anybody in the world, and it would not be easy to find people who can pursue a purpose more inflexibly. If they have wasted their time heretofore, or devoted it to frivolous indulgence, it was because they had nothing better to do. The life they led was wearisome to them, and they would have been glad to direct their energies to something more sensible, if they had dared.

They did not dare, because most of them were "new rich," parvenus, upstarts and they had brought up from poverty with them the notion that to be aristocratic one must be idle and useless. They were not sure enough of their position to venture to do what they liked, so they succumbed cringingly to the dull routine of eating and gambling, spiced with a semi-occasional prayer, which makes up society life in this country. Now a good many of them have become intimate with European women of high tone and they have made the amazing discovery that these foreign sisters of theirs are taking an active hand in literature, art, science and politics. Presto, change. Your American female aristocrat abandons her languid pose and blossoms into a suffragette.

Whether the suffrage will ever open to women is for women themselves to say. If their demand should become unanimous or anything like it, men would yield complacently. There will be votes for women when women want to vote. Thus far only part of womankind has desired the vote privilege. The majority of them think female voting undesirable, not necessary and unadapted to their sex. It certainly is ill-fitted to the Mrs. Belmont type of female, or rather that type is unfit to exercise it.

THE MERRY WIDOW AND THE PENSION

The G. A. R. is before the public persistently with claims to consideration, financial and otherwise, upon the basis of patriotism. That is to say that, having in their youth fought the battles of the Republic and becoming more or less disabled thereby, they ask and receive from the Government each a monthly sum sufficient for the needs of age and disability, and a continuance of the payment of this sum to their respective widows. Against this claim the public has no protest to make. It is disposed to be more than just and generous toward the grayhaired veterans who, forty-four or more years ago, were mustered out of the service of the United States, having served their country in its need for a longer or shorter term of enlistment. Toward the grayhaired widows of these veterans also the public feels grateful, in that these bore the woman's part—the hard and trying part that the emergencies of war assign to women. Toward these also the country is disposed to be both just and generous. There was a time, now far distant, when the minor child or children of these veterans—the fathers having passed on—were justly and generously dealt with by the Government in the matter of pensions. But in the nature of things, age has canceled the claims of these dependent ones, who long ago became able to take care of themselves, and, in accordance with a recognized principle of political economy, have been encouraged to do so by the withdrawal of governmental aid.

In addition to all this, the Government, National and state, has set up and maintains at great expense homes for homeless old soldiers; and this also is a recognized duty, cheerfully discharged. But when, in addition to all this, the young widow of the old soldier, not infrequently a woman in her early twenties, comes forward with a claim against the Government for a pension, it is time to call a halt. This is a matter that was supposed to have been threshed out, since under persistent presentment of the glaring injustice of placing the names of a large number of able-bodied young women, born since the war, upon the pension rolls, Congress passed a law limiting widows' pensions to those who had married old soldiers prior to 1890. Many thought that this gave the young widow of the old soldier too wide a margin upon which to make appeal for National charity, but upon the whole it was satisfactory, and the case of the young widow of the old soldier was thought to be closed.

Now, however, comes the G. A. R. and attempts to reopen the case by resolution asking Congress to rescind the "merry widow" law of 1890. Mendicancy could hardly put forth a bolder claim than that thus made in behalf of a class of women who, for purely mercenary motives, flattered senile old men by marrying them. Such marriages were sordid to a degree, since they were made with an eye upon pension possibilities, and indecent to a degree, since they were without the wholesome inspiration to honorable marriage—the founding of a home and the bringing up of a family. The claim that is made in behalf of these relatively young widows is sufficient proof that they married these old men that they might share their pensions while they lived and receive a life endowment from the Government, to the extent of the pension that would otherwise lapse upon the death of the old soldier.

Perhaps it is not strange that the pensions committee of the National encampment of the G. A. R. should have recommended the repeal of the limitation law of 1890, since personal reasons may have governed its members, or a working majority thereof. Nor, for similar reasons, perhaps, is it surprising the entire body should have indorsed the resolution asking that the law be rescinded. Human nature is the same the world over, and the individual consideration in a matter of this kind is intensified rather than reduced by age. Folly may be said to be master of ceremonies at a marriage incited on the one side by the "lambent glow of desire as from ashes and embers spent" and on the other by the sordid instinct that makes young women in all walks of life who are looking for support enter into marriages of convenience. It will be surprising, however, if Congress listens indulgently to this plea and again opens the pension rolls of the Government to the "merry widow" of the old soldier.

