The Oregonian

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PORTLAND, MONDAY, MARCH 28, 1910.

INLAND WATER TRANSPORTATION

Ray S. Reid, Waterways Commissioner of Wisconsin, published last year a statement of his observations on conditions of transportation on European rivers and canals. He made the trip to Europe by authority of the Legislature of Wisconsin, for the purpose of collecting information on traffic conditions on inland waterways, traversing the navigable por-tions of the Rhine and Seine, the Elbe and Moldau, coursing the Danube from Budapest to Regansburg, visiting the Rhone and its main tributaries, examining all the navigable of England, Scotland and Ireland, and inspecting the principal canals of Western Europe. The re port throws discredit on the propos tion to make a deep channel throughout the course of the Mississippi, on the ground that it is not necessary and that the cost would be in excess of the benefits; but the writer says that if modern methods of operation, such as are in use in Europe, were employed on the rivers of our country, we should be able to develop on our streams in their present condition the most economical means of transportation for much of our traffic that we could possibly have.

His plan, following that which he observed on the larger rivers of Europe, would be the employment of towboats, carrying no freight themselves, but towing large fleets of The writer seems to overlook barges. the fact that this system has been in use a long time in America, especially on the Mississippi River and its trib utaries. On the Rhine and Elbe he remarks what most other travelers have noted, namely, that it is difficult to get out of sight of fleets of barges, even in seasons of low water, towed by steamers. Depth of three to three and a half feet suffices. But public advantages are obvious to permethods of handling and of distribution would be too expensive for our country, where all things, including labor, command much higher prices. The bulk of inland traffic in Germany, Austria and Hungary is carried on the rivers. Traffic on the eanals is of little importance. The best canalized river, this writer reports, is the Seine, from Paris to the sen, but the sea traffic through the river is limited to a few small vessels. The Manchester canal in England, though of great benefit to the city in ways, has not been deemed satisfactory financial investment. as to the Caledonian canal in Scot-

But concentration of population, in all the leading countries of Europe, the presence of many old and large cities on the rivers, comparative cheapness of labor, and low general cost of operation, make boating much expensive there than in the United States.

The somewhat singular argument is presented that, since the great bulk of our traffic must be carried by rail, there is no general economy but actual loss in putting a great deal of money into our waterways. The argument is put in this way: "Owing governmental supervision the day of railway competition now is past. Every railroad is entitled to a rate that will pay a reasonable profit, and every dollar of profit taken from a railroad by water transportation must necessarily be added to the tonnage actually carried by it; and it follows that every ton of freight that is carried by water transportation at a cost exceeding that of transportation by rail is a loss to the public." It is not probable that this argument will be accepted by people in the United States who live on or near the water--for a long time yet, if eyer, But the suggestion is full of interest. even though the inhabitants and producers of our river districts certainly will not deem it sound.

UNLAWFUL PROCEEDINGS. The people of the United States think they have taken good care, in their constitutions and laws, that officials of government shall not wield despotic power. They have declared themselves in numerous bills of rights. They have sought to make their government one of laws instead of officlais. They have limited to the minimum the discretionary and arbitrary powers of officials over individuals. They have provided courts to which outraged citizens may appeal for justice over the heads of executive officials. And, so far as practicable, they have ordained that the officials shall be held amenable to popular will through elections every two and four

But not so with the forest reserve domain in western states. Pinchot officials can browbeat and drive settiers out of homestead lands in reserves where the laws have given settlers the right to enter before the Pinchot officials came. Homes on lands, which, though more valuable for agriculture than for timber and therefore under the law accessible to settlers, these officials can forbid. The same officials can deny citizens the law-given privilege of taking for homesteads land elsewhere, which the officials may decide to be more valuable for timber than homes, and then, when the settler wishes to claim his chosen tract under the timber laws, the officials can put up the price to a prohibitive appraisement-this too in violation of the law which allows claimants to take up timber lands at \$2.50 an acre and which Congress has refused to

the Western country in the false name of conservation. They are despotic and tyrannical powers and moreover unlawful. More than onefourth of the best area of Oregon is thus held under the sway of an absolutism which is not amenable to any will of the people here and which suspends the laws of the people of the United States. An army of be-tween 400 and 500 minions of this despotic power, nearly all of them sent hither to do the Pinchot bidding and few with any abiding interest here, rules over large part of the States of Oregon, Washington and Idaho, and keeps it wild. The laws forbld this business, but

by the invading hosts of Pinchotism.

