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WHO ARE IN THE SECRET?

Facts recently ascertained warrant the belief that there was collusion between people in Oregon and the federal officials, whereby profit could be secured to them through the forest reserve scheme. Who are in the secret? Is a query that is pertinent just now.

On July 29 the federal government promulgated the information that there was to be a forest reserve in Eastern Oregon. Three days prior to that date, an immense quantity of land was applied for at the state land office.

There had been no public intimation that a reserve was contemplated. Oregon people were not consulted, that is, the public in Oregon was not consulted. Some were secretly apprised of the coming reserve, but there was no discussion, no debate, no ascertaining of the status of opinion here.

The conclusion is irresistible that there was collusion. Some one in Washington told some one in Oregon that the reserve was about to be declared. Those people in Washington gave the information secretly, apparently for the purpose of permitting the Oregon end of the combine to secure profit by getting possession of certain tracts of public lands that would be within the boundaries of the reserve.

These lands are sections 16 and 36 in each township, those sections being the lands granted to the State of Oregon by the federal government for school purposes. The reserve being declared finally, would give to the person who had secured these lands from the state the right to take scrip that is applicable to any unappropriated public lands elsewhere.

The lands, if secured from the state at the usual price of \$125 an acre, would bring to the new owner a large profit, for the reason that the scrip obtained in lieu for those lands is worth at least \$6 an acre in the open market, where it is bought by timber operators to lay upon forest lands in other localities. Often, the scrip is applied to timber lands that are worth so much as \$20 an acre, making the profit difference between the original price—\$125—and the value of the timber land to which it is applied—\$20.

When these lands amount to thousands of acres, as they do in this instance, the profit is enormous.

Who was in the secret? Who in Oregon carried out the plan at this end? Who in Washington engineered the national capital end of the project? There is opportunity here for exposure. Failure to explain will throw many officials, state and national, under suspicion of collusion and reprehensible scheming to gain private profit from their official knowledge.

CREDIT FOR MR. MOODY.

The presence in Portland of the delegates to an irrigation convention is due to the existence of a federal law that proposes the reclamation of vast bodies of arid land. Information is to be disseminated and measures discussed looking towards the most effective operation of the newly enacted law.

It is right to give credit to whom credit is due. Probably no well informed man will deny that the present important relationship that Oregon bears towards the federal project results largely from the activity of Malcolm A. Moody, Congressional Representative from the Second District.

Messrs. Pinchot and Newell, of the Interior Department, were induced to come to Oregon by Mr. Moody's efforts, the latter escorting them throughout the immense regions of Eastern Oregon wherein lie the arid lands. He persisted in the work of interesting the federal officers in the arid lands of this state, and was the

principal person in the movement that has as one of its outgrowths the present irrigation Congress in Portland.
Mr. Moody has left a record of industry applied with intelligence and understanding of the needs of his constituency. It is right to accord him credit in this instance, involving the irrigation enterprise, which is but one of the things he did for the betterment of the district that honored him with election to Congress.

VESTED RIGHTS AND IRRIGATION

Undoubtedly, J. N. Williamson's argument is sound—there is a difference between vested rights and rights that are about to be vested. He was discussing the subject of irrigation before the congress now here.

It is true that his address was filed with undignified references to remarks that others had made of him, and it was not a matter germane to the convention. He would have appeared to much better advantage had he refrained from injecting his personal fights into a meeting that was intended to deal with matters of public interest. It was no more nearly right for him to hurl anathema at his detractors, than for them to hurl back replies in that same convention. The one was just as proper as the other.

In fact, it was rather disgraceful to involve a state convention in personal quarrels that should be settled outside, or never, in so far as the convention was concerned. When he appears upon the floor of this convention hall, it is as a private citizen, not as the Congressman-elect, and he has just as many rights as has any other delegate.

While this is true, nevertheless it must be conceded that his main contention is correct—there is a distinction between rights that have been vested, and those that are about to be vested.

The Carey federal law, made applicable to Oregon through a state law that was reported to the Senate by Senator Williamson as chairman, provides for the securing of lands in the arid region, after certain requirements have been met. A company or individual proceeds to take the steps necessary to meet those requirements, and invests money in defraying the necessary expenses incident to the work. There is no assurance that the application for the desert lands will be granted, for the law compels that after the preliminary steps have been taken the Secretary of the Interior must apply the securities any permanent rights in the premises.

