

THE OREGON DAILY JOURNAL

G. B. Jackson

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TRUST DEFENDS TRUST

The morning issue of the local newspaper trust, of course, rushes into lengthy print in defense of the Associated Press. Senator Pierce of Utah and Union Counties has introduced a bill by action of which a stop will be put to the monopoly of news by a corporation. The Associated Press has caused itself to be known as a co-operative concern, a species of newspaper club, merely for the purpose of evading certain restrictions that might be placed upon it, and the evasion gives no more foundation for general support than that which the laws of New Jersey give to a trust, for a trust is a trust in spite of the New Jersey statutes.

Here in Oregon the Associated Press has, unwillingly perhaps, been a party to vicious system of monopoly that is wholly out of accord with our American ideas of what constitutes right and wrong. The Association, club, plank, too, journalistic love feast or whatever it may choose to term itself for the purpose of calling a spade something other than a spade, has been monopolized by one of the most narrow-minded and unscrupulous newspapers that has ever aimed to fatten at a public crib or kick a city and state while it is struggling to throw off the news censorship that has been maintained at the expense of public good for years. The move against the Associated Press is directed at that corporation solely because of the unfortunate condition that prevails. The country newspapermen of Oregon wish to put a stop to the practice of corraling news in the interest of a few men who use it as a weapon to assist them in hogging all the public printing and acting like the dog in the manger.

The case that is mentioned by the morning issue of the newspaper trust is the very argument that is strongest in the people's favor. The trust says that the Associated Press of Illinois disbanded. It did disband because the state law made it a common carrier and the association was obliged to fall back on another state and another new idea for re-organization. The trust also says that the Associated Press owns no telegraph wires and does not sell news, but is merely an association for the exchange of news. This is all bosh. The association leases wires just as railroads lease branch lines, and in every city and town of importance it maintains a correspondent who is a salaried official. It has a hap-hazard sort of contract with the newspapers that pay it a stipulated amount per week that agrees that said papers must allow the Associated Press to have access to all their news goss. There are several newspapers that have utterly ignored this part of their contract and positively refuse to allow the Associated Press to look at their news stories. The association has never seen fit to try to force these delinquent members of the "club," for it knows that legal action in the case would only result in defeat.

The trust statement that the Associated Press "has no terms for the transmission of news that are not open to all others" is false. The Western Union Telegraph has for years made rates for the Associated Press that have been of fellow-corporation interest. The franchise of the Associated Press has been common property in cases where there are no Associated Press papers and Tom, Dick or Harry could purchase them for the price they are tagged with just as well as could the sly gentleman who could buy two of them at a time and then raid the people's treasury under protection of "competition staved off." The little technicalities of the law are very nice things for trusts to fall back on, but there are still a few sound arguments left for the people.

The Legislature of Oregon has only to pass the Pierce bill to find out whether the Associated Press will be greater than the people of Oregon or not. The wild dash to rescue the corporation in the desperately worded paragraphs of the newspaper trust of Portland, goes to show that a weak spot has been touched.

TEACH THE TRUST A LESSON THAT OREGON WILL NOT BE OVERRIDEN ANY EASIER THAN ILLINOIS. TEACH THE NEWSPAPER THAT HAS CRUSHED THE LIFE AND SPIRIT OUT OF PORTLAND THAT MONOPOLY IS NOT ABOVE THE VOICE OF THE PUBLIC. AS A MERE MORALIZING INFLUENCE ON TRUST METHODS, THE PIERCE BILL WILL BE GOOD. THE JOURNAL CARES NOTHING ABOUT THE ASSOCIATED PRESS FRANCHISE, HAVING ARRANGED FOR A FAR SUPERIOR SERVICE, BUT IT IS WITH SENATOR PIERCE IN HIS SPLENDID MOVE TO DOWN THE POWER THAT HAS GOTTEN UP PUBLIC INFORMATION AND RE-WRITTEN IT TO SUIT ITS OWN IDEAS OF WHAT THE PUBLIC IS ENTITLED TO. NOW IS THE TIME TO ACT ON BEHALF OF OREGON EDITORS AND THE GAME IS WORTH THE PLAY.