WHAT SHIP SUBSIDY IS.

Ship subsidy, like every kind of protective tariff, is a plan to take money from the mass of the people through the Government's power taxation, bestow it on a few, and thus create "prosperity." Prosperity, however, for the few only.

The argument that calls for ship subsidy is based on complaint that the freight rates paid for transportation of our products over seas are too low Foreigners do the work so cheap that our people can't make money in the business

The New York Tribune, of recen date, publishes what it calls a "sub-vention section." It is devoted to the purpose of showing that the sea service rendered by other countries is so cheap that our people who would like to engage in the business can profits only by obtainment of regular grants of money from the treasury.

There are those, however-and we think they are a great majority of the American people-who are willing to get cheap freight rates for carriage of their products, and who would prefer not to create another great trust by subsidies from the treasury for further enrichment of a

few who are rich already. For only rich men have ships, or could build or buy them, and obtain thereby the advantages offered by the And, since the complaint is that freight rates are too low now, who but the beneficiaries of the subsidy would obtain benefits from this ac

of paternalism? It is merely a form of taxation of the whole people for benefit of a few, of which the country has something too much already.

THE OREGON-STREET BRIDGE.

It is perhaps not necessary to make ong argument to convince people of Portland of the advantages they derive from the public deck of the railroad bridge at Oregon street and from the city's contribution of small parts of two streets for a pler site for the East Side approach to the upper deck of the viaduct. Yet at the risk of being tedlous, pertinent matters will here be reviewed again. The sons who study the matter dispas sionately.

scrutiny of the citizens ought not to give credence to the assertion commonly heard that the city will pay excessively for use of the upper deck, and that the O. R. & N. will cheat taxpayers, under its bridge franchise granted by the Port of Portland. This assertion is certainly unwarranted; it starts from men who are excited by prejudice of hysteria. The bridge franchise was fought out a year ago, when it was under consideration by the Port of Portland Commission, and as finally granted, was considered fair to all parties concerned. Now the city authorities have granted 100 feet of Oregon street and 100 feet of Adams, the two avenues meet, as where much larger concessions to the railroad in the same vicinity, until return privileges shall be granted the municipality by the railroad, chiefly for Broadway bridge. This pier concession by the city will benefit the public just as the other by the Port Com-This assertion is made with due regard for the interests of the city in its streets and for the natural desire of the railroad to get all it can for itself. The public interest in this matter is first and foremost. It has been well conserved in the dealings

with the railroad for this new bridge The vacated parts of Adams and Oregon streets are equivalent to two exceed \$10,000 or \$15,000. This amount of land, and this only, the city is contributing for the public deck of the bridge. A small amount of land to grow hysterical about, isn't it? And this land, let it be remembered. is to be used wholly for the convenience of the river-crossing public. was not necessary, of course for the city to vacate this land, Just as it was not necessary for the railroad to build the upper deck; the railroad preferred not to build the upper part of the structure, but was forced to it by public demand. Now that the railroad is compelled to build the upper deck, some noisy citizens say it should not have the land needed for a support-

ing pier. This matter is insignificant, however, compared with the important question whether the city will have to pay excessive charges for use of the bridge. The assertion has been made by an East Side club that the lity will pay not only the cost of the upper deck, but also 5 per cent interest indefinitely on \$800,000, the club's estimate of the cost of the upper addition to the viaduct, besides cost of operation and maintenance-the whole amounting to more than \$75 .-

000 annually. Even if the city were obliged to pay this annual sum, it would be getting a new bridge at a much cheaper price than it could provide and maintain an equivalent bridge of its own. But truth is, the cost to the city will be much less than \$75,000, as any person can ascertain for himself. And, if the city should not wish to use the bridge, it need not do so: then the rallroad could obtain an insignificant revenue from tolls, in competition with the free bridges. It is clear the company will have to come to whatever

terms the city may deem reasonable. Should the city agree to take over the upper deck, it would then pay, under the most stringent terms allowed by the franchise, three separate charges to the railroad: First, 5 per cent annual interest on the cost of the upper deck, which the chief engineer of the O. R. & N. estimates will amount to \$400,000-half the sum estimated by the East Side club; second, cost of operation and maintenance. would not exceed \$12,000 a Now these are powers that Pinchot year; third, an annual sum for de-

annually at 4 per cent, would amount at the end of twenty years to the cost of the bridge. This third annual payment for depreciation would be \$15,000, not \$25,000, as alleged by foes of the new viaduct. These three charges added together make a total \$47,000 a year, considerable part which would be returned to the city in streetcar tolls, probably between \$10,000 and \$15,000

