

The Oregonian

Portland, Oregon, Postoffice as second-class matter. Entered as second-class matter, October 3, 1878. Postoffice at Portland, Oregon, Postoffice as second-class matter. Entered as second-class matter, October 3, 1878.

Subscription Rates: Daily, Sunday included, one year, \$8.00; Daily, Sunday included, six months, \$5.00; Daily, Sunday included, three months, \$3.00; Daily, Sunday included, one month, \$1.00.

How to Read: Send Postoffice money order, express order or personal check on your local bank, payable to the Oregonian.

Postage Rates: 12 to 18 pages, 1 cent; 18 to 22 pages, 2 cents; 24 to 28 pages, 3 cents; 30 to 32 pages, 4 cents; 34 to 38 pages, 5 cents; 40 to 42 pages, 6 cents; 44 to 48 pages, 7 cents; 50 to 52 pages, 8 cents; 54 to 58 pages, 9 cents; 60 to 62 pages, 10 cents; 64 to 68 pages, 11 cents; 70 to 72 pages, 12 cents; 74 to 78 pages, 13 cents; 80 to 82 pages, 14 cents; 84 to 88 pages, 15 cents; 90 to 92 pages, 16 cents; 94 to 98 pages, 17 cents; 100 to 102 pages, 18 cents; 104 to 108 pages, 19 cents; 110 to 112 pages, 20 cents; 114 to 118 pages, 21 cents; 120 to 122 pages, 22 cents; 124 to 128 pages, 23 cents; 130 to 132 pages, 24 cents; 134 to 138 pages, 25 cents; 140 to 142 pages, 26 cents; 144 to 148 pages, 27 cents; 150 to 152 pages, 28 cents; 154 to 158 pages, 29 cents; 160 to 162 pages, 30 cents; 164 to 168 pages, 31 cents; 170 to 172 pages, 32 cents; 174 to 178 pages, 33 cents; 180 to 182 pages, 34 cents; 184 to 188 pages, 35 cents; 190 to 192 pages, 36 cents; 194 to 198 pages, 37 cents; 200 to 202 pages, 38 cents; 204 to 208 pages, 39 cents; 210 to 212 pages, 40 cents; 214 to 218 pages, 41 cents; 220 to 222 pages, 42 cents; 224 to 228 pages, 43 cents; 230 to 232 pages, 44 cents; 234 to 238 pages, 45 cents; 240 to 242 pages, 46 cents; 244 to 248 pages, 47 cents; 250 to 252 pages, 48 cents; 254 to 258 pages, 49 cents; 260 to 262 pages, 50 cents; 264 to 268 pages, 51 cents; 270 to 272 pages, 52 cents; 274 to 278 pages, 53 cents; 280 to 282 pages, 54 cents; 284 to 288 pages, 55 cents; 290 to 292 pages, 56 cents; 294 to 298 pages, 57 cents; 300 to 302 pages, 58 cents; 304 to 308 pages, 59 cents; 310 to 312 pages, 60 cents; 314 to 318 pages, 61 cents; 320 to 322 pages, 62 cents; 324 to 328 pages, 63 cents; 330 to 332 pages, 64 cents; 334 to 338 pages, 65 cents; 340 to 342 pages, 66 cents; 344 to 348 pages, 67 cents; 350 to 352 pages, 68 cents; 354 to 358 pages, 69 cents; 360 to 362 pages, 70 cents; 364 to 368 pages, 71 cents; 370 to 372 pages, 72 cents; 374 to 378 pages, 73 cents; 380 to 382 pages, 74 cents; 384 to 388 pages, 75 cents; 390 to 392 pages, 76 cents; 394 to 398 pages, 77 cents; 400 to 402 pages, 78 cents; 404 to 408 pages, 79 cents; 410 to 412 pages, 80 cents; 414 to 418 pages, 81 cents; 420 to 422 pages, 82 cents; 424 to 428 pages, 83 cents; 430 to 432 pages, 84 cents; 434 to 438 pages, 85 cents; 440 to 442 pages, 86 cents; 444 to 448 pages, 87 cents; 450 to 452 pages, 88 cents; 454 to 458 pages, 89 cents; 460 to 462 pages, 90 cents; 464 to 468 pages, 91 cents; 470 to 472 pages, 92 cents; 474 to 478 pages, 93 cents; 480 to 482 pages, 94 cents; 484 to 488 pages, 95 cents; 490 to 492 pages, 96 cents; 494 to 498 pages, 97 cents; 500 to 502 pages, 98 cents; 504 to 508 pages, 99 cents; 510 to 512 pages, 1.00.

