The Oregonian

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PORTLAND, MONDAY, FEB. 7, 1910.

POSTAL BANKS AND PARCELS POST.

It is most probable that the bill to establish postal savings banks will become a law. President Taft includes it in the schedule of measures known as "the administration programme," and will use his best endeavor to see it through. The Republican platform of 1908 promised it, and Mr. Taft, in his speech of acceptance at Cincinnati (July 28, 1908), said such bill ought to pass. "The system of postal savings banks," he remarked, "has been tried successfully in so many countries that it cannot be regarded longer as a new and untried experiment."

The Democratic platform of 1908 favored postal savings banks, with an "if." That is, if guarantee of deposits by Government could not be had, then the postal savings bank system might be introduced. But the makers of the platform dreaded the consequences, because "the Republican party has so linked the country to Wall Street that the sins of the speculators are visited upon the whole people." In his address, on acceptance of the nomination, Mr. Taft thus answered the objection: "The bill now pending in Congress, which, of course, the Republican convention had in mind, provides for the investment of the money deposited in the banks in the very places in which it is gathered, or as near thereto as may be practicable. This is the answer to the criticism contained in the Democratic platform that under the system the money gathered in the country will be deposited in Wall Street." It also complies with the demand of the Democratic platform that, if the postal savings bank system should be adopted the money ought to be "deposited in the local communities."

But though the postal savings bank system is to be established by the present Congress, it is not probable that the postal package express, increasing allowance of the weight of the package to 12 pounds, will be. The proposition is met by protests from all the smaller centers of business. The rate would be the same for long distances as for short; and it is insisted that this would hand the mail order business over to a few of the very large centers of the country, break down local trade, overburden the postal department, make delivery costly, and cause heavy deficits and losses all round. So strongly have these arguments been pressed that the larger system of parcels post probably will have no chance of present success—nor of future success, unless greatly changed.

CAN ASQUITH KEEP PEACE?

Politics will be taken up in Britain again by the Liberal ministry this week, so that an interested world, as well as the British electorate, may get some word from the Cabinet as to how the Liberals plan to satisfy the Irish Nationalists and the Socialistic Laborites and perpetuate themselves in power. For this coalition will necessitate concessions—"ideals" and "trades" we call them in America—which are very likely to make trouble and another dissolution of Parliament at an early day.

Concession of home rule will alienate a considerable faction of the Liberals, who might deprive the Liberal government of the majority of Parliament. But not without this concession can the Liberals get the necessary support of the Nationalists. The Nationalists, in return, will be expected to support the budget, whose land tax and the liquor tax antagonized the Irish in the last Parliament and which probably cannot receive the votes of all the Irish members. William O'Brien, who heads the Independent Irish members, thus defines his hostility to the budget:

"There is no doubt that the Irish party contemplates the blackest treason perpetrated against Ireland since the act of Union. The Nationalists propose to assist the government in passing the budget, which will impose on Ireland $10,000,000 taxes per annum."

Then, too, the Liberal government must cater to the Laborite party and that may deplete the coalition majority, by antagonizing Liberals with Socialistic measures.

Premier Asquith clearly will have a difficult task preserving a working peace between the discordant factions of his support in Parliament. It will make a precarious government for Asquith, for he can have no steadfast majority. Asquith is trying to unite the factions on the common ground of hostility to the House of Lords. We are yet to see how long and how far he can make this paramount over Irish home rule and unemployment insurance and other socialistic issues. Also whether the nation will take the issue of the Lords as paramount over tariff reform and large navy. There has been a great deal of criss-cross voting on these questions and the electorate has not succeeded in declaring its wish on any one of them. At the same time, the Liberals have not won their expected victory over the Conservatives, while the latter are using this fact exultingly to their own credit. It is quite probable that the electorate approves the budget and also desires reform of the House of Lords, to the extent of eliminating hereditary abuses. But the British are not radical for political changes, as the elections proved and it is not believable that they wish wholly to eliminate the power of the upper house of Parliament in legislation.

Right now interest centers in Asquith's feat of harmonizing the discordant factions of his coalition family.

USE OF THE WATERS.

Regulation of the use of the waters in any state is much more a proper subject of treatment by state than by national authority. The Springfield (Mass.) Republican says: "If the states themselves will take up this important phase of the conservation question, the nightmare of a gigantic water power trust will be forever dispelled."

