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C. S. Jackson

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CORPORATIONS VS. PORTAGE

If there be doubt in any quarter that the proposed portage railway at Celilo would serve the intended purpose, the success of the state portage road at the Cascades rapids will convince the person who inquires into its history. The fact is that the Cascades portage road, constructed at a cost to the people of only \$60,000, forced action by the Federal government and permitted the operation of a line of boats that gave shippers the benefit of lowered rates during the three years required to complete the work on the locks and canal. The Cascades rapids portage road was one-eighth of a mile long, the Celilo road would be about eight miles long, and it is estimated that it can now be built at a cost not exceeding \$150,000.

In 1888, Senator Watkins of Wasco County secured the passage of a bill through the Legislature appropriating \$60,000 to construct a portage railway at the expense of the State around the obstructions in the Columbia River at the Cascades. The Dalles people backed the project with moral and financial support, memorializing Congress through Senator Mitchell to hasten action by letting the canal and locks work at contract, and organizing a company which placed in operation The Dalles, Portland and Astoria Navigation Company. This company built the Regulator and The Dalles City boats, in 1889, and at once placed them in commission. Their action forced a move by the Federal government that had been delayed for a score of years, and caused the letting of the contract to Day Brothers, which enabled the completion of the work in three years and the opening of the Cascades canal and locks to navigation eight years ago.

And there remains no doubt that the formation of the steamboat company and the building of the portage road at the Cascades were the determining causes that forced the Federal government to take action that had been theretofore delayed at the instance of the corporations.

Eastern Oregon Senators and Representatives are uniting in a demand upon the Legislature to authorize the expending of \$150,000 to \$165,000 for the building of a portage road around the obstructions in the Columbia River at and below Celilo, a distance of eight miles. The bill has been prepared by Senator Johnson of Dufur, and it is understood will have the solid backing of all Eastern Oregon legislators regardless of party affiliations. They naturally expect aid from Multnomah County, and also have reason to look for assistance from the members of the Legislature in all counties that border on the Columbia River between Portland and the ocean.

All members of the Legislature who profess to desire an open river will now have an opportunity to prove the sincerity of their professions by supporting the portage railway bill.

It appears that just at this juncture, when a plan is proposed whereby something promises to be done, another report reaches Portland, via Washington correspondents, that the federal government perhaps is going to do something towards carrying out the plans made so long ago that the paper upon which they were written has in all probability rotted. Captain Hart is to be brought from Manila to take charge of the improvements of the upper Columbia, and Captain Laughtin is to center his attention upon the work at the mouth of the river.

From this alteration in the plans of the War Department, some persons draw the inference that there may be results after all of these years of waiting. Judging from the history of the Cascades canal and locks, nothing will be done until the State of Oregon takes the initiative and forces action by the construction of a portage road. This policy of delay has wearied the people of the state. They pay no heed to these reports of promised beginning of work. They will believe that work is to begin when they see the work begun, and before that date prefer to believe what the logic of the situation forces upon them—that no improvements will take place so long as the railroad companies are able to prevent them.

Furthermore, at the very best, it will require years in which to complete the work after it begins.

Chairman Burton, of the House Committee on Rivers and Harbors, alleges that it will be years before money will be available for the federal improvement of the Celilo stretches of the river. He says it may be 10 years, that it may be 15. What are the people going to do during that decade or decade and a half?

If the Cascade portage accomplished so much for the people living between Portland and The Dalles, 88 miles, it is reasonable to presume that a portage at Celilo will do the same for the people living beyond and embraced in the country drained by the Columbia and Snake to the head of navigation on each stream.

It is "up to" the people of the state to do something in the premises and not to await further the action of the federal government. It is a safe wager that the building of a portage at Celilo will force the hands of the government and secure great benefits to the inland Empire.

The fact of the matter is, Oregon needs to live up to her motto and "fly with her own wings," thus avoiding the pitfalls that false representatives dig for her people while pretending to serve them. The barriers in the Columbia River to navigation should be overcome by the state, if they are to be overcome during the next generation, for it is plain to be seen that federal aid is not to be forthcoming, so long as the railroad trust influences the people's representatives in Congress more than the people themselves.

THE NEWS TRUST.