"The strikers did not even have time to listen to Eugene V. Debs, who went to McKees Rocks to address them," says a Pittsburg dispatch. The duty which prevented the strikers from listening to Debs, was the burial of a number of strike sympathizers who were killed in the riot Sunday. Perhaps if the strikers had paid less attention to the views of Mr. Debs before the trouble began, there would have been no one to bury, and it would have been easier to collect an audience. Debs has been preaching his bloody doctrines for so many years that he is regarded by many as a harmless crank, but as he always shows up in time to incite poor, ignorant strikers to deeds of violence, he is in reality a dangerous man to be at large. In all of the conflicts which he has aided in bringing about, it will be noticed that the Debs skin has escaped intact.

Hunters who have been out in the coast regions report an unusual number of cougars this season and a corresponding scarcity of deer. The depredations of the cougars have equalled, or at least proved a pretty close second, to those of the poaching hunters, who pay no attention to the game laws. As an example of the fearful loss caused by the cougars, a party of timber cruisers last year, after finding several partially devoured elk calves, at last encountered a herd in which there were fifteen cows, and but one calf, the cougars having killed all the others. A heavier bounty on cougar scalps might prove more valuable in saving the game than some of the present game laws. There is not much to be gained by protecting elk and deer if they are to be eaten up by cougars.

Necessary steps are being taken by Mayor Simon to secure such regulation of the opening of the draw bridges that span the river between the resident and business districts of this city as will do away with a serious annoyance to those who use the bridges during rush hours of the day. Complaints of this condition have been long and loud, but heretofore they have not been properly directed. There is every reason to suppose that the long desired relief will be granted as soon as the War Department—the court of last resort in the premises—has had time to pass upon the Mayor's presentment of the case.

While none of them were serious, Portland had too many automobile accidents Tuesday. Pedestrians should not be forced to put life and limb in jeopardy when they cross a street. Let all chauffeurs slow down to a "walk" at corners.

The simplified spelling board, whose principal business is mutilating old and respectable English words, now claims 25,000 followers. They are still more than 40,000,000 short of a majority in the United States alone.

Evidently Mr. Harriman didn't enjoy bismuth and rice as a steady diet. What's the use of being worth $300,000,000 and not being able to digest pork, sausage and buckwheat cakes?

Multnomah County has started a new courthouse. County servants, not taxpayers, will be entitled to occupy its marble offices. But there's nothing like housing public servants in luxury.

Mr. Harriman lost his prior opportunity in Central Oregon through the delay advice of his California managers, who controlled his Pacific Coast policy until recently.

Mr. Harriman told the group of reporters: "It is in my mind to open up new territory and to build new tributary lines." Coos Bay papers please copy.

Mr. Heney would like to prosecute Binger Hermann but doesn't wish to. Binger, however, will probably not draw any fine distinctions.

While Mr. Harriman was absent he at least escaped some of the doctors. Safest retreat of all would be Pelican Bay.

Among others specially interested in Mr. Harriman's health, are residents of Central Oregon and Coos County.

Probably Harriman would be better off if he had spent the Summer at Pelican Bay Lodge.

STATES FAVOR INCOME TAX PLAN

This Authority Thinks Them Willing to Yield Power to Congress.

New York Globe.

What is there in the objection which the opponents of the income tax amendment are so earnestly striving to galvanize into something resembling life—the objection that the Federal Government should not be given the power to tax incomes because the states desire and need to reserve that power for their exclusive use? Is there anything fairly to warrant the allegation that such is the attitude and situation of the states? Waiving for this moment the question of whether such a position would be defensible if entertained, what in fact are the indications of willingness or unwillingness on the part of the states to share this power with the Federal Government?