The State of Oregon has taken up this "important phase of conservation." The result is a very elaborate act; some think so intricate and restrictive as to prevent or greatly check the use of streams, either for power or for irrigation. The act virtually assumes the ownership for the state of all unappropriated waters, and regulation, under close restriction, of all waters not wholly on one's own land, or, if rising on one's lands, passing into the lands of another.

The state is divided into two water divisions, with a superintendent for each. The act creates the office of State Engineer, and a Board of Control, consisting of the engineer and the two superintendents. To this board all applications for use of water must be made. By this Board rights of contestants are to be adjudged. Fees are to be paid to the state by those who use either for irrigation or for power the waters passing their own lands.

This act has been characterized by many as extremely obstructive, and its requirements costly, to the extent of prohibition. Experience alone can tell whether it will prove so. The act went into effect only last May.

NO GOOD SHIPS AVAILABLE.

Perhaps the most charitable view that can be taken of the owners of the decrepit steamer Kentucky, that was shaken to pieces almost before she was clear of the land on the Atlantic Coast, is that they were imposed on by a buying expert whose rascality or ignorance was apparently indorsed by the inspectors of the district from which she departed. The fact that Americans are shut out of the markets, in which first-class ships can always be purchased by every other nation on earth, does not palliate the offense of buying an ancient tub like the Kentucky and trusting to luck to keep her afloat with passengers aboard. The disaster, however, does call attention to the manner in which our shipowners are barred from securing good vessels except at exorbitant prices.

The Kentucky was purchased by a reputable steamship company, whose business had outgrown its facilities to such an extent that it was in immediate need of a vessel, and apparently had no time to wait until one could be built. If a British, French, German, Norwegian, Dutch or even a Japanese firm of shipowners were confronted with such an emergency, its field for selection would not be limited to a few ancient, wooden hulks in their own country. Instead, they would have access to the bargain counters of every big shipyard and shipbuilding center in Europe. At every port of importance in Great Britain can be found first-class, modern-built, steel steamships, which have been supplanted by larger vessels on the routes for which they were built.

These vessels are as staunch as the day they were built, and they are sold at very low prices. Many of the yards, in fact, make a practice of building ships during periods of dullness and selling them at bargain prices to buyers from all parts of the world—except the United States. The Kentucky was intended to run on a route where she would come in competition with this latter class of vessels, which are brought to the coast by the Canadian transportation lines. Old, decrepit and worthless, as she proved to be, it is not improbable that she brought a higher price than the Canadians would be obliged to pay for a new steel ship.

DIRGE OF THINGS HOME-MADE.

An "up-state" Senator of New York cites that farmers' wives have stopped making butter, cheese and other things (presumably soft soap and tallow candles) that formerly helped to swell the family income. The inference intended is that farmers are so opulent that their wives no longer stoop to making small sums go as far as possible. Nothing is said about "up-state" farmers having eschewed the sickle, the cradle and the flail in harvesting wheat, or hand gathering, husking and shelling corn; the hoe for cultivating and potato-digging, but ten chances to one the wastrels have done so.

The inference in this latter case might just as logically be that farmers are so prosperous that they have given over these old-fashioned devices of a primitive agriculture for high-priced, labor-saving machinery, and that small savings, as represented by these old-time methods, no longer appeal to them as worth while.

The logic in both cases is lame. Why, in a day and age of large things, should farmers and farmers' wives be censured, even by implication, for abandonment of small things, such as butter-making by means of the churn and dasher; cheese-making with the hand press; peeling, cutting and coring apples by hand, stringing the pieces on twine with darning needles and drying them on the kitchen walls and filling the candle-molds with wicks and melted tallow to provide light for the farmhouse? Is it not true, in the first place, that there is no market for these things? that nobody wants these farm-manufactured commodities? Who, for example, wants farm butter and soft soap and tallow candles and apples cut from strings upon which they had been dried in flytime? And why should farmers' wives spend their time and energies and break their bodies in these long outgrown processes of manufacture? There is no sense in the suggestion that they should do so nor would there be even the smallest saving in so doing. It would be a one-sided growth, indeed, that would send a troop of men in from the field where they had been operating the great combined harvester, to eat food cooked by the open fire in the utensils of a past century.