If he begin the work, he must begin it subject to the contingency that his application may be refused by the Secretary. He hopes to receive sanction from the Secretary, but such sanction is absolutely necessary before there may be any vested rights.

It is a well known principle that no sound law may be enacted that takes from a man what is his, unless there be adequate compensation. And to enact a desert law under which men secure vested rights, and then to enact another law taking away those vested rights, would be manifest injustice, as well as manifest illegality.

Mr. Williamson has the better of the argument, in this instance, for it is true that none of the applications have been granted by the Secretary of the Interior, with one possible exception.

The whole matter is properly referable to the demands of the public. What will conserve the interests of the people must be decided upon as wise. If government irrigation will secure safer conditions to the citizens affected by it, then let us have government irrigation. It is also true that there may be wisdom in permitting both plans to operate, in one locality government irrigation, in another locality private ownership of irrigation plants.

It is one of the questions that few are prepared at this time to decide. Most wise men are withholding final opinion, pending the ascertaining of more comprehensive information. It is one of the functions of these conventions to determine what is right.

A BOOMTOWN BOOMERANG.

A dispatch from Seattle to the coast newspapers published in their morning issues makes the statement that the United States army transport service is going out of business and that Seattle is going to reap all the benefit by the change to the extent of becoming the subsidized depot for government Philippines supplies. The telegram says in part:

"SEATTLE, Nov. 19.—An important move was made to take the government out of the transport business today when bids were opened in Seattle, Portland and San Francisco for the transportation of men, animals and freight from the Pacific Coast to the Philippines. But one bid was received, that of the Boston Steamship Company, which offers the steamship Ohio for one round trip and the big carriers Tremont, Shawmut and Lyra for doing the government work until the end of the fiscal year, June 30, 1903. The acceptance of this bid will mean the establishment of a large depot here, and that practically all the passenger and freight business for the Philippines would be dispatched at this port."

The intelligence conveyed in the message is entirely misleading and is so worded that it is undoubtedly intended as a boom for the Sound city. The Journal is not a member of the Associated Press, but if it were this paper would surely protest against the wiring of any such biased "news."

The truth in the matter is that the United States army transport service is not to be abandoned in its entirety and that Seattle never has been nor will be considered the principal shipping port for

government supplies to the Philippines. The call for bids for carrying supplies to the islands is in line with an order sent out by the War Department nearly six months ago that government freight business with Manila should be divided among such steamship lines as merchants of the Pacific Coast should establish or advocate. The government even went so far as to make special offers of consignments to merchants of coast seaports if they would put on a line of steamers. The intention was, and still is, to divide the trade equally among cities of the coast that are in a position to handle it. In this connection Portland can, if it will, ask for a portion of the government's Philippine traffic and will surely receive it. It is only a question of whether it would pay to put a line of steamers on between here and Manila, but once this is done Portland will be entitled to her share of the government consignments.

The placing of tenders yesterday at Seattle is only a general offer of one of many of the commercial plums that Uncle Sam's transport service is going to place before Pacific Coast cities. There will be many others and Portland may get her share of the general freight business with the new possessions. Common business sense will be the factor in establishing government depots for Philippines supplies all along the coast, and the false claim that Seattle is putting forth that it is to be the "only depot" is merely in the nature of a cheap boom, for the bids have not even been taken under consideration as yet by the transport service.

THE TABASCO COLUMN.

Representative Williamson, in speaking before the Irrigation Congress, declared that the Government was slow, and won some applause by suggesting that people who thought so, should "ask Spain." And yet there were probably not half a dozen in the audience who could talk Spanish.

Some policemen will want their salaries raised if they are not to be allowed to lunch at the corner fruit stands.

Attorney McVeigh, cross-questioning John Mitchell concerning the coal strike, asked: "Don't you know that this whole region has been treated for five months to a veritable forest of hell?" And yet there was supposed to be a scarcity of fuel.

George A. Young, "Wasco County's Wool Queen" in the Elks' carnival two years ago, is attending the Irrigation Congress. His beauty is as pronounced, and his smile as bewitching as on that memorable occasion.

"There has been a holocaust of brutal assaults in Boston," says a Western paper. This crime against the English language only ranks as murder in the second degree, because it was not premeditated.

Newspaper fame has ruined the President's hunting trip in Mississippi. The dogs started one bear, and it knowing the man behind the gun, did not stop until it reached a cane-brake nine miles away.

The number of bald heads in the Irrigation Congress must have been scattering to President Devers and the other handsome gentlemen on the stage.

