EDITORIAL PAGE OF THE JOURNAL

THE JOURNAL

AN INDEPENDENT NEWSPAPER

C. S. JACKSON..... Publisher

Published every evening (except Sunday) and every Sunday morning at The Journal Building, Fifth and Yamhill streets, Portland, Or.

Entered at the postoffice at Portland, Or., for transmission through the mails as second-class matter.

TELEPHONES—MAIN 7173. HOME A 6051. All departments reached by these numbers. Tell the operator the department you want. East Side office, B 2444. Fast 9570.

FOREIGN ADVERTISING REPRESENTATIVE

Vreeland-Benjamin Special Advertising Agency, Brunswick Building, 225 Fifth avenue, New York; 1007-08 Boyce Building, Chicago.

Subscription Terms (by mail or to any address in the United States, Canada or Mexico)

DAILY

One year.....$5.00 One month.....$ .50

SUNDAY.

One year.....$2.50 One month.....$ .25

DAILY AND SUNDAY.

One year.....$7.50 One month.....$ .65

Every man with an income of £500 a year is by nature a conservative.—Disraeli.

SULTAN ADDUL HAMID.

AFTER his walk, unaccompanied by a guard, on the streets of his capital, the startled world would be pleased to know what are the feelings of Abdul Hamid, sultan of Turkey. For 30 years he has been scarcely more than a prisoner in his own palace. He dared not lift his hand in any foreign policy for fear the powers, sitting about his borders, would intervene. He dared not venture unguarded from his palace, because a subject might cut his throat. He dared not touch his food until a servant had first partaken of it, because it might be poisoned. We have it from Homer Davenport that the only picture of Abdul Hamid's features was that drawn by the Oregon artist from memory after an audience with the imprisoned sultan.

Abdul Hamid became sultan in troublous times, after both his uncle and elder brother had perished within three months in attempts to rule Turkey. He saved his sovereignship then, as he saved it the other day, by granting a constitution. His parliament and his constitution of that time, 1877, were in existence a few months, when, having served their purpose, both disappeared. Their purpose then, as now, was to quiet a revolution, and lessen the menace of Abdul Hamid's assassination. The parliament held two sessions, one in March, and the other in December, 1877.

Because the former experiment served him so well, Abdul Hamid has granted the new constitution. It was that act that gave him the privilege of an unguarded walk in the streets of his capital. What purpose it may serve in the hands of the Young Turk is problematical. It prepared him for 30 years of absolutism before, and may not have other effect this time. If he profits by his opportunity, and studies free government more and throat cutting less his constitution and new privileges may endure. After Abdul Hamid, its chief peril is the Young Turk's own insanity, and the Bourbon hatred of all change, prevalent everywhere, even in Oregon.

RAILROADS AND WATERWAYS.

THE Pendleton Tribune says that it "cannot quite understand the apparent position of the Oregonian that railroad transportation in this country has reached or is about to reach that state of efficiency where it has or will practically supersede transportation by water, and that the latter will be deserted for the lack of ability to compete with the more rapid transit afforded by the railroads"; and declares that, on the contrary, "there has been no time within the history of the United States when there was such widespread recognition of the value of water transportation and the desirability of improving our waterways."

The Tribune perceives that "if the position taken by the Oregonian be true, then it follows that the work of constructing the canal and locks at Celilo had better be abandoned before any further expense is incurred at that point." And it follows, as the Tribune says, that if boats cannot compete with railroads, if the whole commercial world has been mistaken all these years, then there is no need whatever of open rivers; to improve rivers and make canals would be a mere waste of money.

Quite appropriately, the Tribune asks: "If boats cannot hold their own in opposition to railroads, why should the improvement of the Columbia river be carried beyond the inside of the bar at its mouth?" There would, of course, on the Oregonian's theory, be no excuse for improvement of the Columbia above Astoria.