One of the clearest, strongest notes of prosperity on the farm is that which sings the dirge of things "home made," from blue jeans and tallow candles to lye soap and hominy and hand-knit socks, from hand-spun yarn, that owed its dark blue color to the malodorous dye pot in the chimney corner. Of course, farmers' wives up state or down state, in New York, or elsewhere, have "stopped" making butter and cheese and soap and candles; wearing linsey and jean and tow linen. These, and divers and sundry other pleasant pastimes, were those in which our grandmothers grew early old and broke the strength of their children before they were born. Being neither serfs nor fools, why should farmers' wives of today continue in these profitless vocations? Are they not separated from the necessity of such pursuits by the inventive genius of two or three generations of men, and by the growth in knowledge of both men and women, covering three-quarters of a century?

NEW BUSINESS RECORDS.

The first five days of the month of February made a most flattering exhibit for Portland. Real estate transfers of $1,212,579, and bank clearings of $7,200,479, broke all previous records for the period. Building permits of $135,635 were ahead of the same period a year ago, but, of course, seem small in comparison with the huge volume of construction work, for which contracts have been let, but for which the permits have not yet been issued. There is enough business in sight for the remainder of this short month to bring the totals up to record proportions. There is another feature of this business situation which does not attract much attention, but which has a very powerful bearing on the growth of Portland and the territory tributary to this city. In the first five day of this short month the arrivals and departures of seagoing vessels numbered thirty-nine, with a carrying capacity of more than 75,000 tons.

This outbound fleet carried Oregon lumber to China, South Africa and Australia, wheat to Europe, flour to Honolulu and miscellaneous products to New York and other Eastern ports. Coastwise to San Francisco and other ports it distributed Oregon lumber, wheat, flour, barley and other staples which have made the state famous. The fleet arriving brought general cargo from the Atlantic Slope, from the Far East and from Europe. It brought oil, cement, sugar and other products from California. There was no unusual congestion to cause this heavy movement in five days. It was all in the regular order of business and while this fleet was arriving and departing, its predecessors and successors were heard from along nearly all of the world's great routes. On the second and third days of the month two cargoes of Oregon wheat entered Queenstown and another arrived at Dublin. A big steamship, carrying another cargo, called at Cape Verde Island, for orders to port of discharge.

One big steamship, lumber laden from Portland, arrived in Japan and another in Australia. In the course of the week, Portland importers chartered a tramp steamer and a sailing ship to load at Antwerp and Newcastle-on-Tyne, while half a dozen freighters were engaged to load lumber foreign and coastwise. With the clearing out of this fleet, in the first five days of February, there still remained in port loading for China, Japan, Australia, New Zealand and the United Kingdom six big freighters with a capacity of more than 16,000,000 feet of lumber.

The relation of this great water traffic to real estate transfers, building permits and bank clearings may not be always clear to the man who never visits the water front or the customs-house. But the water highway over which this traffic moves to the and from the world's markets, more than to any other single factor, brings Portland its commercial prestige. Recognition of the importance of this traffic and of its great bearing on all other features of our commercial life, causes the average Portlander to pay a tax for river improvements more cheerfully than any other which is levied against his property. It also accounts for the Portland objection to moving this city and its shipping facilities to any other point on the Columbia or Willamette Rivers.

THE "NO MEAT" PROPAGANDA.

There is little doubt that total abstinence from meat, as proposed by unorganized thousands in Cleveland, Chicago, Kansas City and other towns, for a period of sixty days, would be a decided benefit to a carnivorous, rheumatic and irritable public. That the American people as individuals, and as a whole are entirely too devoted to the flesh of animals, for their own good, is a reasonably well established fact. Plainly stated, we eat too much meat. We grow gross of body, stiff in the joints, rheumatic, nervous and ill-tempered largely from what we feed upon. Meat is a standard article of diet. Doctors tell us that to this fact is due the accumulation of uric acid in the blood which the overworked kidneys are unable to take care of, and of a long train of diseases that follow.

Without, therefore, discussing the proposed boycott of meat as a retaliative or corrective measure on the basis of high prices, abstinence from meat for sixty days may produce a wonderful revival of the run-down vital forces of which there is abundant evidence on every hand. And since it is reasonably certain that very few people will abstain from meat for a period long enough to make a test of its wholesomeness or unwholesomeness, unless forced in some manner to do so, the boycott of the meat shops for sixty days would probably be a good thing. One thing is certain. The price of meat of all grades, even down to the once freely dispensed liver, and its accompaniment of bacon, at prices that every laboring man could afford to pay, is abnormally, unwarrantably and unreasonably high. The cattle, sheep and hog producers seem to be doing their share toward feeding the multitude. That is to say, the supply from farms and ranges is not short. But somewhere between the steer, the hog and the sheep on foot and the offerings upon the blocks of the butcher, prices are inflated until the Sunday roast, the liver and bacon for breakfast, even the soup-bone, have attained a cost that is startling and in many families prohibitive.