CABALS OR OTHERWISE.

The best method of disproving charges of collusion between public officials and railroad corporations in delaying works of public character is to see that those works are begun and ended with all dispatch possible. Has there been a cabal of national legislative representatives looking towards the delay of operations in opening the Columbia River to navigation? Such a question is pertinent just now. At any rate, it is suggested by persistent charges that such a cabal has existed and that some of our Senators and Representatives have been subservient to the influences wielded by the several railroad companies that do business in the North Coast country.

The patent truth is that work has been delayed; that engineers have reported plans that might have been executed long ago; that every year allegations have been made that this delay was due to lack of vigilance on the part of our delegation in Congress; and that the railroad companies have desired to prevent the opening of the Columbia River to navigation is known to the tyro in state affairs.

As to causes leading to delay, certainly there is room for conjecture, if there be not warrant for drawing conclusions that are not complimentary to those upon whom have been thrown the mantles of authority in the Congress. We of Oregon know only this, that there has been delay, delay against the earnest desire of the people of two states for certain works of improvement. An embryonic empire of commerce has been retarded in its growth. Excessive rail rates have been imposed. C. P. Huntington, exoriated throughout California during his life, secured no higher freight rates from the people of that region than have been charged the people of Eastern Oregon and Washington for products shipped out, or the wholesale merchants of Portland for goods shipped in.

Now, action, prompt action, will serve to leave no room for further questioning of motives. The people will be glad to drop the subject if only they can secure results. If that river be opened to navigation, they will joyously cease all inquiries into the causes that lead national legislators from Oregon or from other states to delay a work that justice to a great region demands be done at the soonest possible day.

Dr. Hutchinson quite properly counsels the farmers to finish their livestock more thoroughly before offering them in the markets. This advice followed, local packing houses will be able to buy stuff that meets the demands of trade, and will not have frequently to go elsewhere to secure fit stock for slaughtering. Quite naturally, packers would prefer to buy close at home, rather than to go to the trouble of sending agents several hundred miles away into other states to make purchases. A steady supply of well finished animals is what must be had by packers and wholesale dealers in meats. The farmers of this region will do well if they follow Dr. Hutchinson's advice.

People continue to rob coal trains without interference from the police in the large Eastern cities. The officials realize that when men and women and children are freezing because of the extortion of a coal trust, it would be dangerous to stand in the way of the crowds that go to the depot and take coal from incoming trains. Such a condition is almost without precedent in this country.

It should make no difference what is the politics of members of the Civil Service Commission of Portland, if they observe the rules that apply to such work. A Republican will do as well as a Democrat in such a position, under right conditions.

THE TABASCO COLUMN.

The girls employed in a large pickle factory at St. Paul struck last week because the superintendent refused them the privilege of chewing gum during working hours. They maintained that



their inherent prerogatives were unlawfully interfered with and said that no corporation in Christendom could stop them from oscillating their maxillaries if they felt so disposed.

Because he could buy no coal with which to produce the necessary warmth, so essential to personal comfort, Jabel Hoyt of Hoboken, N. J., securely wrapped his legs in one-dollar bills and started up the main thoroughfare with a



howling crowd at his heels, all endeavoring to divert his extremities off the alluring bank notes. The police came to his relief just as he was about to be deprived of his only means of keeping out the frost. He footed the bill all right.

A well-dressed man walked into the Chicago Postoffice last Saturday and presented a bag containing \$5,000, which he wished forwarded to the United States Treasury at Washington. He said that



his conscience troubled him so much that he couldn't sleep and fearing, lest he would die from want of sleep, he decided to hand back the gold. Next day, suffering from remorse at what he had done, he ended his life. Honestly, indeed, hath its tribulations.

COAL TRUST OBJECT LESSON.

The American nation has learned a great lesson in the coal trust developments. It is, in fact, an object lesson, for there are other similar trusts that operate as the coal trust operates. Why not apply to some of the others the remedy that was applied to the coal abuse? The effect was to reduce the price of coal in the East. Even before the other coal had been brought in from any other country, the market showed tendencies to weaken, and the price dropped 50 cents a ton almost upon the receipt of news that the free coal bill had passed Congress and gone to the President.