Portland, Monday, May 3, 1915.

A PEANUT FOR DEMAGOGUES.

When the Oregon Legislature in 1907 memorialized Congress to take some action concerning Oregon and California land grants, it only asked that by passage of a law or by some other course the railroad company be compelled to comply with the terms of the grant on penalty of forfeiture.

The outcome of this memorial was not a law as asked, but the institution of a suit for forfeiture of the grant. The government in this litigation suggested alternative decrees provided there should be no forfeiture.

In this grant are nearly 4,000,000 acres of land standing in alternate sections. Consult the family checker-board and imagine that the black squares are railroad grant lands and the white squares land in private ownership.

Consider for a moment conversion of the 600,000 acres into a reservation—Government or railroad. The private landowner cannot reach his property without crossing a reserved section; community advantages are denied him; he cannot hope for good schools, churches, or easily accessible markets or good roads.

The state has a grave interest in the outcome of this litigation, not wholly one of taxes even at \$500,000 a year, which is approximately the amount that would be collected from the grant in its virgin state. It is one of development and progress as well.

But it is within the province of the United States Supreme Court to go back to the bill of complaint and order the lower court to enter a decree in accordance with one or the other alternatives asked therein.

Frederick W. Seward, who died recently, had a career which alone would have made his name distinguished, had not that of his illustrious grandfather done so.

Frederick W. Seward, who died recently, had a career which alone would have made his name distinguished, had not that of his illustrious grandfather done so.

The report of the Multnomah County grand jury reveals the existence of a disgraceful practice inuring to the financial detriment of laborers in the employ of the county.

When the Oregon Legislature in 1907 memorialized Congress to take some action concerning Oregon and California land grants, it only asked that by passage of a law or by some other course the railroad company be compelled to comply with the terms of the grant on penalty of forfeiture.

to call on the broker. There, although no service is rendered, a discount of 1 per cent is exacted. This discount has been collected from laborers in the Courthouse and within a few feet of the office of the Treasurer, where the money awaited the presentation of the order.

The grand jury commends orders recently issued by the County Commissioners directing that the checks be delivered personally to the proper owners and that the use of office room in or keys to the Courthouse be denied to the persons. The grand jury adds the recommendation that instructions as to the manner of cashing be plainly printed on the checks.

If we are to understand that foremen directly in the employ of the county have been guilty of such practices, we would go still further. Exaction of such a discount is an iniquitous graft. Every foreman or other county employ who becomes a party to it in the future or has been a party to it in the past ought to be kicked out of his job.

A LEADERLESS LEGISLATURE. The New York Legislature, which ended its session a week ago, was leaderless, according to both the New York Times and the New York World.

The New York Legislature, which ended its session a week ago, was leaderless, according to both the New York Times and the New York World.

The New York Legislature, which ended its session a week ago, was leaderless, according to both the New York Times and the New York World.

The New York Legislature, which ended its session a week ago, was leaderless, according to both the New York Times and the New York World.

The New York Legislature, which ended its session a week ago, was leaderless, according to both the New York Times and the New York World.

The New York Legislature, which ended its session a week ago, was leaderless, according to both the New York Times and the New York World.

The New York Legislature, which ended its session a week ago, was leaderless, according to both the New York Times and the New York World.

The New York Legislature, which ended its session a week ago, was leaderless, according to both the New York Times and the New York World.

The New York Legislature, which ended its session a week ago, was leaderless, according to both the New York Times and the New York World.

The New York Legislature, which ended its session a week ago, was leaderless, according to both the New York Times and the New York World.

The New York Legislature, which ended its session a week ago, was leaderless, according to both the New York Times and the New York World.