The public is informed by a supposed authority that "the Associated Press is neither a common carrier nor a vendor of news. It owns no telegraph or telephone lines, doesn't sell news, but is merely an association for exchange of news among its own members, has no exclusive right to collect news, and has no terms for transmission of news that are not open to all others. It has, therefore, not a single element of monopoly and no character subject to regulation by such acts as that proposed in the Legislature of Oregon," by the Pierce bill.

If the Associated Press is not a vendor of news, why does it sell its news to others than members?

If the Associated Press is not a trust, why among its membership are there a "favored few," who control its affairs, and who escape burdens that others of its membership carry; who possess privileges denied others?

If the Associated Press is not a monopoly, why is it possible for some of its members to have a monopoly of the news in some cities, while other members in other cities are denied this advantage?

Doubtless, to the Oregon Legislators, who are well acquainted with the Associated Press, as it is operated in Oregon, there will appear all the earmarks of a trust, a combine, a monopoly, and all of the evils and extortion at the public expense that accompany public rights in private hands.

So far as the interest is concerned, it cares nothing for the news of the Associated Press, particularly its afternoon service, which is clumsy, unwieldy, bungling and rotten, written and distributed so as to best protect the interests of morning newspapers.

As illustrated here in Portland during the last few months, since the advent of The Journal, under its present management, the trust newspapers of this city have had to spend large sums of money for "specials," being unable to get the news of the day through the Associated Press, particularly for its evening supplement, which specials are necessary to partially offset the efforts of The Journal, which prints today's news today, and this with plenty of snap.

It will be more and more appreciated as time passes, that The Journal is a newspaper, looking for no clench, joining no trust, furthering no monopoly; defending no unlawful aggregation of greed and gain, but, like Oregon, "flying with its own wings," resting content with the same rights and privileges granted to others under a government of the free, believing in that independence and self-reliance that raises mankind beyond brute force, because "thrice armed is he whose cause is just," and which destroys every semblance of relationship to the parasite that saps the strength of others.

However, Senator Pierce's bill, the one referred to here, should become a law as an expression of the will of the people against all forms of trusts, of which the news trust is a member in good standing, "holding up" the people of Oregon "for all the traffic will bear."

THE TABASCO COLUMN.

This man had the reputation of smoking three hundred cigarettes every day. He had become so tired of living, says the dispatch, that he placed a revolver



to his head and blew out his brains. The correspondent may have wanted to be charitable, but unless there was an autopsy held, some people will have their doubts as to what he blew out.



A recent event at Pendleton. The sad news comes from Salt Lake that Miss Priscilla Leyter, while engaged in a heated discussion, over the propriety of Mrs. Mary Coulter voting for the Hon. Reed Smoot for the United States Senate, suffered the humiliation of having her jaw give out. Miss Leyter is now receiving the sympathy of



the world's sisterhood, because she is the first martyr who has suffered a dislocation of the jaw. It is regrettable, that, after long ages of silence and suppression, just as women folks found their tongues, that one should be so untimely choked off.

Judge William R. Day of Canton, O., has been appointed to the Supreme Court bench, vice Justice Shiras, retired. Judge Day was assistant Secretary of State under the late Mr. McKinley, and, upon the resignation of John Sherman, was made Secretary of State, serving until September, 1898, resigning at that time to become the head of the Peace Commission sent to Paris to negotiate the treaty that ended the Spanish-American war. When he completed those labors, he was appointed Judge of the United States Circuit Court of the Sixth Federal Circuit, in which position he now serves. He has accepted the offer of President Roosevelt and will enter the Supreme Court, in the event his nomination be confirmed by the Senate, which no one doubts. Judge Day is a native of Ravenna, O., where he was born on April 17, 1840. He is therefore nearly 63 years old. He is an alumnus of the University of Michigan, from which he was graduated in 1870. He was nominated for the Judgeship of the Court of Common Pleas by both parties, and served from 1886 to 1890. In 1889 he was appointed Judge of the United States Court for the District of Northern Ohio, but resigned on account of ill health before taking office. Judge Day is reputed to be scholarly and capable of making a distinguished place for himself upon the Supreme Bench. He is young as most men who receive such appointments, and is fit to be a judge.

Eugene McCarthy, the "school boy pugilist," died from the effects of a knockout blow received from Hugh Murphy, also of New York, in a fight in Scituate, Rhode Island, Thursday night. McCarthy was but 18 years old, and was a student in a New York High School when he fought Murphy. A mere lad, and launched upon a career that, ten to one, would have brutalized him and eradicated what elements of the gentleman he possessed before he had grown half a dozen years older. Perhaps it was just as well that that blow was fatal.