Is it not fair to presume that the removal of duties upon other commodities controlled by trusts would work to the same end as the removal of the duty upon coal? And, if conditions were oppressive in the coal situation, because there was a trust control of a necessity, why is it not probable that oppression is practiced by other trusts that would be crippled by the placing of their goods upon the free list?

Perhaps the prevention of discrimination and rebates by transportation companies would be the most effective means of checking the trust evils. Yet there is in the public mind a well defined idea that the tariff must be materially altered before there can be any radical improvement in the conditions. The Republican party contains so many tariff revisionists that it is a matter of doubt whether they do not outnumber the high protectionists who stand for no alteration in the schedules.

Having taken one step in the right direction, why not take some more? Having corrected in part the coal abuse, why not correct some other abuses? Having learned one object lesson, why not go on, graduate from the primer of trust reform and enter one of the higher classes? Eventually, the country might receive its degree signifying that it had graduated from the college and was entitled to pursue a post-graduate course in some of the more involved and less easily understood subjects.

HUNTER VS. TRAPPER

By Paul De Lany.

Lake County, Oregon, has long possessed two inhabitants, each being an interesting character in his way. One is Indian John, the hunter, and the other is William Hammerley, the trapper.

Indian John has been pitched at the mouth of a canyon near Lakeview for many years, and Hammerley, the trapper, was born near Lakeview, and has spent his life thus far in trapping on the Oregon desert. Indian John lives and supports one or more squaws and a number of children with his furs. He owns a small cayuse pony, which his ladies begin to run low he will start out at break of day mounted, supplied with provisions and armed and equipped for a hunt. The deer and antelope have been driven back from point to point by the march of civilization, but Indian John keeps them and they never find a field so obscure that he does not immediately locate them.

He may be absent two days, a week, or even longer, but when Indian John returns he always brings with him one or more deer or antelope skins. He trades the hides and enough of the meat for bread and other things to make up his menu and remains in his tepee until they are exhausted.

Jealousy Arose.

While Hammerley is known as the trapper of that section of country, he also has the reputation of being a hunter. He has spent his life on the desert and knows every nook and corner of the country. For many years he has left Lakeview in the early fall with his traps and supplies and returns in the early spring with loads of valuable furs. He makes coyotes, marten and wildcats a specialty, though a cougar or mountain lion occasionally falls his victim. He markets his furs in San Francisco and New York and makes a fairly good living at the trade.

Hammerley is also a noted marksman, and many a deer and antelope have fallen before his unerring rifle. In fact, upon an average, Hammerley killed more of this kind of game than did Indian John. John only killed when he had to keep the wolf from the door, while Hammerley killed whenever the opportunity presented itself, and he sometimes went out of his way to get the opportunity.

A Challenge.

Indian John looked upon Hammerley's work with silence until the people of Lakeview began to nag him about the trapper's superior ability as a hunter. John could not endure this, so upon the return of the trapper with his buckboard loaded with furs and deer and antelope, the Indian approached him and said: "You kill some deer and antelope. I can beat you kill 'em. We go hunting together and see if I can't beat you kill 'em."

This challenge was too much for Hammerley, and under the encouragement of his friends he accepted the challenge and he and Indian John left a few days later for the desert, agreeing to hunt together to the north or would have advantage of locality. They went in Hammerley's buckboard and camped out at night together, each entertaining a good fellowship for the other, and it is said that until late at night they told stories of their wonderful exploits, and each has had enough to fill a book.

The Hunt.

They reached the hunting ground late at night and struck camp. They went to bed early that night so as to get an early start, as next day would settle the honor of superiority. They started out at break of day on foot. The Indian kept in his possession a squaw, while the sturdy young trapper made up in strength for what he lacked in activity. It was nearly noon before they struck a trail, and after following it for a long distance they saw two deer browsing in a canyon a mile away. To approach the deer through the canyon was an impossibility, towering perpendicular rimrocks bordered the canyon on either side, and a rough, mountainous country laid behind the rimrocks. The two experienced men looked at the deer for a moment, each trying to devise a plan of reaching them. The trapper then suggested that he would climb out among the rimrocks beyond the deer and that should he not get a shot they would run out by the trapper and the latter could "kill 'em." This suited the trapper, as he concluded from the sharp peaks bordering the point at which the deer was browsing that the Indian would never get close enough to shoot them, as Indians are poorer shots than white men, and make up for this defect by always getting at closer range.