While the people who are agitating the boycott seem to be greatly in earnest, and while they are not by any means all professional agitators, it is not likely that the scheme to bring down meat prices by this means will succeed. A vast majority of the American people must have meat or think they must have it upon their tables at least once a day. It is not conceivable that any formidable number of them will voluntarily restrain the meat-eating proclivity as long as they can compass the price of meat by economizing upon something else. They will simply scrimp in other lines and pay the price demanded.

RESTRICTING APPLE DEMAND.

Director Shepard, of the Hood River Apple-growers' Union, offered excellent advice to the people interested in growing and handling the apple crop of the Pacific Northwest. The most important point brought out in his address was that in which he accused retailers of injuring the demand for apples by charging exorbitant prices. Mr. Shepard stated that a box of apples, for which the grower received about $2.25, reached the hands of the retailer via the association and the commission merchant at a cost of approximately $3. For these apples the retailer is then accused of exacting prices which in some cases bring a profit of 500 per cent. There is, of course, a limited number of consumers who will pay very high prices for first-class fruit.

Unfortunately for the fruit industry, this class of buyers is not large enough to supply a demand for more than a moderate amount of fruit. The apple is a delicious fruit, and if it can reach the consumer at a moderate cost, there are immense possibilities for widening the market. It is still, however, far from being a necessity, especially so long as the best stock remains beyond the financial reach of people of poor or only moderate circumstances. With the rapidly increasing acreage of apple orchards, this objection to present methods of marketing will be overcome by its own weight. Even the grower may be obliged to take less than $2.25 per box and the profits and general good of the industry to the country may be enhanced by the greatly increased demand made possible by reasonable prices.

It is a commercial law as old as trade itself, that high prices restrict and low prices increase consumption. Apples are not exempt, not even Hood River apples.

The "finished" East, where railroading as well as other branches of industry, is supposed (in the East) to have attained the highest degree of perfection, continues to profit by the experience and ingenuity of the West. The Pennsylvania Railroad recently borrowed one of the mammoth compound locomotives built by the Great Northern Railroad for its own use in the West. On the worst division of the Pennsylvania road, the Great Northern engine performed the work of two of the big consolidated locomotives of the Eastern road, and burned only one-fifth more coal than was consumed by one of the consolidated engines. Recalling the remarkable success of Western railroad men, who have been called to high positions in the East, it would seem that in both men and machines the Western railroads are equipped much better than those of the East.

The gift by the Ladd estate of a site for the Reed Institute is an excellent and most useful addition to a great public benefaction. It is a beautiful and commanding site; it is ample for the purpose; it's contiguity to the city and the healthfulness of the situation contribute to make it all that could be desired. The endowment for the Institute by one family of pioneers is materially strengthened by this gift from another. Good deeds like these hand the names and memories of the benefactors on to future ages. In them there is that which defies time and cannot perish.

England is still "seeing things," most of which have a strong Teutonic cast. The latest bogie man to stalk into "an Englishman's home" is a rumor that the crowning of the German Emperor has been postponed these many years, in order that it may take place in Westminster Abbey, when William the Mighty invades the "tight little isle" with a conquering army. England is in a fair way to be suffering quite an attack of "nerves" by the time the comet swishes its way across the Summer skies.

The Rev. Mr. Stuckey, the Kansas minister who alleged that he was lured away from the path of duty and decency by a 17-year-old girl of his congregation, has been sentenced to from one to five years in the state prison. Inasmuch as the erring preacher blamed the girl for the escapade, it would seem that he ought to serve the one year for the original offense and an additional five years for his cowardly attempt to shift the burden of guilt to the shoulders of the victim of his rascality.

Man can board a streetcar with little discomfort, but he cannot dress or undress inside a nightshirt. This is equality of the sexes until one recollects that man is the only animal that can get into and out of a pair of trousers in a Pullman berth. This is a return to the starting point, however.

Denver now has a woman judge to hear cases of women and children. This is an experiment of doubtful advantage. The official woman has not proved herself more humane than the official man.

The alleged wholesale murderer at Aberdeen has been under suspicion for seven years, so it is said, but had to kill a dog to be arrested. The man who kills a dog is a villain, anyway.