There are currents showing the flood tide in the senatorial sea which will soon develop the question: "Is it to be Fulton or Bourne?"

FEATURES OF PORTAGE

By John A. Lathrop.

THE DALLES, Ore., Jan. 25.—How would the State of Oregon expend the \$150,000 to \$165,000 asked for in the bill of Senator Johnson of Dufur, for the construction of a portage road around the obstructions in the Columbia River beginning at Celilo, and extending down stream from eight to ten miles?

In order to the more intelligent answering of the question, a ride was taken by a representative of The Journal over the ground, in company with Frank A. Seufert, a prominent canneryman of The Dalles, and one of the owners of the Wasco Warehouse & Milling Company, which operates the big flouring mill here and which owns the White River water power plant that furnishes lighting and power for this city.

Mr. Seufert showed The Journal representative the physical features of the project, and, when we had returned to the rooms of The Dalles Commercial Club, to discuss it with a number of Dalles business men, Mr. Seufert made this statement:

"I believe that I would be ready to file a good and sufficient bond undertaking to build the portage road for \$80,000, and that, were I to do so, I would realize a good profit from the work. Of course, I am not in the business of contracting, but I merely say this to indicate my faith in the feasibility of the project, and that the figures named in the Johnson bill are ample to enable the state to put it through and fit it for the conduct of traffic."

The Physical Phases of the Road. Let it be understood that, at this time, the Columbia River is open to navigation from the mouth of The Dalles, a distance of 188 miles. The Cascades canal and locks at Cascades rapids were built by the federal government, after the State of Oregon had built a portage road at the Cascades at a cost of \$60,000, and the citizens of The Dalles had built and operated a line of independent boats to carry freight and passengers from The Dalles to the Cascades, and take them from the foot of the portage road to Portland.

But, teaching the Dalles, open river transportation stops. Beginning at a point one and one-half miles above The Dalles are further obstructions that prevent boats from passing up the river. These obstructions extend from Three Mile Reef, eight miles up the river to Celilo. Three Mile Reef is one and one-half miles above The Dalles. The reef is a rocky shoal extending from the bank of the river on the Washington side of the river, out into the stream to the very narrow channel that now cannot be passed by boats, excepting once in a while, but is not accessible as a practical navigation proposition. This reef must be blown out before the river will open.

Money is now appropriated by the federal government to remove the reef. It would require not more than \$50,000 to blow it out. Above and below the reef is 15 feet of water, so that it would be necessary only to drill holes in the reef, put in dynamite, and some other explosive, and touch the match or connect an electrical current, and blow the rocks into the deep water upon either side of the reef. The rocks would not be removed from the water, as the 150 feet of water on either side would render the rocks unnecessary. The federal appropriation now available exceeds the sum that is needed, and was appropriated in connection with the ship canal that, let it be said in all candor, served as a deterrent upon completion of the work for a term of 10 years. The ship canal never was practical. It is shrewdly suspected that it was an expedient, whereby the interested parties secured prolonged discussion of the river problems and thus delayed work during the period of discussion.

Where the Portage Would Begin. Once the Three Mile Reef were blown into the middle of next week, the next obstruction, and the last that would be encountered, would be at Five Mile Canyon, where the south channel of the river turns sharply to the north and makes for the Washington side. Just where this south channel turns to the north is where the portage road would leave the river, and run by easy grades east up the south bank of the river, to the obstruction, and from there, where there would be a clear channel far up the reaches of the Columbia and Snake.

The state appropriation asked for would be for the construction of this portage road. It would be eight miles in length. There are no engineering difficulties to be encountered. It is a simple proposition of laying rails upon a roadbed that has been provided by the topography of the river bank. Already, there is a right of way, secured by the federal government, and it would be necessary only to ask the government for permission to use the right of way. That right of way was gotten for the ship railway. A ship railway, of course, never will be built. It has been abandoned, and the plans of Captain Hart, of the United States Engineering Corps, who is to come again from the Philippines to take charge of the engineering here, are presumed to be the plans that finally will prevail.

However, even though these plans eventually are made effective, it will be only after continued deliberations at Washington, continued meeting of the House Committee on Rivers and Harbors, some more estimates, some more debating, some more legislation, and at last, after years of waiting, a contract will be let to some contractor, like the contract that was taken by Day Brothers at the Cascades, and that required three years to complete. Or, if not a contract, then the federal government will proceed to build the road with its own engineers in charge, and that will probably mean a longer time to finish the work.