An exchange gives the Maine amateur deer hunter record this year as follows: Deer hunters killed, six; deer hunters wounded, six; deer killed, 0,000.

Devery's latest on David Bennett Hill is that "He is a load for a hearse." Can it be possible Devery thinks Hill actually dead?

Music is to be tried as a cure for insanity in a New York hospital. How

low-down journalism.

So far as is known there is but one newspaper in the world printed below the level of the sea. This paper is the Indianapolis Submarine. The paper is a little four-page weekly, which does not present a remarkably prepossessing appearance, but it serves the required purpose of the community in which it circulates.

The desert does not present too abundant facilities for journalism, as one or two extracts from the paper itself will suggest, and the Submarine is situated in the midst of the most formidable of the deserts of California—the Colorado desert of this country. Regarding the paper's recent move from India to Coahuila, the editor of the paper says:

"Inducement of a flattering character having been offered the publisher in the way of a bonus, we have removed our printing office from India to Coahuila, a distance of three and one half miles. We have dropped from 22 feet below sea level to 75 feet below sea level."

"We hit Coahuila with a dull, yet raucous thud. The low rumbling noise you heard last Tuesday was caused by our printing office making the drop. It may be truly said that the Submarine is the lowest-down or the low-downest or the most low-down newspaper on earth. As nearly as we can compute the distance, Hades is about 212 feet just below our new office. The paper will continue to advocate the interests of all the country below the sea level, and we want you to fire in all the news you know."—Chicago Chronicle.

SOBRIETY.
It is a fact proved by drinking statistics that America is becoming more temperate, but the best authorities do not meet the question of the effects of legal penalties. Hard drinkers are no longer countenanced by desirable society. This is one reformatory force, and a stronger one yet is the increasing desire in many lines of business for men who are always sober and reliable.

"If I were King," is a play that ought to appeal to Baer.

JUST BETWEEN OURSELVES.

BY K. K. K.

"I visited New York from the Battery to Fifth avenue," said Dr. Mae Cardwell, when I interviewed her yesterday. "I found her busy getting settled after her long absence, but when I asked her for some reminiscences of her New York trip for the women of Portland, she kindly laid out the matter as follows:

I wish it were possible to give a detailed account of our talk together. It was so thoroughly interesting. Dr. Cardwell modestly refused to speak of her medical studies—indeed the only mention of the word was in connection with her work among the tenements of New York and her study of sanitary conditions there. She mentioned one tenement, the better class too, but 85 feet long and 35 wide, which contained 100 families. The 136 children have no play ground but the narrow, dark hall, and never catch a glimpse of a grass plot save on a very occasional trip to Central park.

A DISAPPOINTMENT.
By the way, Dr. Cardwell found Central Park a great disappointment. "As a show place for wealth and fashion, it does very well," she said, "but one of our places has more natural beauty. There are no flowers, no trees, no lawns, no water, no anything, except a few flowers, which are coated with dirt, and haven't the vigorous, healthy growth we see here." The flowers were another disappointment. Not a choice rose was seen after leaving Chicago, not even in the flower room of the Waldorf. Or you can give us special responsibilities in 1905. Portland must be a rose city.

EASTERN WOMAN'S CLUBS.
Dr. Cardwell told of her visits to the different women's clubs of New York, and how she welcomed them as a fellow club woman. I especially enjoyed her account of the great Professional Women's League exhibit at Madison Square Garden, where every office was filled by a woman; police services not excepted.

The number of Oregonians in New York was surprising. The medical profession was represented by five other physicians. It is not so surprising when one realizes as Dr. Cardwell says: "Medicine and surgery have advanced so rapidly in this country during the past 10 or 15 years that it is no longer necessary to visit Europe for a course of study. Indeed, the tide is turning this way." She then told of her visit to the famous Hattie Hattie, who has finished her music studies and goes to Salt Lake soon for teaching and choir work. Emily Bauer, a noted art critic now; her sister who shows a taste for the "beauties" of a day. A day home, weighing 1,600 pounds, built like a mountain, and the weight of one of his hoofs in gold, was brought into the shop. "He interferes" with that left hind foot," said the driver. "Put a 'hospital shoe on him."

The shoer took a careful measurement of the foot, went to the forge and laid out a shoe, which was designed to make the horse throw his foot out, when picking up, so up, so miss the road, which was bleeding from its repeated blows.

"Does the introduction of the auto have any effect upon the horse?" was asked a downtown horseholder.