The Pendleton paper thinks that the Oregonian's position is "directly against the commercial interests of Portland, of the great Inland Empire, and in direct line with the argument advanced by Astoria for the past 30 years against the alleged waste of money in improving the Columbia river farther up its course than to that city." This is undoubtedly true, and Portland commercially, would not be entitled to amount to any more than Salem or Vancouver. If the rivers are to be abandoned, then Portland might as well give up its commercial pretensions.

The Journal does not understand the Oregonian's position either, though it is to be observed that lately it is exceedingly friendly to Mr. Harriman. In everything that he does, or does not, he is just right. This may possibly explain its sudden conversion to the theory that rivers and canals as means of transportation are valueless. This looks like an opinion hot from Harriman headquarters. Or possibly the Oregonian is just knocking Portland and Oregon on general principles, and out of spite against the primary law, the initiative and referendum, Statement No. 1 and the decline and fall of the political bosses and machines. It probably thinks unnavigable rivers and monopoly railroads or no railroads are good enough for "the fool of the family."

THE GOOD ROADS CONVENTION.

FEW if any meetings of any kind have been held in this city that were of more importance than the good roads meeting that will take place tomorrow. Its results should be of great benefit to this state. Scarcely any subject affecting the interests of all the people is of so much importance or deserves more favorable consideration and cordial support than this.

On many occasions The Journal has pointed out the great practical value of good roads, and it should not be necessary to go over the ground here again. Suffice to say that in ways easily perceived and apprehended, good roads, in any community considerably settled far more than pay their cost. They increase the value of every acre of neighboring land, they reduce the cost of marketing crops, they encourage immigration and investment, they make work more profitable and life more enjoyable.

All this is getting to be pretty well understood. People everywhere have awakened to this truth. The question now is not so much one of education on the importance and value of good roads as one of ways and means, of the best method of getting them. On this question, of direct, important interest to every property-owner, both in the country and in the city, there will be instructive and enlightening discussion at this meeting. The best thought of the best informed men of the state on this subject will be presented, and these expressions ought to be read and pondered by every citizen.

It is necessary to move forward in this matter, somehow, and it is important to move unitedly, harmoniously, the state and each county cooperating, and every town and precinct being ready and willing to do its part. The best brains available should formulate a law, or a code, on this subject and the next legislature should enact it. It is high time that Oregon made a decisive advance movement in the matter of good roads.

ENTERPRISE THAT SHOULD BE ENCOURAGED.

IT IS a source of satisfaction to The Journal that Portland is to have a great plant for the manufacture of Portland cement. In a series of editorial articles two years ago this newspaper pointed out that Oregon was wasting millions of money in importing from Germany and England thousands of tons of cement, while she had within her own borders all the materials for its manufacture. It exploited information gained from tests of material made at the Oregon Agricultural college as evidence that manufacture of cement here was feasible.

The extraordinary increase in the use of cement, together with the character of the men behind this new undertaking, is assurance that the enterprise will be successful. The material is fast passing into many uses in which it is supplanting wood for structural purposes. Its resistance to fire is one of the marvels of its usefulness. Tests made in Rhode Island last year under the most exacting circumstances seemed to establish the fact that it is practically indestructable in any ordinary conflagration. It was the one material that most successfully resisted fire and quake in the San Francisco disaster. The experiences there were such that reinforced concrete is now the most widely used of all materials in building the new Golden Gate city. Fence posts, dams, bridges and many other things of use are made of it, and the wide variety of utilities into which it will ultimately pass, is unguessable.

The cost of manufacture as given by government reports, ranges from 90 cents to $1.10, though it is known that the cost at the factories west of the Rockies is considerably above this figure, approximating, if not in some instances passing, $1.30. In Portland the cost will be greater, due to the long haul for raw materials.

Recent statistics place the amount of cement manufactured in this country at 50,000,000 barrels a year, though it is probable that in 1907 this aggregate was somewhat exceeded. A most significant circumstance in connection with the Portland enterprise is that Portland cement was the largest item in the imports brought into this city during the past year.