Government Work. If it required three years to complete the Cascades work, that had been partially done when Day Brothers took hold, will it not require a much longer time to complete the Celilo work, which is eight miles at least, against one-eighth of a mile at the Cascades?

The answer is as the answer to an axiom. And, if, as seems to be inevitable, a number of years are required to complete the work, even though money be immediately available, and, further, if, as Chairman Hart says, the work will be beyond dispute that not prior to 10 years from this 25th of January, 1903, will the Columbia River be opened to navigation, unless the State of Oregon build the portage road that Senator Johnson has proposed, then Oregon Senators and Representatives are working for nothing.

Standing upon the bank of the Columbia River a few miles above here, and viewing the tamed stream, one cannot resist the indulgence in a trifle of sentiment as he considers the possibilities of navigation, and the reduced rates of freight that would be the handle at Portland, an immense fan-like system of waterways spreads out to the south (the Willamette), to the east (the Columbia), with lateral veins separating at Pasco as the Columbia and Snake rivers' confluence is reached in progress of the trip.

The Columbia, the Snake, the Willamette rivers should be cleared of all obstructions, and the wonderful empire of natural resources given the advantages intended by the Omnipotent Power that piled up our mountains, cut our river channels, deposited our agricultural lands, and planned a commercial potentiality with which none other in the world compares.

Yet, here at this point, only 88 miles up from Portland, transportation via water route ceases, and the region beyond here reaps no benefit from the presence of the great waterways. The great potentialities of the region should long ago have opened this river to navigation. But, lacking action thereby, the only bar to securing virtually all of the benefits of an open river would be the refusal of the Legislature to appropriate \$150,000 to \$165,000 to build a portage road from Five Mile Canyon to Celilo.

Portage Facilities. What a paltry sum in comparison with the vast good that would accrue to the eastern half of Oregon, the eastern half of Washington, and the greater part of Idaho, for the last named state would pour its products through our state were the river opened or portage facilities secured.

Let us take wheat as a basis of discussion. It would cost 50 cents a ton to portage freight around the Celilo rapids via the proposed road. That means only one and one-half cents a bushel for wheat, but at 12 1/2 cents a bushel to have wheat hauled from Arlington to The Dalles, a distance of 91 miles, this is without water competition. It costs 7 1/2 cents a bushel to have wheat hauled from The Dalles to Portland, 88 miles. This is with water transportation.

The difference between the transportation benefits that would be secured by the completion of the Celilo canal and locks by the federal government, and the securing of water competition by means of the portage road, would be merely 1 1/2 cents a bushel on each bushel of wheat. On the other side, the portage road would be only 1 1/2 cents less per bushel advantageous than final opening of the river through completion of the government works.

We will say that 40,000,000 bushels of wheat are raised in the region drained by the rivers above here. An open river has reduced wheat rates between Portland and The Dalles one-half. Presume, then, that the portage effects a reduction of only 1 cent a bushel on those 40,000,000 bushels, and the saving in one year would be \$400,000, or more than two times and a half the original cost of the portage road.

Take one Oregon County alone—Umatilla. This county raises annually never less than 4,000,000 bushels of wheat. Save 1 cent a bushel on Umatilla's crop, and it aggregates \$400,000.

But, the portage would exceed 1 cent a bushel. It would not be less than 2 or 4 cents a bushel, which means that upon the wheat crop of Umatilla County alone the entire original cost of the portage road would be saved every year.

A YANKEE LORENZ

BROF. HENRY HERMANN



Amid the sensation of Dr. Lorenz's famous bloodless surgical methods for cure of hip trouble, Professor Henry Hermann of Buffalo, N. Y., comes forward with the claim that he has successfully used the Lorenz method for the past 30 years.

BENEFITS OF THE FAIR

By J. A. Henkle.

There is no phase of business, industrial or otherwise, that will not be benefited throughout the Pacific Northwest by the Lewis and Clark Centennial Exposition.

We are already beginning to feel the effects of the Fair and the results are increasing daily. By the time it is on such a change will come over this country that the oldest inhabitant as well as the newest one will look on in bewilderment.