"Not yet," he said. "As they are only used by few people. But as professional men come to use them instead of a horse and buggy, the change will doubtless reach the blacksmith shop. We felt the bicycle innovation more than any other. It was introduced into the city every man, woman and child owned a penny and cart, and the runaways equalled the automobile record."

RAILWAY EXPENSES.

People often complain of the high freight and passenger rates charged by railroads. They do not think of the expenses attached to the operation of a railroad.

There is a helper station on the O. R. & N. at Kamela which is a fair illustration of the enormous cost of carrying on the traffic of a large system of railroads. The freight and passenger rates seem rather inadequate to some of the vast expenditures that are made. A new line was introduced into the city every man, woman and child owned a penny and cart, and the runaways equalled the automobile record."

Salaries of six engineers at \$135.....\$810
Salaries of six firemen at \$81.....\$486
Salaries of two whippers at \$40.....\$80
Salaries of one operator at \$60.....\$60
1,000 tons coal at \$5 per ton.....5,000
(normally).....5,000
Labor, handling coal.....100
Repairs (under normal conditions).....100
Oil.....100

Total.....\$8,750
This is not an expense of one month in the year, but a continual drain, year in, year out.

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At the close of the program dainty refreshments were served by the hostess and Mrs. Eggert. About 47 ladies were present.

LOW-DOWN JOURNALISM.

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SHORT TALES.

BY K. K. K.

"I have been shoeing horses for 30 years," said an old journeyman horse-shoer, to a Journal representative this morning. "And every time I pick up a horse's foot I find something new about it."

In the 20 shops of Portland are 25 journeyman horse-shoers and about 60 blacksmiths and apprentices.

This is the army that follows in the wake of the city traffic and keeps its shoes and wagon tires tight.

Blacksmithing has been as thoroughly revolutionized during the past decade as any of the handicrafts.

"This vehicle is worth \$1,000, and you know how skillfully it must be repaired to correspond with its original appearance," said a blacksmith, as he was working under a survey of exquisite finish and pattern.

This is a fair illustration of the progress that has been made in this trade. The high class vehicles that have supplanted the old-fashioned horse-drawn carriages have required the old-time blacksmith to become a high-class workman, able to meet the demand of the day. The jolly old story-telling smithy is relegated to the small country towns and roadside shops.

The city workman is a bustling, scientific, systematic mechanic, who has learned a trade in the face of keen competition and must keep pace with this trade.

The city shop is a clean, spacious place, where you can drive with the most delicate pneumatic-tired carriage, silver-tipped and shining with patent leather finishings, without more danger of it being soiled than there would be in the most state of the city. Or you can drive in the great furniture van, big and broad as the overland "schooner."

Blacksmithing and horse-shoeing are two distinct trades. The horse-shoers do nothing but fit and nail the shoes. The blacksmith does the repairing.

One can imagine how delicate a trade the horse-shoer's is, when a gentleman rides in on a mare that is worth \$5,000, and stands by while the dainty shoes are tenderly removed; the pink hoof dressed with the utmost care, and the new shoe, after being fitted to the foot, like a lady's glove to her hand, is driven on with tiny, tapering nails with such nice precision that not a hammer stroke is wasted, nor a useless movement of the muscles made.

It is almost as delicate as the jeweler's trade. The same man would leave his watch to be repaired and go about his business, but he stands over that high-class shoe, cooling and talking to her as if she were human.

There is a touch of the scientific in the horse-shoer's trade. A dry horse, weighing 1,600 pounds, built like a mountain, and the weight of one of his hoofs in gold, was brought into the shop. "He interferes" with that left hind foot," said the driver. "Put a 'hospital shoe on him."

The shoer took a careful measurement of the foot, went to the forge and laid out a shoe, which was designed to make the horse throw his foot out, when picking up, so up, so miss the road, which was bleeding from its repeated blows.

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TONIGHT'S ATTRACTIONS.

BY K. K. K.

The Marquand Grand—Belle of New York.
The Baker—"A Contented Woman."
Cordray—"Hunting for Hawkins."

COMING ATTRACTIONS.

The Marquand Grand—"Belle of New York," for the remainder of the week.
The Baker—"A Contented Woman," for the remainder of the week.
Cordray—"Hunting for Hawkins," for the remainder of the week.

Alphonse and Gaston.

The defect in the production of the musical farce "Alphonse and Gaston," which was at the Marquand last night, is that the parts of Alphonse and Gaston are made too nearly an approach to legitimate comedy. Alphonse and Gaston are two polite Frenchmen. They should be shown as polished, suave, smooth fellows, always correct in their deportment, with life and action to indicate the vivacity of the typical Frenchman.