The most notable work of Frank Welch, late secretary of the State Board of Agriculture, in past years, was in convincing people that passes to the State Fair were invalid.

The treasurer of a Massachusetts savings bank is short half a million and says he is willing to bear all the blame. In a short time the judge may remark: "Three years."

Chicago has just discovered the city has lost $30,000,000 in one kind of graft in the past few years. The money went to topgrafters in the city hall.

If all these disasters were caused by the comet it were time it swished into space; but the frailty of man is responsible for them.

At Oxford they now have a Shelley cult, where they study the poetry of the greatest poet that Oxford ever expelled.

An exchange of minimums averts a tariff war with Germany. Hoch der Kaiser!

DEMOCRATS ARE THE OBJECTORS.

Republic Defeat Is Their Sole Purpose in Opposing Assembly.

Pilot Rock Record.

What about the assembly? Shall Republicans be permitted to consult together for presentation of candidates for nomination in the primary? The Democrats will probably object and so will those alleged Republicans who imagine that Democratic votes are essential to the success of the Republican party. There are a few Republicans, however, left who may go ahead and do whatever they think best for their own interests regardless of what the Democrats and milk-and-water Republicans think about it. Experience has shown that the Republican party has lost more votes in this state through the efforts of its leaders to placate the opposition than it ever gained by its half-hearted support of Democratic and Socialistic fads. The same men who gave heed to the clamor for reform legislation were at the bottom of the disrepute into which the convention system was brought, all on account of their belief that the Republican party was an organization primarily designed for their special benefit, and once it could not be controlled in their own interests that it had outlived its usefulness. To a certain gang in this state, and let it be said in all earnestness it does not belong to a single party, office is its chief aim in its attempts to prevent, if possible, organization and management.

* * *

It will be remembered that under the old system there were always to be found delegates to conventions that did not wear collars, and the only reason there were not more of such in every convention was entirely due to the inactivity of voters, because the great majority of the people are honest and opposed to the trickery of politicians.

Of course, the Republicans ought to meet and present the names of their candidates for nomination in the primary, and if the Democrats do not want to support them, there should be no hard feelings on that account. It will not prevent others from nominating themselves if they see fit to do so. It is the honest opinion of this paper that through the assembly plan there will be men put to the front who would never think of seeking a nomination under the present primary law, and yet they will be among our most representative men.

* * *

The objection the Democrats have to the assembly plan is that they fear it will result in the defeat of Lepublican candidates. The Democrats have always been very solicitous of the welfare of the Republican party. There is good reason for their manifestation of good will toward Republicans. Every Democrat holding office in this state has been elected through support of Republican votes.

MEMORY OF A PIONEER SOLDIER.

Justice Sought for Widow of Veteran Who Fought in Cayuse War.

SALEM, Feb. 5.—(To the Editor.)—The Oregonian yesterday reported the death of Almoran Hill at his farm in Yamhill County, an enthusiastic pioneer of 1843, who fought in the Cayuse War of 1847-8 and had not drawn his pay or his pension.

The writer was appealed to only by William D. Gardener, of 419 Second street, N. W., Washington, D. C., for the address of Almoran Hill, a Cayuse War soldier, to whom both pay and pension seems to be due. From the case of Mrs. Margaret A., whose pension on back pay was allowed and forwarded to her through Hewitt S. Cox of Albany, Mr. Gardener became known.

If the only living son of Walter Monteith be of the same spirit as his father and uncle Thomas, members of Captain Levi Scott's company of volunteers, who battled with the snows of Siskiyou 62 years ago in a forlorn hope to pass to California with messages of Governor Abernethy and Rev. H. H. Spaulding and were defeated, he, Walt Monteith, will rate the record more than the $700 of back pay, which was bravely earned.

This is written to aid Mrs. Hill in securing before her death what is due her at her late husband's back pay.

JOHN MINTO.

"Bob," Mr. Lincoln's Saddle-Horse.

PORTLAND, Feb. 6.—(To the Editor.)—The 101st anniversary of Abraham Lincoln's birth, which will be celebrated soon, recalls the pathetic incident of "Old Bob," or Black Robin, as the family called him, in the funeral march to Oak Ridge Cemetery at Springfield, Ill., when Mr. Lincoln was buried, May, 1865. "Bob," Mr. Lincoln's old saddle horse, then 23 years old, carrying the same saddle and saddle-bags, just as Mr. Lincoln rode him when he practiced law in Springfield and the region round about, was silently led close up behind the hearse by two aged colored men on foot. When "Bob" came along in the solemn procession, strong men turned aside and wept.