The Trapper Waited.

The trapper selected a place behind the rocks at the mouth of the canyon where he could observe the movements of the game and be prepared for the deer as they came down. Indian John, however, the trapper said, was like a cat, and soon disappeared among the rugged peaks. An hour passed, two hours, the sun getting low when the trapper, so remarkably patient, became restless. The deer had browsed farther down the canyon, and were getting nearer as if they were about to leave in the opposite direction. What had become of the Indian? He could have gone beyond them a dozen times since he left the trapper. Hammerley wondered if the Indian had become lost.

Indian Heard From.

He decided to attempt to approach the deer by stealth along the head of the canyon and had risen to start, when he heard a distant crack of a rifle. He looked immediately toward the deer and saw one had dropped to the ground. The other ran back and forth a few minutes in bewilderment and then there was another rifle shot and this one fell to the ground. The trapper then started down the canyon with his rifle, his pride in congratulating his opponent. When he had reached within a few hundred yards of the place he heard a signal, and looking up saw Indian John crouching behind a boulder overlooking the spot where the deer

lay. The Indian signaled him to keep in hiding, and, thinking there were other deer, he obeyed. After another hour cramped behind the rocks until the chill of the approaching night had penetrated every portion of his body, he was signaled to leave the signal of the Indian again, who beckoned him to come on.

"Were there other deer, John?" he inquired. "No, only two; me kill 'em both."

"Why did you want me to wait after you had killed them?" inquired the trapper.

"Oh, that's the way," Shoot deer down and rush to him like white man, he may not be dead and jump up and get away. Indian give him time to die, and if he go to get up, Indian shoot him again."

They returned to camp that night and dressed their game and packed it. The Indian's good deed went two days in the country without seeing any other game. They returned home with the Indian, the acknowledged champion.

It afterwards developed that there were two deer in that entire section of country, and that Indian John knew as it is, as the trapper said, the place, and knew where the deer were in the habit of browsing.

SOME TOWN GOSSIP

By E. E. E.

Sunday afternoon the Young Women's Christian Association held one of their last Sunday meetings in the old building at Fourth and Washington streets. If everything goes as planned the new quarters on Sixth and Oak streets ought to be ready in the next two weeks. The workmen went in this morning. Most of the partitions on the first floor are to be torn down and redone. The second floor will remain much as it is, as the association means to fit up the 12 rooms as a home for girls. They have quite a list of names of those anxious to rent the rooms, but do not mean to make any promises until the quarters are ready.

When Miss McElroy was asked whether she did not feel sorry to give up the present home to the Oregon Camera Club, she showed the philosophy of necessity.

"We are sorry to leave on account of the central location, but we are really too cramped here to do our best work. It is the usual thing now to have 500 girls in the dining room at lunch. If they were about 100, we are too small to accommodate such numbers. The new quarters will be a great improvement."

The meeting yesterday afternoon was led by Miss McElroy. Mrs. O. F. Wisner had the address. She smilingly said that for once she meant to avoid her missionary speech, and with Hannah Whitwell Smith, "The Christian's Secret of a Happy Life" as her model, talk of the "Difficulties of Guidance." Miss McElroy spoke briefly and Miss Margaret Lamberson furnished the music.

PERSONAL MENTION.

Miss Hooke is visiting in Roseburg.

Mrs. Lischen M. Miller, who was reported out of town, leaves next week for her Eugene visit.

Miss Chance left Friday for Alameda, Cal. She will spend several months with her sister.

Miss C. Cole is visiting Mrs. A. Herren at Independence, Ore.

Mr. and Mrs. David Dalgleish leave Tuesday for Southern California. They will make the trip by water at the suggestion of Mr. Dalgleish's physician, who thinks the salt air will prove beneficial.