The New York Legislature, which ended its session a week ago, was leaderless, according to both the New York Times and the New York World.

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Mr. Daniels includes in his total, but which should have been scrapped. In our total number of gunboats are included four which the General Board terms "old boats of little value."

Twenty-Five Years Ago

From The Oregonian of May 3, 1890. Dr. A. C. Pantan and William Church, Jr., had a ride Thursday morning both interesting and exciting but fraught with too much danger to be welcomed again.

From The Oregonian of May 3, 1890. Dr. A. C. Pantan and William Church, Jr., had a ride Thursday morning both interesting and exciting but fraught with too much danger to be welcomed again.

From The Oregonian of May 3, 1890. Dr. A. C. Pantan and William Church, Jr., had a ride Thursday morning both interesting and exciting but fraught with too much danger to be welcomed again.

From The Oregonian of May 3, 1890. Dr. A. C. Pantan and William Church, Jr., had a ride Thursday morning both interesting and exciting but fraught with too much danger to be welcomed again.

From The Oregonian of May 3, 1890. Dr. A. C. Pantan and William Church, Jr., had a ride Thursday morning both interesting and exciting but fraught with too much danger to be welcomed again.

From The Oregonian of May 3, 1890. Dr. A. C. Pantan and William Church, Jr., had a ride Thursday morning both interesting and exciting but fraught with too much danger to be welcomed again.

From The Oregonian of May 3, 1890. Dr. A. C. Pantan and William Church, Jr., had a ride Thursday morning both interesting and exciting but fraught with too much danger to be welcomed again.

From The Oregonian of May 3, 1890. Dr. A. C. Pantan and William Church, Jr., had a ride Thursday morning both interesting and exciting but fraught with too much danger to be welcomed again.

From The Oregonian of May 3, 1890. Dr. A. C. Pantan and William Church, Jr., had a ride Thursday morning both interesting and exciting but fraught with too much danger to be welcomed again.

From The Oregonian of May 3, 1890. Dr. A. C. Pantan and William Church, Jr., had a ride Thursday morning both interesting and exciting but fraught with too much danger to be welcomed again.

From The Oregonian of May 3, 1890. Dr. A. C. Pantan and William Church, Jr., had a ride Thursday morning both interesting and exciting but fraught with too much danger to be welcomed again.

From The Oregonian of May 3, 1890. Dr. A. C. Pantan and William Church, Jr., had a ride Thursday morning both interesting and exciting but fraught with too much danger to be welcomed again.

From The Oregonian of May 3, 1890. Dr. A. C. Pantan and William Church, Jr., had a ride Thursday morning both interesting and exciting but fraught with too much danger to be welcomed again.

From The Oregonian of May 3, 1890. Dr. A. C. Pantan and William Church, Jr., had a ride Thursday morning both interesting and exciting but fraught with too much danger to be welcomed again.

From The Oregonian of May 3, 1890. Dr. A. C. Pantan and William Church, Jr., had a ride Thursday morning both interesting and exciting but fraught with too much danger to be welcomed again.

Glams Through the Mist

By Dean Collins. LITTLE BOY BLUE, COME BLOW YOUR HORN. THE SHEEP'S IN THE MEADOW, THE COWS IN THE CORN.

By Dean Collins. LITTLE BOY BLUE, COME BLOW YOUR HORN. THE SHEEP'S IN THE MEADOW, THE COWS IN THE CORN.

By Dean Collins. LITTLE BOY BLUE, COME BLOW YOUR HORN. THE SHEEP'S IN THE MEADOW, THE COWS IN THE CORN.

By Dean Collins. LITTLE BOY BLUE, COME BLOW YOUR HORN. THE SHEEP'S IN THE MEADOW, THE COWS IN THE CORN.

By Dean Collins. LITTLE BOY BLUE, COME BLOW YOUR HORN. THE SHEEP'S IN THE MEADOW, THE COWS IN THE CORN.

By Dean Collins. LITTLE BOY BLUE, COME BLOW YOUR HORN. THE SHEEP'S IN THE MEADOW, THE COWS IN THE CORN.