Of recent years the states as a whole have shown more interest in the subject of income taxation than they did for a long time preceding. Either through the medium of legislation, tax commissions or the machinery of state constitutional amendment about a third have given it some attention during the last decade and half. South Carolina and Oklahoma have enacted laws taxing incomes. Louisiana, which was one of the four states that taxed incomes at the beginning of this period—the other three being Massachusetts, North Carolina and Virginia—has abandoned the tax. Massachusetts, Michigan, Colorado, North Carolina, New York and Wisconsin have had tax commissions that have considered the subject. California, Kentucky, Minnesota, Oklahoma, South Carolina, South Dakota and Wisconsin have dealt with it in the acceptance or rejection of amendments to their respective constitutions. The states have not rushed upon the income taxing power in a body, anxious to establish their claims of pre-emption before the Federal Government had staked out its interests. This must be admitted. But is there nothing in the deliberations of those that have actually had it under review to indicate that they are jealous of encroachment by the Federal Government?

* * *

If there is it is of the most occasional and accidental sort. The impression to be derived from the action of these states is that they were not in the least concerned with what the Federal Government might or might not do with respect to the matter. Take the reports of the various tax commissions in which the subject has been considered. They discuss the merits and demerits of the income tax as such. The Massachusetts Tax Commission of 1897 recommends the repeal of the Massachusetts income tax; the Colorado Commission of 1901 thinks it less evasive to tax the values of products and privileges direct, and would not "bother with their incomes"; certain members of the New York Special Tax Commission of 1907 argue for a graduated income tax; the Wisconsin Tax Commission of 1907 declares that the inequalities and abuses of the existing system have brought about the state income tax amendment. But where is there any indication of a selfish or dog-in-the-manger attitude toward the National Government? Or consider the states that have adopted or rejected state income tax amendments during the last 15 years—and this is the direction in which most has been accomplished. Who would undertake to show that they were prompted by a desire to anticipate the Federal Government? No one, we are sure.

* * *

The absurdity of the idea that the states deem the income tax a rich resource from which to supply their own needs—a resource, therefore, from which the Federal Government should be barred—could hardly be better shown than by the very small proceeds which have been realized from the state income taxes and by the lackadaisical manner in which the states having these taxes have dealt with them. The receipts from South Carolina tax, which became effective January 1, 1898, have been as follows: 1898, $5085; 1899, $1660; next three years, below $1000; 1903, $1041; 1904, $1120; 1905, $1769; 1906, $9155; 1907, $7060. And South Carolina's case is typical! In 1899 the receipts from the Louisiana income tax had fallen to $104. We are not surprised to know that its tax reports for 1900 made no mention of the income tax whatsoever. What a rich resource for state taxation! What a mine and treasure house to be guarded from the covetous hands of the Federal Treasury!

So far from opposing Federal income taxation the growing interest—such as it is—which the states have shown in the question during the last 15 years has been at least disinterested, while it may be fairly argued that it is for the most part in such sympathy with the income tax idea as an idea that it would not oppose its constitutional entertainment by the National Congress. As a critical student of this question who has pursued the history of income taxation in this country from beginning to end declares, the increasing hold which the subject has obtained upon the states during recent years is not due to the success of the tax in any state, but to the popular belief in taxation according to ability, "and that income is the most just measure of that ability." If the states that have considered the income tax for the most part approve it because they believe it the most just, would they for a moment attempt to fight off the Federal Government on the ground that justice is their monopoly?

The opponents of the income tax had better give up the silly and damaging contention that the Federal Government should be excluded because the states want the tax all for themselves. It sounds too hollow. It doesn't ring true. It is too obvious an attempt to take someone in. It wants the support of facts—save those that may be manufactured for the occasion. If those who would mould the decisions of our State Legislatures should succeed in worsting the amendment on such a ground as this the achievement would go down in history as one of the biggest tricks that politics had ever played on honest public opinion. If the opponents of the amendment hope for reputable and real success let them find other arguments and a sounder footing. For to pin their hopes on such an argument as this is to plead only the poverty of their cause.

NEWSPAPER WAIFS.

"Johnny, do you smoke cigarettes?"

"I d-d-do a l-l-little, sir," stammered Johnny, paling beneath the tan of the baseball field.

The boss fixed him with his eagle eye.