Imagine Portland a temporary Chicago, a Buffalo, and you will get an idea of what it will be. I believe that we will draw greater crowds even than did those places. Everybody has seen those cities before. But few have seen Portland and the Pacific Northwest. Everybody is anxious to see this section. The Philippine War, the Chinese trouble, the laying of the Pacific cable, Japan, a hundred things have directed attention this way.

The Lewis and Clark Exposition will afford an opportunity for the meeting of the world. The East and the Orient may meet here. They may become acquainted as they have never become acquainted before. A few years ago we were months of travel from our own neighbors. Now five days brings the most remote parts of the United States, proper, together. The improved ocean steamers are bringing the world closer together. Ocean cables and wireless telegraphy are doing for the nations what telegraph lines are doing for countries.

Every Exposition finds an advancement in every line of commerce, industry and invention. Ours will mark the greatest period in the world's advancement. A new era will date from the Lewis and Clark Exposition. It will be the unity of the East and West. It will spread the proximity of the United States in commerce. It will convince the world that the Pacific Northwest is one of the most important links in the chain of our greatness. It will be the introduction to the world of a section heretofore unknown that is already capable of taking its place among the progressive points of the country.

We have the resources, the advantages, everything that is necessary to sustain us, and when the shrewd eyes of the world see us they will know it. The people are coming. Their eyes will be open. All we have to do is to "show" them, and they will do the rest. The welfare of people here by the thousands that would never otherwise come. The cheap transportation rates, the anxiety to see the country, the meeting with the people from the Orient, seeing the greatest of oceans, the celebration of a great historic event, a hundred things appear to the men in the distance to come, and they will come.

In short, all we need is population. The Lewis and Clark Exposition will bring the people. Our country will attract and keep them. A few years will find us where we ought to be, among the leading states of the Union. Too much stress cannot be laid on the importance of this great institution. No better one could have been inaugurated.

WOMEN AND HEALTH

By A. K. K.

I was talking over the first meeting of Portland's Health Board with Dr. M. A. Cardwell yesterday. It was a little early to talk of the board's future, but as the members were to hold their first conference that same evening, but what Dr. Cardwell said of woman's place in sanitary work interested me so much I persuaded her, rather against her will, I confess, to let me share it with The Journal readers.

"Looking after the sanitary condition of the city should not devolve alone upon the members of the Board of Health, nor should the women rest content that they are represented by one member upon that board. 'The welfare of the city' is the motto of every woman who lives in it. Women are too likely to think that when their homes are orderly, cleanly and happy their duty ends. On the contrary, it has only begun."

"The city is only a broader housekeeping institution, with a larger family to be considered. In general executive men excel, but the work of detail needs the hand of woman, as it has always from the beginning."

"I believe the men of the city are pleased that women are taking an interest in general sanitary conditions, and that a spirit of helpfulness and usefulness will prevail in the work hereafter to be done."

SUGGESTIONS FOR THE HOUSEWIFE.

Apples, 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 a whole egg. Beat the egg and add an equal quantity of water to the coffee. Stir the amount of coffee required for one meal and pour the boiling water 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 sort is best washed in hot soap suds.

Provident housewives never for a moment consider buying dust cloths, 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 dust cloths have to be bought, cheesecloth is the 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 eldordown 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 looks neat and attractive, 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.

KANSAS GIRLS' NAMES.

At an evening party in Topeka recently there were two Hazels, two Bernices, a Calla, a Blossom, an Ivah, a Beatrice, a Bess, an Octavia, a Hila, an Elvira, a Margie, an Alabella, a Pearl, a Rella, a Rena and a Roberta. How lovely the Marys, the Susans and the Harriets must feel in Kansas.

"CAYUSE" MILLER

By Paul De Laney.

One of Oregon's most interesting characters is Jim, or "Cayuse" Miller. He is the brother of the poet, Joaquin, and claims that his brother may have gained notoriety, but that one of these days he will startle the world so that his brother's reputation will pale into insignificance. Just how the enthusiastic horseman will do this he refuses to divulge, but he is as confident of success as if he had already attained it.

Mr. Miller lives in De Moss Springs, about three miles from Celilo, in Sherman County, where he is the head of a large family. He has small children and large children, and grand-children, and a large family connection in Eastern Oregon. He has been well-to-do in his time, but now only has a limited fortune, a small home, a wagon and a large band of Cayuse horses. These he always has. He does most of his business easier than any other man in that country has probably won for him his sobriquet of "Cayuse Miller."

How He Dresses.