C. E. CLINE.

When Silence Was Not Golden.

Kansas City Star.

A Chicago 6-year-old excitedly demanded his father's attention at the dinner table when guests were present. "Robert," his father replied, "little boys should be seen and not heard. Please keep silent until you are given permission to speak." Robert subsided. Later his father relented. "Now, my son," he said, turning to the boy, "you may tell me what you wished to say." "It's too late now, papa," the child answered. "There was a green worm in your salad and I wanted to tell you about it, but it's gone now."

Would Make Lent Unanimous.

New York Tribune.

It begins to look as if the meat strike would make this year's observance of Lent, now rapidly approaching, a record-breaker in the way of unanimity and enthusiasm.

Cannon's Contemporaneous Thoughts.

Indianapolis News.

A suspicion is beginning to grow that the Speaker is not giving so much thought to what he is going to do as to what is going to be done to him.

CURRENT SMALL CHANGE.

Tom—"Were you left much in your uncle's will?" Jack—"Much! I was left completely."—Boston Transcript.

Mr. Closecoyne (during his wife's reception)—"She gives 'em lights; she gives 'em music; she gives 'em food, flowers, champagne, and that's what she calls receiving!"—Puck.

"There goes a man I could have married," she said softly. "Some men never know just what they missed," he replied quietly, and she is still wondering what he meant.—Detroit Free Press.

"I can't make anything out of this poem of yours," complained the magazine editor. "That isn't the point," replied the poet. "The question is, can I make anything out of it?"—Philadelphia Record.

"How about your cook? When I saw you last month, you were quite dissatisfied with her." "Was I?" responded the hostess wearily. "I've been dissatisfied with five or six cooks since then."—Louisville Courier-Journal.

"I understand you have said you might retire to private life." "Yes," said Senator Sorghum. "It's all right for me to make that sort of a remark. But I'd hate to have any of my constituents say it."—Washington Star.

SEVEN DEVILS ZONE IS RICH

Great Future Predicted for Idaho Copper-Producing District.

It is the opinion of William Trevor, a prominent mining man and other mining experts that the Seven Devils' Mining districts in Idaho is destined to become one of the biggest copper producing districts in Idaho is destined to become one of the biggest copper-producing districts in the world and that it will soon rival the Butte district in output.

"At present there are between 2,000,000 and 3,000,000 tons of ore waiting to be shipped from the Seven Devils' country as soon as transportation is secured," said Mr. Trevor yesterday.

"The center of the great mining district is the town of Cuprum. This town is about 15 miles from the site of the huge Ox Bow power plant which is nearing completion, and a car line will soon be built between the two points. This will afford an outlet for the vast product of the district.

"The Northwest Railroad has just been completed from Huntington to Homestead, a distance of 55 miles. Over this road the ore obtained by all the mining companies in the district will be shipped, and over the same line the machinery for the power plant and all mining operations will be brought in. Practically all machinery will be brought from Portland by way of the O. R. & N.

"The Ox Bow power plant, on the Snake River, will cost $2,900,000 and $2,000,000 of this sum has already been spent. The river is being dammed and three large tunnels are being constructed across the peninsula, to carry the water. Hundreds of miners are waiting until that part of the river bed will go dry that the supposed rich mineral deposits in the bottom of the stream may be gathered. It is expected the power plant will be completed in two years and that power will be furnished in six months. The railroad tunnel just opposite the power plant is 1½ miles long.

"All the ore in the district is high grade and averages over $200 a ton. Some exceeds $300. Copper is the dominant mineral but there is also a good percentage of gold and silver.

"Dividends paid by the various mines of the district have run from $2,000,000 to $11,000,000. Some of the larger concerns are the Calumet Buena Vista Mines Milling & Smelting Company, the Bunker Hill and Sullivan, the Standard Mammoth, the Empire State, Hercules, and Morning."

BURNS TO START AGENCY

Detective to Organize Government Sleuth Bureau Here.

William J. Burns will arrive in Portland this week for the purpose of installing here the private detective system which he organized for the United States. Offices will be opened and will be placed in charge of a chief operator who will have direction of the field men who will be assigned to the Northwest. It is understood that the Burns agency will be conducted on lines similar to the Pinkerton methods.