An Oregonian down in California is telling what a great vote Mr. Hearst's candidate is going to get in Oregon. This kind of talk is of the cheapest variety, and should be valued accordingly. Mr. Hearst's man will get a few votes in Oregon, no doubt, but not what might correctly be called many.

The fallacy of the effect of water competition to any point, except from "Portland to the Sea" has been so thoroughly exposed by the Oregonian that Congressman Hawley will doubtless withdraw his bill for the acquisition of the locks at Oregon City by the government.

Now that we have two railroads down the Columbia, according to the Oregonian the locks at the Cascades should be closed and the river turned over to the stereopticon man. Our contemporary does admit that as a scenic attraction it has some use.

Thaw has no doubt been the victim of various vampires, legal, expert medical, and others, to say nothing of the dear little creature Evelyn, and it would seem that his attempted escape into bankruptcy was entirely justified.

Prohibition Candidate Chapin is so sincere and enthusiastic a water man that he got into too deep water and came near drowning. Reformers are prone to run to extremes.

Perhaps Mr. Taft is shrewdly trying to kill two birds with one stone, as the saying is—take a good long vacation and at the same time make Virginia a doubtful state.

WATER TRANSPORTATION THE CONTROLLING INFLUENCE OVER RATES

WATER transportation, or the opportunity for water transportation always has been, and always will be, in the long run, the determinative factor in the establishment of commercial centers. Transportation, like water, flows along the lines of least resistance. That line is determined by the cost of movement. New York has no natural waterway across the state, so she spends hundreds of millions to secure one. Chicago has no outlet by water to the southwest, so she is spending millions of dollars to build one to a connection with the Mississippi. It is not that these cities and sections have not rail lines between the same points covered by the canals, but the never-ending struggle for commercial supremacy demands the use of the most potential instruments of commerce if that supremacy is to be retained.

Neither is it necessary that the waterway should be used to such an extent that it rivals the rail carrier in the volume of business, in order to set in motion its power as a regulator both of rates and facilities. Potential competition is often as effective as actual competition. Every one knows that the transcontinental rates to Pacific coast points are absolutely fixed by the ocean competition. It is self evident that the rate to this coast from eastern points cannot exceed a rate that would make it profitable to ship by water, yet by far the larger portion of the shipments go by rail. The rates from Portland to the sound are fixed by the possibility of a water line, and from San Francisco to Portland by actual competition.

This principle will apply in the same way to transportation within the state when the rivers are open. It is the working of this inexorable law of transportation that must make Portland the great distributing center of the northwest. It is not theoretical or visionary. With the opening of the Cascade locks, freight rates to The Dalles were more than cut in half. With the abolition of toll at the Oregon City locks, automatically the rates will fall. With the opening of the Columbia, and not improbably before, (now that the work is assured), rates will be lowered. Indeed, at any time a reduction of rates to and from interior points in the Columbia river basin may be expected.

The development of this means of transportation is not insisted on through any spirit of antagonism to the rail lines, but in response to the laws of growth and commerce. Cities, like individuals, must, if they would grow and expand, seize and exploit every opportunity to aid in their growth and expansion. It is not to be expected that the rail lines will view with satisfaction the introduction of a factor in the transportation business that will inevitably control rates. They do not meet water competition because they want to, but because they must. Can it be doubted that if the Columbia, Snake and Willamette rivers were free and open to navigation, they would be the controlling influences in the rate situation in the northwest? Is there any place which has a more profound interest in this question than Portland?

However much we may disagree on other things, upon the one predominant issue of safe harbors and navigable waterways, we should stand as a unit. Nature has set her seal of approval at the junction of the rivers as the place for the city of the northwest. To that point, by water and by rail, commerce will naturally flow, and here will eventually be the great clearing house of the coast.

Small Change

Judge Parker is safe in discussing the tariff.

• •

The people want no reactionary new charter.

• •

Why kill spiders that catch flies and do no harm?