Ashley and Bobby Mathews has too much "horse play." They make themselves nothing short of knockabout comedians, and detract from the excellence of the entire production thereby.

The Alphonse and Gaston is happy. It could be made productive of as good a comedy as ever was put on the stage. Even with the wrong conception by the people who have this company in charge, it has some elements of interest, and there was considerable laughter at the absurd complications into which the devotion of the two polite Frenchmen were thrown.

There was little good singing, although the score calls for some rather good things. Legal troubles that tied up the company in litigation are cause for some of the deficiencies, and another feature in the history of the company is that the book reads much funnier than it was when staged.

MANAGER'S ANNOUNCEMENTS.

"Belle of New York" Tonight.

The "Belle of New York," without a doubt, one of the greatest favorites that comes to Portland, will open an engagement of three nights this evening at the Marquand Grand Theatre, giving a special matinee Saturday at 2:15 o'clock.

"The Belle of New York" deserves the title of the "evergreen musical play," if such a designation can be attached to any stage production. It has been extremely popular in America, England, Germany, Austria and Australia since its original production at the Theatre Royal in New York a number of years ago. It is safe to say that it has played to and delighted more men, women and children than any other of similar style known to theatre-goers of the present day. This year the players engaged by Mr. Shurtz are of exceptional talent in both singing and acting and therefore all the performances are delightfully smooth. It is also beyond question that there are more prettily with this company than have been seen here with any other company.

"Hearts of Oak" Next Week.

The advance sale of seats will open tomorrow, Friday, morning for "Hearts of Oak." "Hearts of Oak" is the record that is again maintained this season by the James A. Herne plays, "Hearts of Oak" and "Shore Acres."

Year after year have these delightful stories, domestic life on the New England Coast attracted hundreds of thousands of play-goers. To witness these plays time and time again is to find new hidden human truths. When James A. Herne established a new order of things in play-writing and play-acting, the critics declared that he was ahead of the times and he was told that he would meet with failure. The same thing was told to the inventors of the telephone, the graph instrument, the telephone and the electric light. Like these inventors Herne overcame all obstacles and met with a success that can never be forgotten. Herne plays have the strongest ones in this country that have outlived one generation and are appealing as strongly as ever to the youths of the country. "Hearts of Oak" played by a specially selected company and equipped with the most efficient scenery and stage to be produced at the Marquand Grand Theatre next Monday and Tuesday nights, November 24 and 25.

Stuart Robson Next Week.

With the craze for the dramatized novel and the rush for the society play, it is indeed a relief here and there in the present theatrical season to find some such bright spot as the coming of Stuart Robson and his strong company in a revival of "The Comedy of Errors." The production is presented on an elaborate scale, is richly dressed, and Mr. Robson, who himself is without a rival as an interpreter of classic comedy, has surrounded himself with the strongest company in this city. The company comes to the Marquand Grand on Wednesday and Thursday (Thanksgiving) matinee, in "The Comedy of Errors" and on Thanksgiving night will revive "The Henrietta."

Cordray's Thanksgiving Matinee.

At Cordray's there will be given a Thanksgiving matinee at the usual hour, 2:15 o'clock, the "Lost River" company appearing.

Lost River at Cordray's.

The massive and intricate stage settings necessary for the proper display of Joseph Arthur's big scenic melodrama "Lost River" are a source of much interest to the bicycle rider. The production is a tableau of the first act is a fine piece of stage realism, equalled only by the massive effects and beautiful Hoosier scenery displayed in the tollgate on the West Baden road. Only the effect is gained by Blessing (the hero) breaking open the barred tollgate with an axe to allow the little Hoosier girl, Ora, to dash through on a spirited horse, bearing the money to pay her father's workmen on the aqueduct over Lost River. Ora is hotly pursued by two mounted desperadoes, who have the gate closed upon them as they gallop up and the little heroine rides on to safety, leaving them looking in the rear in the distance. The picturesque valley of Lost River in Southern Indiana is the locality of the play, and the quaint characteristics of the natives of that out-of-the-way section are the basis of the comedy of the hearty laughs and comedy scenes. Contrasted with these are the cliffed visitors of the fashionable West Baden Springs Hotel and a pretty love story is interwoven with the exciting episode. Among other accessories are three thoroughbred horses, a host of supernumeraries