This annual charge would be far less than the annual cost of the projected Broadway bridge, which city is about to build at a cost of not less than \$2,000,000, and probably of a much larger sum. Interest, depreciation, operation and maintenance of the Broadway viaduct will amount to between \$125,000 and \$150,000 a year, of which \$80,000 will be for interest alone. The new railroad bridge will be seventy feet wide and offer better transit facilities than any structure now spanning the river. The city will not have to sell bonds nor use its credit to secure it. And while at the end of twenty years the city will have paid for the cost of the upper deck in the annual depreciation payment of \$15,000, it is likely that the bridge will then have to be replaced with a new one, just as the present railroad bridge, built some twenty years ago is now to be replaced. The city has already put up money for two of its own bridges, which it has had to tear down. Yet the city is still paying interest on those two bridges, besides on he new ones that are in their place. These matters should receive the

deliberate, hard-headed consideration of taxpayers. The men and the women who are to pay for this new utility will find it cheaper to them than any project the city could devise for a bridge of its own. This, after all, is the main consideration,

THE COUNTRY KEEPS PACE. Portland real estate transfers, for week ending last Saturday,

reached a total of \$777,656. Building permits, issued during the same six days, totalled \$549,215. Both these Important evidences of Portland's growth are record-breakers for the last week in March, and they still further increase the lead, that 1910 has to date, over any previous year. Figures of this kind cannot be other than gratifying to Portlanders who feel a pride in the remarkable growth of the city. But along with these figures of unparalleled urban growth and development, there appeared in yesterday's Oregonian notice of scores of transactions in farm lands in various localities in the Pacific Northwest country directly tributary to

These transactions involved farm property of all descriptions, ranging from five and ten-acre fruit farms to an 18,000-acre wheat ranch in Eastern Oregon. Each of the smaller transactions means that room is be ing made by subdivision of tracts for support of from five to ten families farm areas which in the past were so poorly developed that each provided sustenance for not more than one family. Even from old Polk and Yambill Counties, where the day of the big farm is supposed to be gone omes the news of the sale of a number of farms for subdivision, while Southern Oregon, Hood River and every other prominent fruit district report numerous sales at record

What this coming of the small farmer means to Portland and to the entire Northwest can be understood by a casual notice of what is taking place just outside of the city In the Gresham district, in Eastern Multnomah, It is estimated that there are 1000 acres of new land, which this year will produce the first crop-Practically all of this new land is in small farms ranging from five to twenty acres, and it has been repeat-edly demonstrated that a five-acre farm, intelligently handled, will produce enough to maintain a family

This kind of development helps the city in many ways. It aids in keeping at home large sums of money that are now sent out of the state for eggs butter, vegetables and meats. It also provides a place for those who prefer farm life and who in the cities would compete with workers in the congested centers. On a different scale this economic advantage of the small farm is noticeable in the sale of the big Woolery holdings in County. The late J. A. Woolery had added farm after farm to his holdcity lots in area, and are worth not to lings, until at the time of his death he owned more than one hundred quar ter sections of wheat land. Farmed by hired nomadic labor, or leased to wandering renters, this vast tract, naturally, has never had an opportunity of reaching its maximum production, and its breaking up and sale to small farmers will be of inestimable benefit to Morrow County.

There can be no dispute about the conomic advantage of one hundred farmers with one farm each over a system where one farmer owns a hundred farms. So long as this breaking up of the large farms and clearing of new land for small farms continues, no fears need be felt that Portland is growing too fast.

FOR AN OPEN WILLAMETTE.

The Albany Commercial Club and the Albany Merchants' Association have sent out a call to the commercial organizations of twenty-four of the most prominent cities in what might be termed the "river belt" of the Willamette Valley. These commercial bodies are asked to be represented at an open river convention in Albany next month, for the purpose of enlisting aid of the Government in improving the Willamette River as far south as possible. The advisability of building and operating an independent line of steamboats is also to be considered. A steam road on one side of the river, and an electric line on the other, for a considerable part of the distance between Portland and Salem, have perhaps made the problem of river competition more difficult than before electric line entered the field against the Southern Pacific.