• •

"Whatsoever a man soweth, that shall he also reap."

• •

Parker opened the campaign, but it didn't buzz much.

• •

Perhaps Mr. Fairbanks has lost his interest in politics.

• •

Banishing the slot machines didn't ruin the town, either.

• •

"Getting only comes by doing," says somebody. Doing others, sometimes.

• •

There is just one way to stop spooning in parks, that is to abolish the parks.

• •

The king of Spain has quarreled with his mother-in-law. Over the baby, of course.

• •

Nobody seems to be speculating on the cabinet of Debs or Chafin or Watson or Hearst.

• •

A New York town has voted to own its water wagon. Isn't this a dangerous innovation of crazy people?

• •

The Woodburn Independent says Bryan expects some support from the Rockefeller crowd. This will be news to Bryan.

• •

Either the Republicans are a little scared or are pretending to be scared. An affected scare sometimes produces campaign funds.

• •

It is very little interest that the country will take in J. Schoolcraft Sherman's speech of acceptance. And yet he may be president.

• •

If Rockefeller were running for president on the Republican ticket a lot of the organs would support him just the same as they do Taft.

• •

A Salem woman sued for a divorce partly on the ground that he did not change his shirt for a month. But if she had to wash his shirts, didn't that save her work.

• •

A Washington fruit-grower has posted up the following notice: "Cherries all gone. No use to tear your pants climbing through the barbed-wire fence until the pears are ripe."

• •

An eastern Oregon paper reprints the "Small Change" without credit, to which there is no objection, but heads it "Carnival Philosophy." This philosopher don't feed on corn—not enough to count.

• •

A Dallas man tells The Itemizer that "If Ralph Williams was only out of his way there would be no trouble in Bryan carrying Oregon in the next election. What an exceedingly influential man Mr. Williams must be.

• •

Thank the powers! Men who think it would be a disgrace to pay less than 35 cents for a haircut will not be compelled to do so. There are still 10 shops in Portland where a man can get his hair trimmed at a respectable price.

• •

No, sir, Mr. Portland Journal, a Republican cannot nor will not vote for Mr. Bryan. Neither will any Republican vote for Chamberlain for senator. Pendleton Tribune. Then the number of Republicans is very rapidly decreasing. At this rate they will soon be in the minority.

• •

She thought she loved the young man well enough to marry him, but her parents objected, and he urged her to run away with him. She was pretty sure she would not do that but did not want to tell him so positively, and so said she would send him an answer the next day. Then he received a nice little cantaloupe.

• •

Riding in a covered wagon drawn by two horses with banners decorating each of them declaring that A. V. Fawcett of Tacoma, is a candidate before the Republican primaries for lieutenant-governor, the aspiring politician, Mrs. Fawcett, his two daughters and his son are traveling through Washington. The girls sing, the boy declaims "pieces," the wife and mother smiles and chats pleasantly, and so everybody works but father—and maybe he works too.

Oregon Sidelights

There will be a good many hops—but what's the use?

• •

A Malheur county man claims he can make $100 an acre off his alfalfa.

• •

Gray squirrels are doing considerable damage to young trees in Polk county.

• •

Senator Oliver of Union county will try next winter to get another state college, at Union.

• •

At 80 cents, a little shortage in the wheat crop east of the mountains can be easily indorsed.

• •

Some of the Tillamook county dairymen's barns are not large enough to hold the bumper hay crop.

• •

Some one carelessly threw away a lighted cigar or match, and 400 cords of wood were burned at Odell.

• •

The Condon Times claims to have a subscriber in Hongkong, another in Calcutta, and one in Kielballymackashnakeen.

• •

It is asserted that the average assessed value of land in Clatsop county is $9, while that of Tillamook, just south, is $63.

• •

C. A. Rhea, a Heppner banker, says that Morrow county will produce only about 500,000 bushels of wheat, one-fifth of last year's crop. But farmers are nearly all out of debt.