By Dean Collins. LITTLE BOY BLUE, COME BLOW YOUR HORN. THE SHEEP'S IN THE MEADOW, THE COWS IN THE CORN.

By Dean Collins. LITTLE BOY BLUE, COME BLOW YOUR HORN. THE SHEEP'S IN THE MEADOW, THE COWS IN THE CORN.

By Dean Collins. LITTLE BOY BLUE, COME BLOW YOUR HORN. THE SHEEP'S IN THE MEADOW, THE COWS IN THE CORN.

By Dean Collins. LITTLE BOY BLUE, COME BLOW YOUR HORN. THE SHEEP'S IN THE MEADOW, THE COWS IN THE CORN.

By Dean Collins. LITTLE BOY BLUE, COME BLOW YOUR HORN. THE SHEEP'S IN THE MEADOW, THE COWS IN THE CORN.

By Dean Collins. LITTLE BOY BLUE, COME BLOW YOUR HORN. THE SHEEP'S IN THE MEADOW, THE COWS IN THE CORN.

By Dean Collins. LITTLE BOY BLUE, COME BLOW YOUR HORN. THE SHEEP'S IN THE MEADOW, THE COWS IN THE CORN.

By Dean Collins. LITTLE BOY BLUE, COME BLOW YOUR HORN. THE SHEEP'S IN THE MEADOW, THE COWS IN THE CORN.

By Dean Collins. LITTLE BOY BLUE, COME BLOW YOUR HORN. THE SHEEP'S IN THE MEADOW, THE COWS IN THE CORN.

Half a Century Ago

From The Oregonian of May 3, 1865. By private telegraphic dispatch received from Washington City yesterday, we are informed that Senators Williams and Nensmith left for home on the 21st of April.

From The Oregonian of May 3, 1865. By private telegraphic dispatch received from Washington City yesterday, we are informed that Senators Williams and Nensmith left for home on the 21st of April.

From The Oregonian of May 3, 1865. By private telegraphic dispatch received from Washington City yesterday, we are informed that Senators Williams and Nensmith left for home on the 21st of April.

From The Oregonian of May 3, 1865. By private telegraphic dispatch received from Washington City yesterday, we are informed that Senators Williams and Nensmith left for home on the 21st of April.

From The Oregonian of May 3, 1865. By private telegraphic dispatch received from Washington City yesterday, we are informed that Senators Williams and Nensmith left for home on the 21st of April.

From The Oregonian of May 3, 1865. By private telegraphic dispatch received from Washington City yesterday, we are informed that Senators Williams and Nensmith left for home on the 21st of April.

From The Oregonian of May 3, 1865. By private telegraphic dispatch received from Washington City yesterday, we are informed that Senators Williams and Nensmith left for home on the 21st of April.

From The Oregonian of May 3, 1865. By private telegraphic dispatch received from Washington City yesterday, we are informed that Senators Williams and Nensmith left for home on the 21st of April.

From The Oregonian of May 3, 1865. By private telegraphic dispatch received from Washington City yesterday, we are informed that Senators Williams and Nensmith left for home on the 21st of April.

From The Oregonian of May 3, 1865. By private telegraphic dispatch received from Washington City yesterday, we are informed that Senators Williams and Nensmith left for home on the 21st of April.

From The Oregonian of May 3, 1865. By private telegraphic dispatch received from Washington City yesterday, we are informed that Senators Williams and Nensmith left for home on the 21st of April.

From The Oregonian of May 3, 1865. By private telegraphic dispatch received from Washington City yesterday, we are informed that Senators Williams and Nensmith left for home on the 21st of April.

From The Oregonian of May 3, 1865. By private telegraphic dispatch received from Washington City yesterday, we are informed that Senators Williams and Nensmith left for home on the 21st of April.

From The Oregonian of May 3, 1865. By private telegraphic dispatch received from Washington City yesterday, we are informed that Senators Williams and Nensmith left for home on the 21st of April.

From The Oregonian of May 3, 1865. By private telegraphic dispatch received from Washington City yesterday, we are informed that Senators Williams and Nensmith left for home on the 21st of April.