Miss Watson's visit to The Dalles is proving very pleasant. Mrs. H. C. Liebe is giving a number of pleasant affairs in her guest's honor.

News has reached Portland of Mr. and Mrs. Robert Campbell's delight in their new home at Astoria. They have taken a house and are feeling quite like old residents.



A Woman of the White House, Who Has Appeared at Many of the Functions at the President's Home.

BENEFITS OF THE FAIR

By J. G. MacL.

While we all agree that the Lewis and Clark Centennial Exposition will do a great deal for Oregon and the Pacific Northwest, there is diverse opinion as to measuring the results of the Exposition. Where one emphasizes this point, another emphasizes another, and so on, until about the same conclusion is reached by all—that it will be one of the greatest institutions for the advancement of this section that could be inaugurated.

I, myself, am an enthusiast for the Fair. I may overestimate its value, but the facts and prospects seem to back up my most sanguine expectations. I see improvement already that would not have yet begun but for the prospects of the Lewis and Clark Exposition. The pride of our people of this country is already showing itself. They are already cleaning up the town. Better sidewalks are being built, better streets are being made, the street car lines are continually improving, every body and every business institution looks better by reason of the prospects of the Fair.

It will bring people here who never thought of Oregon before, and they will stay. They will cause the improvement in transportation facilities that we will see through the Lewis and Clark Exposition. It will begin with our street cars and extend all along the line. The masses of people will have to be transferred about town, they will want to see our rivers and the valleys bordering on them, they will want to visit the interior points. This demands our street car operators to improve their service and their system generally. More boats and better boats will be placed on the rivers. Railroads will have to be extended and new ones built. In fact, I expect to see more transcontinental roads looking their way, the traffic will justify it, and you can't keep railroads back long when it pays to build them.

I do not expect any evil effects from the Fair. While there may be a temporary lull in travel and increase in population, immediately following the closing of the Fair, I do not think it will hardly be noticeable. We will have reached such a start that the flood of advancement will not be stayed—after the lull the tide will return with greater force and will drive us right along on the road to greater prosperity.

I would like to see the work begin on the grounds. Visitors are already interested, and when they visit the place and find that the ground has not yet been broken they are disappointed. Of course, this will be done in time, but when one considers the fact that trees have to be planted and a wide variety of things done, with the time always limited at the best, one grows anxious to see the work begin.

I do not think that I am over-enthusiastic in predicting for the Fair a great success, and in adding that it will be the greatest factor in the development of this country ever planned.

HOUSEMAKING AS AN ART.

The exhibit of the Home Science Bureau, to be given in the rooms of the Chicago Woman's Club this week, is likely to be of unusual merit. It not only gives evidence of that lively interest in home affairs which Jenkin Lloyd Jones lately declared to be wanting in many women, but it hints at a progressive tendency in the science of homemaking. The exhibit will be devoted to displays of cooking, mending and laundry work, and by means of it the women promoting the enterprise hope to awaken a deeper interest in these arts. So far as possible an effort will be made to raise the standards of achievement. One feature of the exhibit will be a model kitchen which, with its general cleanliness and shining pots and pans, is designed to show how wholesome and attractive and pleasant a place a properly managed kitchen should be.

Conducted in the proper way, and with a somewhat wider scope, the work begun by the Home Science Bureau may do much toward dignifying the household arts and creating a more genuine interest in their practice. Indeed, if such associations as are interesting in housework would get together on the right basis they might go far toward placing homemaking on its true plane as one of the highest of the arts. There is a need for such work. Somehow, unaccountably, housekeeping has lost the honorable position which it should have. Poets and high political philosophers are willing to add to the home in the formation of the state. Several writers on pure aesthetics have shown beyond cavil that cooking—the pleasing of the sense of taste—is as truly an art as any other. Medical men can demonstrate that not only the physical health but the moral tone of a family may depend largely on this highly important part of the family life. Yet the fact remains that for no small percentage of the race homemaking pursuits rank as drudgery of the most uninteresting kind.

Surely the members of the Home Science Bureau and kindred organizations will do a highly important work if they succeed in emphasizing the attractive side of the art and inspiring in womankind a desire to excel in it. —Chicago News.