• •

Despite the dry season, alleged crop shortage and prohibition, the July business for Pendleton postoffice is $247.89 ahead of the business transacted by the office during the month of July, 1907.

• •

A Glasgow, Mont., man who recently purchased six yearling Rambouillet rams from the Cunningham Sheep & Land company of Umatilla county shipped them by express, paying at the rate of 16 cents per pound or $16 per head for the shipment.

• •

La Grande Observer: The reports from the harvest fields so far do not indicate any danger of a famine. There are a great many farmers who will have more wheat money than they had last year, when it was heralded far and near as a bumper crop.

• •

Medford Tribune: With the awakening of the state to a realization of natural resources and its possibilities, there has come also an awakening to the miserable condition of its highways, and the necessity for bettering them. The meeting at Portland will start the ball rolling.

• •

Eugene is beginning to reap the fruits of judicious advertising throughout the east, for with every train come new settlers, men of wealth with capital to invest, others of moderate means who come to build homes and become substantial factors in the city's activities, says the Register.

• •

With over 400,000 apple trees sending their limbs skyward at Hood River it is not difficult to estimate the apple crops of the future, says the Glacier. At the modest estimate of four boxes to the tree, in five years the output will reach 2,000,000 boxes, or in the neighborhood of 2,500 cars.

LETTERS FROM THE PEOPLE

Letters to The Journal should be written on one side of the paper only, and should be accompanied by the name and address of the writer. The name will not be used if the writer asks that it be withheld. The Journal is not to be understood as indorsing the views or statements of correspondents. Letters should be made as brief as possible. Those who wish their letters returned when not used should inclose postage.

Correspondents are notified that letters exceeding 300 words in length may, at the discretion of the editor, be cut down to that limit.

Conflict of the People.

Hood River, Or., Aug. 7.—To the Editor of The Journal—To a superficial observer it appears to be a self-evident proposition that this government and its institutions are in a transition state, in a crisis; that an aristocracy and predatory wealth are in control, that representative government with an immense patronage on appointing power placed in the hands of the executive with implied constructive legislative functions assumed by the judiciary seem to be a failure.

It is now up to the people—the common herd, to come forward as they did during colonial times and ante-bellum days and correct the evils from which we suffer, or complacently to sit and submit to a condition, and oppression and quasi servitude and slavery minus the assumed rights and custom of ownership and property rights of the bodies as of old of the persons actually engaged in productive and distributive industry.

The conflict is on. The question is whether a pure democracy shall be established or our present plutocracy shall continue and our civilization perish. The issues are made up and the clans are gathering for the fray of the ballots which will in a degree determine which shall prevail. The champion is named of strong government, exclusive and centralized, conducted by and for the few and rich—by the lineal descendants of the tories of revolutionary times, of those who built blue lights on the banks of the Connecticut, and of the disunionists that composed the Hartford convention or the nullifiers of South Carolina.

These people are in control and propose to continue in control and conduct affairs of state in the interest of their set or class. They have presented to the people as their exponent of special privilege and their champion, W. H. Taft, a man whose whole life and education has been identified with private corporations and whose immense fortune has been accumulated by the methods of encroachments by private corporations through consolidation of the products of the thrift and labor of those engaged in productive and distributive industry. This process dates back to the panic of 1857 along through the speculative periods during the Civil war, through the credit strengthening act of 1867-69, the demonetization of silver in 1873, the repeal of the Bland, Allison and Sherman law in 1893. There has not been a simple act of legislation nor rule of courts in the interest of capital and accumulation of the very rich with which he has not been closely identified and benefited during the last half century.