"Then gimme one," he said. "I left mine on the bureau."—St. Paul Dispatch.

"He's a nice chap to take a girl fishing, I must say."

"Why, what did he do?"

"He fished."—Kansas City Journal.

"How did Tom manage to get so much of his uncle's estate?"

"He married his lawyer's only daughter."—Boston Transcript.

Helen—Of course he clasped you in his arms when the boat upset?

Hazel—No; just the opposite.

Helen—Just the opposite? What do you mean?

Hazel—Why, the boat upset when he clasped me in his arms.—Rochester Democrat and Chronicle.

"You don't seem anxious to meet this millionaire?"

"I met a millionaire here last season," explained the Summer girl, "and he wouldn't even buy an ice cream cone. Could you introduce me to some young chap who has come to the beach with $200 saved up?"—Louisville Courier-Journal.

Minister—Johnny, do you know where little boys go that fish on Sunday?

Johnny—Sure. Follow me an' I'll show you.—Washington Herald.

Pat—An' phwat the devil is a chafin' dish?

Mike—Whist! It's a fryin' pan that's got into society.—Boston Transcript.

HARRIMAN THOUGHT INVADING

Activity of Surveyors Near Yakima Laid to Him.

NORTH YAKIMA, Wash., Aug. 25.—(Special.)—Ranchers living in Ahtanum Valley, southwest of the city, report the presence of railroad surveyors in the upper part of the valley and along the north fork of Simcoe Creek. They are said to be laying a line along the Ahtanum from its confluence with the Yakima southwest to the headwaters, thence turning south to the north fork of the Simcoe, east on that to the main river, then west and through a pass in the Simcoe Range to connect with the headwaters of one of the works of the Klickitat and south to the Columbia.

In some quarters it is said this line is a Hill proposition, but still others say it is a Harriman line to be built from the O. R. & N. across the Columbia and into the rich Yakima and new reclamation project country as a counter-move to Hill's invasion of Central Oregon.

CZAR TO LEARN RECLAMATION

Sends Special Envoy to Study Conditions in This Country.

NORTH YAKIMA, Wash., Aug. 25.—(Special.)—To study advanced methods of reclamation, E. E. Skorniakoff, of St. Petersburg, Russia, special imperial delegate to the International Irrigation Congress at Spokane, arrived in North Yakima this morning and left soon after for the Tieton project.

After spending several days in this section Mr. Skorniakoff will go to Seattle and then south to the Klamath project, there to study the reclamation work. He will return to his native country via the Pacific and Siberia and will make a full report to the Czar of what he has seen here and also of the Spokane congress. On this report much of the planned reclamation work in Russia and Siberia, in the southern parts of which similar conditions are found, will be based.

REVERSES CENSOR'S VERDICT

Dublin Audience Approves Bernard Shaw's Prohibited Play.

DUBLIN, Aug. 25.—George Bernard Shaw's play, "The Showing Up of Blanco Posenet," the prohibition of which by the censor in London led to the appointment of a Parliamentary commission to inquire into the censorship of plays, was produced in the Abbey Theater here tonight without disorder or public disapproval. Some of the sentences were omitted by consent of Mr. Shaw. Every seat was filled.

The passages that had incurred official censure were received with composure. The general verdict was in favor of the play, which was pronounced one of the author's most brilliant works.

No one is able to understand why the play was prohibited by the London censor.

BARN BURNED; ARSON FEARED

Owner of Structure Is Prominent Worker Against Saloons.

COLFAX, Wash., Aug. 25.—One of the largest barns in the state, owned by Y. C. Mansfield, of Endicott, located on his ranch 15 miles west of Colfax, was destroyed by fire early Tuesday morning with seed, harness and implements. Loss, $10,000; insurance, $3000. Eight thousand bushels of oats were burned, with $2200 insurance. McDonnell Bros., of Waitsburg, lost a threshing machine, with no insurance. The barn held 80 head of horses, all saved.

Mr. Mansfield says matches have been found in his wheat while threshing and that he has been afraid of fire for some time. He circulated a petition, which he states was signed by nine-tenths of the farmers, asking the City Council to grant no saloon licenses in Endicott.