And yet it is not clear that there is not a good field for steamboating in a small way if the Government will clean out the river channel. Steam-boating on the Willamette is not under the overwhelming handicaps rocky, treacherous rapids, high-priced fuel, and a costly portage such as makes the navigation of the Columbia above The Dailes an economic failure, and for nearly the entire year the stream carries a sufficient volume of water, if it were properly controlled, Albany and Eugene. For fast freight, or commodities in which time is an important element, the steamboat line officials are wielding to the fimit in preciation, which, compounded semi- would be comparatively useless, but Etna is breaking out this Spring.

freight moving, in which the addi-tional time required by boat as compared with the train, is inconsequential.

The entire country, on both sides of the river, is undergoing a remarkable development and, besides through traffic between Portland and the head of navigation, there would be consid erable local business available for steamers that could run the year round. It has been nearly forty years since Captain Scott, with the old steamer Ohio, placed Eugene on the map as a river port, and since that time the railroads have never entirely succeeded in killing the steamboat business. Lack of improvements, however, have prevented a regular service, and this, more than anything else, is responsible for the very light river If the river could be imtraffic. proved so that nothing but an unusual stress of local business could preven a boat's maintaining a schedule, it would be difficult for the railroads to get rid of such competition, provided the people who are demanding river transportation would stand by the line after it was established.

Sixteen hundred and ninety appli cations were made in the land office in Los Angeles, Cal., for the 173 farms of the Yuma reservation, soon to awarded to settlers. Some of these were filed upon as high as 50 times in a single day. Disappointment and in hundreds of cases destitution will follow this latest land speculation with the United States Government in the title role. Perhaps the plan pursued is the best that the Governmen is able to devise for the management of its land openings. To a disinterested observer, however, there seems to be little difference, as far as results are concerned, between the first rush across the border of Oklahoma in the feverish desire to get there first and the long line of walting men and women that, gaunt from hunger, weak from sleeplessness, and worn with anxiety, has stood before land office in Los Angeles. The outright gift of land fettered by such conditions would be land dearly bought, even if each waiting applicant were certain of receiving a prize As it is, with but 173 farms to near-1700 applicants, the transaction atands out holdly as a gambling venture enticingly baited and largely ad-

The Anglo-Saxon, as a rule, is a better worker than the yellow or the black man. For that reason, he always commands higher wages, and when the Hindu, the Chinaman or the Japanese is employed at reduced wages, it is because he cannot deliver as much work in a given period as the white man. Yet there is another phase of the racial struggle which broke out at St. Johns last week. According to the St. Johns Review, 'white men have been tried time and again on the rougher work, and the nanagement never knew whether they would be back at work next morning or not-probably not. There were three shifts-one coming, on going and one at work. As a last resort to keep the mill going, the black men were employed." will be a great many industries halted much suffering throughout the land if we ever reach that stage where men who will not work themselves can exercise without limit the power to prevent others, black, white or yellow, from working.

The railroads have reduced the grain rate between Portland and Astoria from \$2 per ton to 90 cents per ton, thus complying with the Interstate Commerce Commission ruling The reduction is quite a liberal one, and will materially aid the Astoria dealers. When compared with the grain is moved in the holds of big reasels over the 110-mile stretch of water between the two cities, 90 cents per ton still seems a high figure. Any railroad that attempts to haul freight over the route in competition with these ocean carriers will be merely paving the way for a receivership. To this fact was due the refusal of the Interstate Commerce Commission to compel the railroads to meet the ocean carrier at Astoria, instead of at Portland, the point farthest inland at which the transfer from car to ship could be made.

The people of Portland can have no interests to protect, against themselves, in the matter of erection of a bridge for their own use at Oregon street. The city, therefore, is not vacating the land for the pier of their own bridge, but turning it to use for themselves.

A "contract" widow in St. Louis, deserted twenty-seven years ago, is just now seeking a divorce because she has learned her husband had other wives of similar standing when she made the contract. She seems to be very particular for that kind of wife.

Between the new committee on rules and the old one there is no spedifference, except that Speaker is left off. But this the insurgents think is a good deal of difference. The Democrats think it

"The Forest Service," says the Assistant District Forester of the Portland office, "has been built up by the earnest co-operation of the men within it." - The truth of this statement is unquestionable.

After reading many of the reasons offered by persons seeking divorce, one is led to wonder there are any perfect and happy marriages after glamor of the honeymoon is gone.

A Forestry officer read a paper in Portland telling of large sales of timber in reserves. But no settlers bought the timber; only rich men and cor-There was no Easter rain, but do

nan, with a man's contempt of millinery. That Vancouver man who retains his wife's estate of \$3000 if he remains single puts on cheap shackles.