An important branch of the work which the Burns agency will undertake will be in hunting down the class of crooks who operate among the banks of the country. Chief Burns recently secured a contract with the Association of Bankers, embracing 11,000 financial institutions located in every state of the Union. He also made an extensive trip through the East and conferred with some of the most noted thief catchers of the police forces of various cities, and those engaged in private work. He has secured the services of a large number of them. A press dispatch recently announced that the chief of detectives for New York City would assume charge of the Eastern division of the agency.

Until Burns shall make his announcement it will not be known who will be made superintendent of the local division. Applications have been filed by a number of Oregon men who aspire to become identified with the new agency.

Detective Burns became well-known in Oregon by gathering evidence against land-fraud manipulators. He was the righthand man of Attorney Henry and was so successful in getting evidence that many of the defendants confessed. Later Detective Burns went to San Francisco and was prominent in the graft investigation there.

SOCIETY IS SEEKING HOME

Sellwood and Sunnyside Urge Claims for Site of Building.

The Sellwood Board of Trade will submit a proposal for the location of the home of the Oregon Historical Society in that suburb. At the next meeting the offer will take definite form.

The Sunnyside Push Club also will urge that two blocks in the new park tract in Laurelhurst be set apart for the home of the society.

That steps must be taken to provide a home for the society this year is the opinion of George H. Himes, the secretary, who is a member of the committee appointed to look up a site.

"It would not be proper for me to favor any particular site for the home of the Oregon Historical Society," said Mr. Himes, "except to say that we must secure a home as soon as possible. Our society has grown faster and gathered more historicti matter in the past 11 years than any other historical society in the United States. This I know to be a fact. In selecting a site for the home, one thing, however, ought to be kept in view, the future expansion. I am in favor of locating the home in one of the city parks on one or more acres, for then there would be space for expansion. The site need not be in the center of business. It is a mistake to suppose that the home of the society need be close in. In New York, where there is the greatest natural history department almost in the world, the buildings are eight miles from the postoffice."

BACHELORS WIDEN SCOPE

Blue Mountain Club Now Plans National Organization.

DAYTON, Wash., Feb. 6.—(Special.)—Acting on suggestions received from bachelors living in other states, officers of the Blue Mountain Bachelors' Club have taken steps to insure a National organization of bachelors. A constitution, by-laws and articles for a charter are now being prepared under the direction of President Ralph Hunt. The publication of a monthly official paper is also being considered.

A feature of the Brotherhood of Bachelors possibly will be a matrimonial bureau.

Alleged Chinese Forger Taken.

VANCOUVER, Wash., Feb. 6.—(Special.)—Lee Ya, a Chinaman, wanted in North Yakima on a charge of forgery, was brought from Portland tonight and placed in the City Jail to await the arrival of Sheriff Lancaster. This was done to offset the trouble of securing requisition papers. The Chinaman's attorneys were about to start habeas corpus proceedings when the prisoner was hurried to Vancouver.

Fall on Ice Dislocates Hip.

MOSCOW, Idaho, Feb. 5.—(Special.)—Charles H. Thompson, a member of the City Council, fell on the ice on a street-crossing near the City Hall this afternoon and his hip was dislocated.

JAPAN IS FEELING MUCH HURT

People Regard Manchurian Railway Control as Spoils of War.

TOKIO, Jan. 10.—The proposition of the United States for the neutralization of the railroads in Manchuria came as a surprise, and the publication of details of the note handed to the Japanese government on December 10 by the American Ambassador aroused an immediate chorus of disapproval.

Count T. Hayashi, last Minister of Foreign Affairs and ex-Ambassador to Great Britain Count Okuma, formerly one of the most active of statesmen, and every one whose name carried any weight whatsoever were quoted in the newspapers in strenuous objections to giving up what they claim as the harvest of the war with Russia.

"Tens of thousands of our soldiers died in Manchuria in the war with Russia," they said. "We got little out of the war except what was political. The material side is represented by the South Manchurian and the Antung-Mukden Railways. The leased territory and Port Arthur were only recovered. These we won 10 years before and lost again by the intrigue of certain powers when we were a weaker nation. Now the United States, hitherto always our friend, comes into combination with other powers and proposes that we should give up the South Manchurian Railway, a paying road, and the Antung-Mukden, the continuation of our railroads in Corea, to the control of foreigners and strangers.

"The reasons assigned for this are that the principle of the 'open door' and 'equal opportunity' for all nations doing business in China must be preserved. But Japan has entered into combination with the powers of America and Europe to preserve the integrity of China and to maintain the principle of the open door and equal opportunity in concert with China and with all other nations, and to this Japan had adhered religiously.