ABOLISH SPOILS OF OFFICE

Diaz Considers Plan to End Reyes-Corral Feud.

MEXICO CITY, Aug. 25.—Mexico Nuevo, the organ of the Reyes movement in Mexico, stated today that a conference is reported to have been held recently at the Chapultepec Castle, at which President Diaz and the members of his cabinet discussed the advisability of abolishing the office of Vice-President.

For many years the law has named the Chief Justice of the Supreme Court as the successor of the President in case of death, resignation or impeachment. In view of the bitter enmity existing between the parties of Corral and Reyes, it is believed that the more conservative element wishes to dispose of the awkward situation by abolishing the office.

SARAH SAYS SHE IS LIBELED

Given Authority to Take Evidence in France Against World.

NEW YORK, Aug. 25.—Sarah Bernhardt, the French actress who is suing the Press Publishing Company, publishers of the New York World, for $100,000 damages, applied today for permission to have her testimony taken in France by an open commission. Judge Lacombe in the United States Circuit Court granted the application.

In private life Sarah Bernhardt is Mme. Damala. She asks damages for an article in the World entitled "Fakes Won't Do Sarah," which she says hurt the sale of her memoirs and libeled her character.

BUYS PAN-AMERICAN ROAD

Ambassador Thompson Helps to Complete Chain Through Mexico.

CHICAGO, Aug. 26.—The Record-Herald today prints a dispatch from Mexico City asserting that United States Ambassador David E. Thompson has bought for approximately $10,000,000 in gold the Pan-American Railroad, the only line running from the North to the Central American border.

It is said that the ultimate plan is to turn over the system of 299 miles to E. H. Harriman as a part of a chain of roads to extend from British Columbia to Central America.

W. F. Towne Dies Suddenlq.

OREGON CITY, Or., Aug. 25.—(Special.)—W. F. Towne, of Phoenix, Jackson County, Oregon, died early this morning at the home of his daughter, Mrs. Helen T. Grisez, where he had been visiting during the absence of his two younger daughters. Mr. Towne was 78 years old.

Miss Anna Towne and Miss Mollie Towne, of Jackson County, and Mrs. Helen Grisez, of this city, are his daughters and survive him. The body will be held pending the arrival of the two younger daughters.

Oil Well to Be Sunk.

MONMOUTH, Or., Aug. 25.—(Special.)—The Polk County Oil & Gas Company has completed arrangements for sinking another well on the Ben Whiteaker farm, three miles north of this place. Several unsuccessful attempts have been made in the last few years to find the oil veins here. The present company has machinery and equipment to sink a well several thousand feet if necessary.

FISHING IN COLUMBIA STOPPED

No Fish of Any Kind May Be Taken Till Noon of September 10.

SALEM, Or., Aug. 25.—(Special.)—Beginning at noon yesterday and until 12 o'clock noon, September 10, no fishing of any kind will be permitted in the Columbia River, this period being the Fall closed season period, provided by law for the protection of the salmon.

Master Fish Warden McAllister has made arrangemtns to have the river patrolled from the Celilo Falls to its mouth, and states he is fully determined to enforce the law to the letter, using the two state patrol boats and a special launch, each manned by two deputies. In discussing the matter yesterday Mr. McAllister stated that, in his mind, the present season of 15 days does not give the salmon the protection needed. He thinks instead of 15 days it should be 30 days, and instead of beginning on August 25, fishing should be stopped on August 15 and the river remained closed until September 15.

The salmon pack for the present season is 50 per cent short. Every canner and packer on the river, with a few exceptions, has lost money. When asked the reason of this, Mr. McAllister was at a loss to account for it.

However, notwithstanding the light run on the Columbia, the warden states there are more fish at the hatcheries on the McKenzie, Salmon, Wallowa and Ontario rivers than for years past. The egg-take on the McKenzie is 1,344,000, as compared to the take of this date a year ago. There are said to be enough fish in sight to guarantee 10,000,000 eggs at the McKenzie hatchery.

The new central salmon hatchery at Bonneville, for which the last Legislature appropriated $12,000, is nearing completion. Its 250 18-foot troughs have a capacity of 60,000,000 eggs. All eggs secured at the other stations, when eyed, will be shipped to the central station and there hatched. The resulting fry will be fed in rearing ponds until they are fingerlings before being liberated.