If Georgetown falls to annex, Se attle still can have recourse to the graveyards.

Buffalo Bill's press agent is at work There has been a reconciliaearly.

Volcanoes are like humanity. Mount

Can They Do With a Victory When They Win It?

Louisville Courier-Journal. The Democrats have been burning black smoke so long that they are apt to over-estimate any good fortune that may come to them. The triumph in garden. the Lower House of Congress which they owe to the insurgent Republicans starts the braves to shouting snakes, day's a breakin'," when it were perhaps fitter for them to murmu "small favors thankfully received." is a long way from the overthrow of Cannon, who in the course of nature had not long to stay, and the election of a Democratic President in 1912. Very many things are likely to happen between now and then. The victory indeed may prove more seeming than In the first place it is yet to be seen

how far the insurgents will go along with us. If they are to make a scape-goat of Uncle Joe, redress their lines and claim for a Republican merit a bogus reform movement, they may get an arrest of public judgment and hold us off yet another four years, our vi-tality growing less and less the longer we walt. If they are to rally about "the Man from Africa," and recover the popularity lost them by the case-hardened Cannon and the iron-clad Aldrich, say nothing about the blundering Taft, the country will again be fooled to the top of its bent, Democracy the victim of what the gamblers call the double-cross. That Theodore Roosevelt was able to steal so much of the Democratic apparel as suited his fancy and seemed likely to attract the voters, and to foist such a man as his successor upon us, is alike discreditable to him

That will depend a good deal upon the leaders of Democracy. In case they show themselves true and wise, that is self-denving and self-poised, we may snatch the brand from the burning; for wresting the Government from hands that have held it so long amounts to of 50 feet square into dividend property that. It may be that the Republicans will split wide open on Rosevelt. If it be the determination of himself and his friends, heralding him as the only hope of Republicanism, to make him the Presidential nominee in 1912, they will.

In that event the road hafara as will be a dozen toward. In that event the road before us will be a broader and straighter. But, in any event, we must shape our course to neet the popular demand for a general ouse-cleaning felt by everybody the crying need at Washington as else-This can be alone effected by

change of parties and if we are to 'e intrusted with this the issue must not be obstructed by any side issues, or doctrinal quibbles, or theoretical hair-splitting. We must find a nominee suited to the work to be done and hav-The party must gather about this nominee loyally. If any man propo to lug in any "paramounts," kick him out. If any man breathes a word about "1896" shoot him on the spot, as a famous Secretary of the Treasury

In the meautime, the Courier-Journal stands up on its hind-legs and says in its artless way "Uncle Joe, you has our They done you dirt-they sure did! Stand up, you magnificent old reprobate, whilst we salute you and, amid the cowardly clamor and the ribald jeers, we render you the homage of a life-long foeman! You fit a good fight. You held out long and well. Except that you are an old man, they would not have dared—but, even at that, you made them play ball! Now want to unload on you the sins of Republican party; to find their expiation in your slaughter; to make that a virtue in Roosevelt and Taft which they find a crime in you; in short, to personalize their own system as Cannonism, and having cast out Cannonism, to reappear as good new, as sinless as doves, as stainless as snowflakes, you, after your 50 years of service, to pay the forfeit, they to get the reward! Ah, Joseph! Joseph—dear old Uncle Joe!—it is true enough that parties, like republies, are un-grateful! At ieast you told them no iles! You stood to your guns, which, until there came a fire in the rear, were their guns! The young may die. The old must. Your time had come, Uncle Joe. Better to go down with Uncle Joe. Better
colors flying than peter out in a longdrawn agony of hope and fear! We rejoice that the system with which you
were allied no more than the others
were allied no more than the others
that two standards exist in the same
state for an engineering education
state for an engineering example. were allied no more than the others who went before you—which was no more Cannonism that Reedism, or Crispism, or Carlialelsm or Blainelsm, for it was practiced and illustrated school in the college of agriculture and mechanic arts is recruited by means of low standards. To quote: "Students House-has gone down with you; it was a bad old system, quite eliminating the spirit of representative government! The proposed change will prove good for the country and not ill for the House! It will lead to other reforms until high Parliamentary methods prevail in Congress! Meanwhile, as to you, Uncle Joe, here's 'how!' We looks toward you, Joe! There shall still be cakes and sle! Join us, old enemy, join us, in singing that good old song, 'Never say die till the sea goes dry; we'll git over double trouble in the sweet by and

As for the insurgents, just a word; are we peers, or are we vassals; are you in with us, or just a lot of buncosteerers; if you be for a reduced tariff, join the Democrats; if you be for a cleansing of the Augean Stables, join the Democrats; but, if you be only monkeying to hold your places, get ye gone for a pack of cheap-john poll-ticians! The trick won't work twice. The voters will say in reply, "you fooled us with Taft. That was your fault! If you fool us again, it will be

The plot thickens. At least a Demo cratic House seems now assured. After that, we shall see what we shall see; but, from now onward with Democratic

Prairie City Miner.