The stranger at Celilo is often attracted by an odd character passing along the sidewalks or driving six or eight cayuse ponies attached to a prairie "schooner" through the streets. The woman who has long had it reached to his waist, but it is tied together with a string about even with his shoulders, which gives it the appearance of the old style manner of fixing school girls' hair. The curls are absent, but it flares out at the end like a feather duster, and as it floats out on the Eastern Oregon breeze it gives the wearer an appearance not unlike the old-time scouts. He wears a leather belt or band about his waist from 12 to 18 inches in width, much wider than those worn by stage drivers, but this, added to his heavy boots into the legs of which his pants' legs are stuffed, with his sharp, sunburned features, makes up a unique figure, indeed.

Doesn't Like Notoriety.

I was sitting in the Moro Observer office when I first met "Cayuse" Miller. He passed by the door, and I naturally inquired of the editor of the paper who he was.

"That is 'Cayuse' Miller, a brother of the poet, Joaquin," replied the newspaper man.

"I would like to meet him."

In a moment Mr. Miller was called in, and I thought to win his favor by announcing that I knew his brother, the poet.

"I don't know much, when you know him," replied the eccentric horseman. "He is a lucky oiled one. He writes good poetry, I guess, but there is nothing for the world to go wild over him. Why, I have a scheme on hand that will startle the world one of these days."

"Would you mind telling what it is, Mr. Miller?"

"No, I cannot make it public yet, but when once I get ready to announce it it will startle the world."

"Does it pertain to literature?"

"No. One literary man is enough in one family. It is far above that. I'll give the world something that is worth knowing. It is a time enough."

Then he refused to talk further on the subject, but his manner, and the few things he had said to his friends lead to the belief that he expects to reach fame by means of an invention that he is studying.

Have you a photograph, Mr. Miller? was asked.

"No, I never had one taken in my life. What do you want to know that for?" he inquired.

"Would like to publish a little sketch of you," he was informed.

You put my name in the paper and I will shoot you," he replied. The brother of the noted poet, and the expression in his eyes, his tone of voice and the emphasis he gave it as he struck his fist against his knee indicated that he meant what he said.

"But when you startle the world, Mr. Miller, it will be published broadcast," was suggested.

"I know it, but there is time enough. But I will shoot the man who puts my name in a paper prior to that time," and he walked out of the office, mounted the saddle horse of his eight-horse team and drove down the street.

How He Won His Sobriquet.

"Cayuse" Miller has always been a horseman. He is now about 50 years of age, and has been a horseman since he was a boy. He was not engaged in stockraising, but has been engaged in teaming. He devotes his time now almost exclusively to teaming. He once owned one of the best ranches in Crook County. This big ranch is located near Prineville and is owned by C. Sam Smith, sheriff of the county. It is valued at many thousands of dollars, but for some reason "Cayuse" Miller disposed of it and drifted into teaming. It may have been because he loved to handle horses so well.

He is the complete master of a horse from the minute he gets into the saddle. No horse has ever got the better of "Cayuse" Miller. He has had good teams upon the plains, lassoing an animal that has never been handled before and hitching it to his wagon along with other horses and driving away as if the animal were an old work animal. To add spice to his work he sometimes picks up a wild animal, such as a cougar, and hitching them in with the other horses composing his team, and starts off on a long journey. He delights in taking these animals into railroad towns and driving them up to a sizzling locomotive, just to see them cavort, while he holds them in check.

Recent Moves.

He loves camp life. When once on the road with his team he takes life easy. He prefers the camp to his home and prefers the lonely road to the town or the thickly settled country. He will leave home at 11 o'clock in the forenoon and strike camp a mile beyond the town, and prepare his own lunch. He will start out just at sundown and camp within about 20 miles of home and spend the night as secluded as if he were a hundred miles away.

He never hurries when once on the road. He is reported, when once hauling important freight for a Prineville firm from The Dalles, to have stopped on the way and spent several days in camp looking for some wild "cayuses" he owned in that section, while the business firm had to rush a special team to the market and purchase other supplies to meet the demand of its patrons.

But still "Cayuse" Miller never wants for employment, and his friends are legion throughout Eastern Oregon.

LIFE IN WASHINGTON.

Some years ago Senator Cullom's coachman rented the Illinois statesman's barn to a crowd of colored sports for a dog fight and the police swooped down on the place just as the canine contest was in full swing and gathered in dogs, spectators and coachman. Mr. Cullom