NORTH COAST TO LAY RAILS

Steel Ordered Shipped and Contracts Have Been Let.

NORTH YAKIMA, Wash., Aug. 25.—(Special.)—H. J. Snively, attorney for the North Coast Railway, today announced that 75 miles of steel rails had been shipped from the Colorado Fuel & Iron Works, at Pueblo, last Saturday, over the O. R. & N., and would be delivered at Attalia and at Kennewick and Granger via the Northern Pacific this week. Laying of the rails will commence at once on the graded sections of the road.

Contracts have also been let, Mr. Snively said, for ten miles of rock work on the Spokane & Tekoa branch of the road, at a cost of $400,000. Washtock & Chew, of Spokane, have the job, and in the 10 miles there are five tunnels through solid rock, the aggregate length of which is one mile. Work will be started a short distance above the confluence of Marshall and Hangmans creeks.

A franchise has been granted the road to cross county roads between Granger and Sunnyside, which insures a Sunnyside branch in competition with the Northern Pacific and the Yakima electric line. Work on the grading of this branch will start at once.

STOCK BROUGHT FROM FRANCE

Yamhill County Farm Gets Blooded Horses From Abroad.

M'MINNVILLE, Or., Aug. 25.—(Special.)—J. D. Gordon, who owns a stock farm near Newberg, arrived here this morning from a trip to France, and brought with him 23 head of brood mares, which were shipped by express from New York, and sidetracked here until the afternoon train, when they were sent on to Newberg. There are 19 Percherons, three Belgians and four Shetland ponies.

Mr. Gordon, who spent the past Winter and Spring in Europe in quest of fancy stock, purchased the Percheron and Belgian mares in France, and the Shetlands in the north of Scotland. He sailed with them from Havre on August 4. Mr. Gordon established Glen Gordon Stock Farm near Dundee, this county, and has much fine stock beside the addition he has just made to his breeding stables.

COLLEGE TRUSTEES DISAGREE

Member of Board Quits When President's Resignation Is Accepted.

TACOMA, Wash., Aug. 25.—(Special.)—Incensed by the action of the board of trustees in accepting the resignation of Dr. B. H. Kroeze as president of Whitworth College, F. H. Murray, a member of the board, today handed in his resignation.

Mr. Murray explained that his action was not prompted by personal differences, but said he does not consider the policy of administration adopted to be a wise one. He does not believe the policy will work out in a beneficial manner for the school, he said, and prefers not to be identified with it.

Several persons have made application for the presidency of the college, but the trustees are inclined to wait. They declare, however, the position will be filled before the opening of the school year.

WATER UNDERMINES YAKIMA

Seepage From Irrigation Ditches Flows Under City.

NORTH YAKIMA, Wash., Aug. 25.—(Special.)—Today it was disclosed that the entire west side of the city is again undermined by flowing water from the irrigated farms on the higher land to the west. The water has now risen to within three feet of the surface, and in the lower sections cellars are flooded and serious damage is threatened.

A year ago the city constructed a drain to carry off the seepage, reducing the level of the sub-water fully eight feet. Recently the drain caved in and now it is clogged at the head and the underground flow has resulted. The west side of the city is built upon river gravel, and through this water flows with little retardation. So strong is the current that wood in the floored cellars is carried across to the river side and stacked up against the eastern wall.

BIG PHONE PROFITS ALLEGED

Salem Committee Investigates Bell Company's Business.

SALEM, Or., Aug. 24.—(Special.)—B. F. West and Alonzo Gesner, comprising a committee of the Republican City Central Committee, which has been waging a fight for some time against an increase in the telephone rates of the city from $1.00 to $1.50, have prepared a statement which alleges the Pacific States Telephone & Telegraph Company is making a net profit of $21,868 on its Salem plant after the expenses are paid and 10 per cent interest allowed on the investment.

This statement has been placed in the hands of every member of the City Council, and it is expected the fight will come to a head at the next meeting of that body.

Farley Returns to New York.

NEW YORK, Aug. 25.—Rev. John M. Farley, Catholic archbishop of New York, arrived in New York today.