A BANK STORY.

Some time ago the directors of the Bank of England were started to receive an invitation to meet an unknown man in the strong room of the bank at midnight. The note said: "You think you are all safe, and your bank is safe, but I know better. I been inside the bank the last 24 hours and you nose nuffin about it."

The Mexican government is going to break up all monopolies speculating in the necessities of life. We had better keep an eye on Mexico and watch how she does it. —Baltimore American.

WATER COMPETITION

(Staff Correspondence.)

THE DALLES, Ore., Jan. 27.—Up here in The Dalles one finds no skeptics who do not believe in water competition as an agency to lower freights. The Dalles people know what it is, and what it will do. The whole story is condensed in this statement taken from the last of history—what rates between The Dalles and Portland prior to the opening of the Cascade portage road were \$4.50 a ton. The day the river was thrown open to navigation, The Dalles-Portland wheat rate was reduced to \$1.50 a ton. The Wascos and Klickitat Counties produce annually 2,000,000 bushels of wheat. This is 50,000 tons. The difference between \$4.50 a ton and \$1.50 a ton applied to those 50,000 tons of wheat aggregates \$100,000 saved annually to the producers of the two counties. Presumably that the advancing years would have witnessed the reduction of the wheat rate voluntarily by the railroad company, and allowing that one half of the \$3 reduction in the ton rate would have come in that manner, there is left \$50,000 saved every year to the farmers of two counties upon wheat alone. This takes into account nothing else, such as the saving in livestock and other grains shipped out, nor goods of all kinds shipped in.

Every pound of stuff that is consumed by the people of Wascos and Klickitat Counties comes in under a reduction of rate that averages not less than 50 per cent. Every pound that goes out in the form of produce is carried at the same lower rates, because of water competition.

Let it not be assumed that it is intended to intimate that even a very large proportion of the outgoing or incoming stuff is carried by the boats. They carry comparatively little. But they are here, and they and other boats could carry the stuff, and the possibility that the present boats or others that would be placed in commission can carry freight compels the lowering of rates. It appears that the advancing years would have witnessed effective a rate lower as an actual boat.

History of the Boats.

The Dalles has had boat service since the year 1889, when The Dalles, Portland and Astoria Navigation company began operations. During the previous year, 1888, Senator Watkins of Wascos County had steered through the Legislature a bill appropriating \$50,000 to the construction of a portage road from The Dalles to the boats of the newly formed company were to carry freight above and below the portage road. Cost of transferring was 50 cents a ton.

The Dalles, Portland and Astoria Navigation Company was organized with \$50,000 capital stock, and this \$50,000 was put up in cash. The stock was \$100 per share par value. The boats were so successfully operated that last year they were sold to the Columbia River & Northern (the Goldendale) road, with this record financially:

Sale price of each \$100 share \$ 225
Dividends that had been paid 46,500
Total sum that had been put up in cash 40,000

The boats had paid up the indebtedness represented by the difference between the \$50,000 cash paid in and the \$95,000 capital stock of the company.

The features of the financing of the company itself. They do not even suggest the vast benefits that flowed from the operation of the boats, nor do they tell the story of the initial trials that beset the directors of the company when they began to work out the problem of river transportation and to demonstrate the effect of water rates upon rail tariffs of the coast.

A boat was put on in competition, under control of the railroad company. Fares and freights were reduced. It looked like rather hard times were in store for the Regular line, for that was the name that soon was applied to The Dalles, Portland and Astoria Navigation Company.

Peculiarly enough, it was another railroad company that put a stop to the undue lowering of water rates by the O. R. & N. boat. The Northern Pacific Company found that the O. R. & N. was compelled to cut rates through the Cascade portage road to the extent of \$1.00. The Dalles to Portland. For passengers could come to The Dalles on the regular fare, and go on to Portland on the cheap fare, and the Northern Pacific threatened to do some cutting in the upper country if the O. R. & N. did not stop its exterminating warfare upon the Regular line. The warfare was stopped.

Passenger Fare Figures.