Austin Bradford has been having trouble with a cow and a pig. He has a first-class milch cow which suddenly failed in her milk supply. Mr. Brad-ford began an investigation and dis-covered the pig sitting on his haunches sucking the cow.

> The Deadly Parallel. Lebanon Criterion.

If any one will take the trouble to look over the names of Republicans who are opposing the Republican asnot make light of the forecaster who sembly and compare the list with the predicted showers. He is a mere old-time Populists, the s similarity

REFLECTIONS OF AN OLD FOGY. Some women can live on love and \$14 per

Pittsburg can now redeem itself by porting Mayor McCarthy of San France Reform in Oregon is an avocation which reforms working for a living. Those cartwheel hats and "pay-as-you-inter" cars can settle it between themselves

The insurgent Congressmen might send for Dan Kellaher or leave the committee on rules to the pages and janitors.

WHO IS THE DEMOCRATS' MOSES! DOLLARS AND HEALTH AT HOME. A Plea to Grow Kitchen Vegetables or Back Lots; Make the Boys Help.

SANTA BARBARA, Cal., March 24.— To the Editor.)—In all that has been said outhing upon the greatly increased cost of living today, there has been little or reference to the humble kitcher

Traverse our city, or any other, note the neglected vacant lots and blocks, unsightly and uncared for. There is seliom the least attempt toward practical profitable gardening. There is not a 50-foot lot in Portland that could not be made to yield fresh vegetables, sufficient for the needs of an ordinary family four or five months of the year. This asserion presupposes the house and conver tional front yard. It is a great pity that gardening as an avocation by the city dwellers should be so nearly a lost art if one may term so simple a phase of outdoor life. We are not all millionaires, nor can every family sport a motor, but in the humble kitchen garden many usiness or professional man will find at once health, pleasure and profit.

Parents of healthy, growing boys are perplexed each Summer to find for them a healthy avocation. Boys are storehouses of energy. Body and mind must have occupation. Too often does the close of a Summer vacation bear witness to wasted days grow in an effort to have to wasted days gone in an effort to have a "good time." Barring an intermission of four years, when the writer worked by day and slept at night in a drug slore he has from early boyhood "put in" and worked a garden. By experience and by every test of health and dollars he knows it pays. He has seen boys, once their interest was aroused, make the little garden, which they cared for, the begin ning of a life's good work. What a foolwaste is this where the entire doorvard is devoted to lawn, and fertilize bought each year to replace the grass which a man is hired to cut and carry away. Now is the time to start the garden. Hire the initial spading to be done-it is the one and only part of the task which the back of the average maor boy won't stand for. As for the rest of the work, there is no lad of 10 who cannot, beginning now, convert a space

a dozen tomato plants-trained against a back fence where the sun strikes infurnish the variety which can be most easily cared for. Don't buy foma plants which the dealer scoops from jungle-like mass. Get the single plants each in a pot or box, paying a trille more, and secure a crop which will riper

Then, there is another use for a back fence than merely a stage for feline concerts. A 50-foot stretch will take two each, evergreen and Lawton biackberries and loganberries. "Toms" and "Tabbles have a proper dislike for these thorn; intruders and will promptly transfer their vocalizing to other locations.

Most men look upon gardening as "too much like hard work" and involving a degree of expert knowledge attainable and possessed only by those gentlemen from Italy or China whose calls at the kitchen door grow increasingly expen-To these doubters let me say: try price of tools and seeds; then, as our Summer draws to its close there will be an answer written which WILLIAM F. WOODWARD,

OREGON COLLEGES CRITICISED.