"In two ways, therefore, the United States attacks the honor and sentiment of the people of Japan. Is it any wonder that we refuse to permit our government even to suggest that the proposal has been received by Japan with equanimity?

"The riots that followed the making of the treaty of Portsmouth would not be a circumstance to the trouble that would follow the relinquishment by Japan of her rights in Manchuria, even though she received twice the intrinsic value."

One thing may be set down as about certain, and that is Japan is not going to give up her right in the South Manchurian Railway until those rights shall be terminated by the lapse of the term for which Japan has control. Japan was given control of the South Manchurian Railway for 36 years from the signing of the Portsmouth treaty. The Autung Mukden Railway will remain in possession of Japan for 15 years.

There are in Manchuria about 30,000 Japanese settlers, and, since they are within the zone of the railroad, where Japan has a sphere of influence, the proposed taking over by the powers would place the interests of these in jeopardy.

IDAHO EDITORS ORGANIZE

Moscow Host to Visiting Newspaper Men, Who Talk for Once.

SPOKANE, Wash., Feb. 6.—(Special.)—Editors of eight Idaho weekly papers meeting at Moscow last night formed the Latah County Editorial Association and were banqueted by the Moscow Commercial Club, at the University of Idaho.

William M. Morgan presided as toastmaster and Mayor B. T. Byrnes delivered an address. The response was made by Editor George W. Hancock, of the Kendrick Gazette; "Latah County, Her Resources and Possibilities," was discussed by Hugh Cheney, of Deary; "Latah County's Relations to the State," was treated by ex-Congressman Burton L. French; W. D. Humiston, of Potlache, spoke on the "Relations of the Press to the Development of Latah County;" "Life Is Just One Damn Thing and Then Another," was discussed by Editor P. L. Orcutt;" "The Relations of the Editor to the State," by F. C. McGowan, of Deary, was an outline of modern ideas; "The Editor and Agriculture Education," by R. J. Lyman, suggested the harmonizing of agricultural with modern life; "The Railroads," was discussed by M. E. Lewis, president of the board of regents, of the University. W. E. Lee, a graduate of the University of Idaho, spoke on "What I Know About Domestic Science."

INDIANS DELAY LAND OPENING

Banished Modocs Must Receive Allotments First.

KLAMATH FALLS, Or., Feb. 6.—(Special.)—Hiram F. White, a special Indian allotting agent, who has been allotting lands on the Klamath Reservation more than two years, has nearly completed his assigned work, except for the allotments to the band of Modocs in Oklahoma, who were banished to the Indian Territory after the Modoc war in 1872-73.

The disabilities of these Indians were removed by an act of Congress, approved March 3, 1909, but no date is mentioned in the act for their return. This is a perplexing mission, especially if final opening of the Klamath Reservation must await the pleasure of this small band of Indians as to their return to claim their allotments.

The lands allotted to them in the Modoc Reservation at the Quapam Agency, in Oklahoma, they are authorized to sell or lease, but this is necessarily a slow process.

"The present Congress should by amendment fix a time limit so that the allotments can be completed within a few months," said a citizen of Klamath Falls today. "The great Klamath reservation, nearly as large as the State of Delaware, and rich in resources, should be opened within a reasonable time, for it is no longer in an isolated wilderness, but in the heart of a region on the eve of great development."

PRICES OF FARMS ADVANCING

Sales at $100 an Acre Near Pullman Is Record Within Year.

SPOKANE, Wash., Feb. 6.—The sale of the Fred Young farm, west of Pullman, for $100 an acre yesterday, is taken as an indication of advancing prices for farm lands. The farm has a good house, barn, electric lights, water system and other modern improvements. This is the second farm near Pullman to sell for $100 an acre, another having sold last Summer, but offers of $100 an acre for well-improved farms near Pullman have been made frequently of late.

There is a strong demand for good farms and acreage near town. Three acres, bought a week ago for $1100, sold in a few days for $1400.

COMET LIGHTS UP RANCHES

People Near Glendale Have Nightly Views of Visitor.

GLENDALE, Or., Feb. 6.—(Special.)—A view of the comet was obtained by a party of citizens who drove to the high ground east of the city tonight. The nucleus was only dimly visible through a hazy cloud low down on the Northwestern horizon, but the tail was seen plainly reaching some distance into the sky.

Ranchers in this vicinity have been watching the comet nightly for some time.