The Cascade portage road cost the State of Oregon \$50,000. It is alleged here that \$50,000 is saved annually in passenger fares, saying nothing of the saving effected upon the enormous freight business between here and Portland, by the open river. Previous to the opening of the river, the fare from The Dalles to Portland, round trip between The Dalles and Portland. Now it is \$4 for round trip via rail, and \$3 round trip via boat, a saving of \$6 via rail. If 30 passengers make the round trip daily, the \$50,000 is saved each year. Dalles people claim that more than 100,000 passengers, counting numbers of passengers, who save \$1 on the round trip, over rail fares.

Were the wool, grains and livestock business figured up as to saving by reason of boat service in the open river, the saving effected annually is simply immense. In fact, The Dalles ships wheat 85 miles from here to Portland at 7 1/2¢ per hundred pounds, while the rate from Arlington to The Dalles, 54 miles, is 11 1/4¢ cents. And that may be accepted as a criterion whereby to judge the effect upon all freights wrought by the open river.

When The Dalles people entered upon that campaign for low rates, secured the state appropriation for a portage, organized a company to build a line of boats, and sustained that fight against the antagonism of the railroad companies, they did not do it for the sake of what water competition means. It was an abstract proposition. They were ready to admit that in theory it was all right. Even here were persons who fought the idea as impracticable. But the fight was maintained with the excellent results set forth in the foregoing statement of the financial status of the Regular line.

Why the Line Was Sold.

A natural query is: Why did The Dalles people sell their Regular line of boats, if it was so good paying a venture?

The reason is adequate. The Columbia River & Northern Pacific Company, building a line into the Klickitat country, was compelled to control a line of boats between their river terminus and Portland. It was the only manner in which they could get a connection between that terminus and Portland. They therefore made a proposition to the Regular line to buy out the boats, and the Regular line agreed to maintain rates upon no higher level than those that have ruled heretofore. They were not seeking a command of the river traffic, and that they could not secure, for there is another line competing the White Collar Company, the Astoria and Clatsop Navigation Company, and The Dalles now and will continue to do so. So that The Dalles people, although they have sold to the C. R. & N., have two lines of boats, and there is no danger of elevating rates. The C. R. & N. would have been compelled to put a third line of boats on the river, and that would have done the business too much to make it profitable for the Regular people to hold on. Hence they sold at the high figure offered by the C. R. & N. Co. —J. E. L.

SUGGESTIONS FOR THE HOUSEWIFE.

Apple, like tomatoes, can be more quickly and easily peeled by pouring boiling water over them and allowing them to stand in the water five minutes.

Furniture brushes are an essential article of household outfit. A soft clothes brush is the best for silk or plush furniture, as it does not fray the fabric like a whisk broom.

One half an egg will clear the coffee for a family of five or six as well as 10 whole eggs. Beat the egg and add an equal quantity of water. Mix this with the amount of coffee required for one meal and pour the coffee over it.

Gilded china is now fashionable, and the careful housekeeper should see to it that her maid does not use soda in any form in the water in which she washes it. Soda is cleansing, but it takes off the gilding, and china of this kind is best washed in cold water.

Provident housewives never for a moment consider buying just odds, for there is always some garment being discarded that can be used for this purpose—soft silk petticoats, old silk pocket handkerchiefs, for example. If just odds have to be bought, however, it is best material for the purpose. Three quarters of a yard is ample for each cloth. Naturally they should be hemmed, as should also the silk ones.

In these days when hardwood floors are in such general use broom bags form an important accessory of a housewife's closet. Heavy cotton flannel is most suitable for them, or any old flannel garments can be employed to make them, especially the elderdown variety. They should be sewed down the sides, the top hemmed and a tape sewed securely on one side. It should be long enough to go around the handle of the broom several times.

Some women do not seem to know that they make a mistake when they wrap up parcels—that is, parcels of clothes or fabrics of any kind—in white paper. The white paper no doubt has a protective effect, but it happens to have been bleached with chloride of lime, and this is so strong that it will ruin the fabric which lies for any length of time against it. The most suitable paper for the purpose is the stout brown or blue not so commonly used, but strong and without any harmful chemical properties.