Carnegie Report Says Dual Function of O. A. C. and U. of O. Is Waste. ALBANY, Or., March 27.—(To the Oregon come in for severe criticism in the annual report of the Carnegle Foundation for the Advancement of Teaching, which has just recently bee

published The report charges that in Oregon, as well as in other states where the college of agriculture and mechanical some instances has become almost laughable. In nearly all cases the school of agriculture and mechanical arts has developed into more of an egineering school than a school of agri-culture, thereby duplicating the work of the university in that respect. Moreof low standards. In quote standards are drawn from strong high schools like that of Portland to these subfreshman classes. The chief reason in all auch cases is the desire for numbers and the wish to impress the Legislature. In Oregon there are nine so-called colleges and universities within 100 miles of each other, all of them in the Williamette Valley. Among these are the two state institutions, the University of Oregon and the Oregon Agricutural College, about 35 miles apart each engaged in the development of school of engineering. Could anything be more useless than two schools of mining engineering, for example, 30 miles apart in a sparsely settled state?"

This report will not be a surprise to those who are familiar with educa-tional conditions in our state. The sad fact is, that it is only too true. Here, then, is a splendid opportunity for the Board of Higher Curricula, provided for at the last session of the State Legis-lature, to correct thus evil. What can be more senseless than for the State of Oregon to maintals two separate and distinct engineering schools 35 miles apart, and moreover, with two different standards?

of course, any attempt to unite the two schools would meet with severe opposition, as would an attempt to adopt the metric system of measurethat, we shall see what we that, we shall see what we shall see what we that, from now onward with Democratic party leaders, the word should be, close ranks, and down with the doctrinaires and theorizers!

A Priced Pork.

Briced Inches; must come. The University must come. The Univ

That a high standard of graduation in the school of engineering should be required is self-evident. No man should possess a broader or more complete education today than the professional engineer. He is constantly involved in legal tangles, business transactions, as well as a mase of technicalities. If the colleges fall to equip him with the fitness to meet these ever-increasing demands they are failing in the purpose for which they were created.

R. E. S.

Real Count an Iron Puddler.

Ealtimore American.

Count Michael von Mourik de Beaufort, who recently began an apprenticeship in the works of the Columbia Tool Steel Company as a day laborer, has now been promoted to puddler at \$2.50 a day. In view of his recent rise in position he will move next week with his wife, formerly Miss Irma Kilgallen, daughter of M. H. Kilgallen, to a little cottage on Chicago Heights. Heights.

Oregon Losing Population Santlam News.

Mrs. Hay, with the noted triplets, who have been seen at the Scio fair the past two years, has now gone to No. Senator Bourns is not interested in colonel Roosevelt. He's trying to conserve leaky lot of patriots with pamphilets on J. H. M. the past two years, has now gone to Vancouver, where she arrived with her leaky lot of patriots with pamphilets on an ice factory in that city

LIFE'S SUNNY SIDE

Simeon Ford said the other day, aproos of whiskers I have shaved off my whiskers and it makes me look younger. People now eye me more appreciatively than they used to do. I, unlike poor Tom Angus, have gained by this facial change.

"Tom Angus was an architect of Tomb-stone. When they expected Mrs. Lang-try in Tombstone, Tom was appointed to decorate the railway station and the streets. He did so, and he made a good job of it, and after the Mayor had congratulated him, he said:
"Well, Mr. Mayor, since you like my

work, introduce me to Mrs. Langtry at the banquet, will you? " 'Sure I will,' said the Mayor, 'but you must knock that spinach off your chin first. Mrs. Langtry is a lady, and she could never stand for a rusty alfalfa field like your."

stammered Tom, 'but, Mr. Mayor, the King-'Cut down the alfalfa crop,' the Mayor nterrupted, 'and I'll introduce you. Vice rsa," he added very decidedly.
"So Tom removed his rich whiskers, TETER. nd that night among the banqueters his white, nude chin was a conspicuous of

"But the Mayor didn't introduce him to the beautiful Mrs. Langtry after all. Be-tween every course and all through the speeches Tom kept winking and nodding

speeches Tom kept winking and nodding to His Honor, but it was to no purpose. He didn't get introduced.

"And the next day, after Mrs. Langiry was gone, the Mayor, when Tom reproached him, gave a loud laugh.

"Was that you?" he reared, nodding and winking all last night? By Jove, I didn't recognize you. Tom, without your didn't recognize you. Tom, without your whiskers! "-Philadelphia Record.

The little daughter of a clergyman stubbed her toe and said "Darn! "I'll give you is cents," said her father, "if you'll never say that word again." A few days afterward she came to him "Papa, I've got a word worth half a dollar."-Everybody's.

A story is told of the late Cardinal Francesco Satolli's visit to Scranton, Pa., on the occasion of Right Rev. Bishop M. J. Hoban's consecration. During his stay in the upstate city he inspected the Cath-olic college there, and after addressing the boys, gave them a blessing, bolding his right hand aloft, in the manner of churchmen, with the first and second fingers extended.

"Now, boys," he said, on concluding the essing. "I am privileged to announce lessing. that you may have a holiday."
A quick-witted Celt, observing the two
fingers still extended, smilingly piped up:

"Two, Cardinal Satolli?" "Yes, two," laughed the cardinal, catching the idea which prompted the boy to put the query, but at the same time lowering his hand.-Philadelphia Times.

Rev. Dr. Boynton, a Congregational minister of Detroit, talked one evening at a meeting of workingmen held in the Detroit opera-house. The next morning two Irishmen met on

"Och, Pat," said one, "ye should ha-been out last night to hear Father Beyn-

"Father Boynton!" replied the other. He's no father at all, at all. He's a married man with seven children."-New

One of the New Jersey Representatives in Congress, very much addicted to ap-parel of the variety known as "loud," was on his way to the Capitol one day when he encountered Senator Depew. "If you're going to the Capitol," said the Senator, "we might as well walk to-gether. "I'm not going there just yet." said the Representative. "I must stop to see my tailor about a new coat." "The tailor!" exclaimed Mr. pew, in mock astonishment. t has always been my understanding that you were clothed by a costumer!"-Cleveand Lender.

A young Concord, N. H., lawyer had a foreign client in police court the other day. It looked rather black for the foreigner, and the Concord man fairly out did himself in trying to convince the magistrate that his client was innocent. rance of American customs, his straight

to extend the talk fully 15 minutes. His In congratulating the freed man the lawyer held out his hand in an absent though rather suggestive manner. The client grasped it warmly.

"Dot was a fine noise you make," he aid. "Thanks. Goo'by."-Concord (N.

"French Republic Corrupts Man."

Parls, France, Dispatch.
The Duke of Orleans, in a manifeste to
the Royalists of France, apropos of the candal arising from the liquidation of the religious orders, said that republican institutions are responsible for the corruption of man. The Duke announces that he is ready to come to Paris the minute there is a real chance of overturnng the present rule, and he concludes his statement by saying:

"Popular disgust indicates that the time

"Increment" in the Country.

Ashland Tidings.

The sale of the W. G. Estep orchard near Talent to L. H. and H. B. Houston, of Jamestown, N. Y., is reported, comprising 35 acres for the handsome sum of \$40,000. This property is a por-tion of the old Pellett orchard and includes eight acres of 16-year-old Bart-lett pears, eight acres of 16-year-old Newtown apples, the remainder in young trees. Mr. Estep purchased the place two years ago for \$12,000.

Moral: Read the Newspapers.

Philadelphia Record.
Harvey Hidley, 51, a painter of Reading. Pa., read in a newspaper several days ago that his aunt. Mrs. Mary Uline. had died in Troy, N. Y., and left him an estate exceeding \$100,000. Hidley, who has been employed in that city for a year, wrote to a law firm in Troy and found that the newspaper article was

Whisky, Tobacco and Long Life.

Indianapolis News. William Carroll Reed, who was born in Vicksburg, Miss., March 15, 1810, cele-brated his 100th birthday by registering to vote in Bakersfield, Cal. Somebody sked him to what he attributed his health and vigor. "To the fact that I drink only the best whisky and smoke only the best tobacco," Mr. Reed an-

POLITICAL COMMENT,

Whatever happens to Cannon—and nothing can be too had for the Wickedest Man in the World—"Cannonism" remains a somewhat sturdy, however offensive, fact. The Democrats have yet to batter it down; and if they can and do they may find themselves homesick for at least its parliamentary variety.—New York Sun.

Theodore Receivelt may not present to the English and the Egyptians just what a former President of the United States ought to be, but he can show himself as a type of the successful American politician with demagogic ways.—Montgomery (Ala.) Advertiser.

In the name of all that is good and prof-itable let Bryan and Bryanism and all that it stands for he not only set aside, but dis-tinctly repudiated. It never was sound Democracy, and can never be dressed up so as to decrive the people into belleving that it is the real thing.—Mobile Register. Besides, what good would it do Champ Clark to be Speaker. If he could not do in his way and according to his lights the mighty works old Joe Cannon has wrought? A Speakership shorn of its power would not be worth having.—Richmond Times-Dis-