When the trusts and transportation interests wanted a "safe and sane" man identified with their interests he was placed on the federal bench, where as every working man knows who has kept himself informed, he served the "interests" well and faithfully, which aroused the spirit of hate and envy in the bosom of every independent, self-respecting and well-informed man engaged in productive and distributive labor. During this transition period from the strong centralized system of plutocratic government toward pure democracy, Oregon has adopted the system of direct legislation through the initiative and referendum and the nearest possible approximation to electing United States senators by direct vote of the people without an amendment to the federal constitution, and after other states had begun to inquire and imitate Oregon, the "interests," plutocrats, trusts and professional politicians (common enemies of mankind) began to seek for some person to combat the ideas of pure democracy. Wall street operators, to doubly assure themselves that their prospective candidates for president could be trusted, sent Mr. Taft into Oklahoma to oppose the adoption of their constitution because they had embodied in their organic law the plan of direct legislation through the initiative and referendum, and prohibition of the liquor traffic, a clause which incensed the hatred of Mr. Taft for the Oklahoma constitution because it was against the business interest of two of his bosom political friends, Boss George B. Cox of Cincinnati and Cooney Born of Columbus, Ohio. These questions are up for settlement and the votes of the people will indicate what public opinion is. They are not party or partisan questions but questions of principle affecting the rights and liberties of the people, especially us of the common herd, who are engaged in productive and distributive industry.

The initiative and referendum has been attacked by a rich and powerful corporation in Oregon, and will go to the United States supreme court to be set aside in the interest of private corporations, unless the people send up an unmistakable protest from Oregon at the approaching election. Mr. Taft is uncompromisingly opposed to the rule of the people.

The question of electing United States senators by direct vote of the people of the states will come up in congress and in the event of its passage Mr. Taft will oppose it and if possible veto it. As I said already, it is up to the people of Oregon to declare in a positive manner whether or not they are ready to surrender up their right to a voice in the legislation under which they have to live and be governed.

The people of Oregon in sentiment, as a rule are Democratic, as was demonstrated by their votes on the questions and bills refered to them at the late election, and this is another time which requires non-partisan action, even if it has to be done through partisan channels. While there are candidates in whom I have more confidence than in Mr. Bryan and while I believe that Mr. Bryan has hedged on some things where he should not, yet he has always in his public speeches advocated direct legislation and his party declared for electing United States senators by direct vote of the people of the states.

Mr. Taft's party voted down by a majority of nine to one the proposition to elect United States senators by popular vote of the states. In short, Mr. Taft is opposed to the rule of the people, or to giving them a voice in the management of the government, either state or national.

There can be no mistake that he has no sympathy in common with the working people further than that they be driven, if necessary, by the military power, back to work that dividends and interest may be paid on stock and bonds. It is a matter that goes without being controverted that there are men in the Democratic party who are not in sympathy with, and are secretly working against Mr. Bryan and desire the election of Mr. Taft for the simple reason that Mr. Bryan favors the initiative and referendum and Mr. Taft opposes it. For this reason I desire to impress on the minds of those who may read this, the importance of non-partisan action, the laying aside of party prejudice and of voting for principle and sentiment of government and general uplifting of mankind. To accomplish this requires thorough organization on lines for a specific purpose, weeding out the disgruntled luke-warm office-seeker, kicker and disorganizer and going to work for a sacred principle. Of more importance is it that Oregon enters an earnest protest and rebuke to that Chicago convention that entered its unmistakable protest against the election of United States senators by the votes of the people, than is the disposal of all the postoffices and internal revenue and custom house collectors in the entire state of Oregon or any other two states. Because that is all there is in the campaign for the common herd after the election is over if there is no change to be made in the system and innovations are to be made on what we have already done within our own borders. That is what we are sure of if Mr. Taft is elected as a partisan on strict party lines standing committed as he does against these reform measures, and against reduction of the tariff. Mr. Bryan favors tariff reduction, while personally I favor absolute free trade—our money issued direct to the people without intervention of banks—by the government based on the sovereignty and entire property of the government and made absolute legal tender for all debts, public and private. No reforms have ever been brought about by the rich or ruling class. They have always originated with and been fought out by the industrial and middle class of people who are thinkers capable of analyzing a progressive proposition.

To maintain the reputation of Oregon as a progressive state in the foremost column of free government it is necessary to get to work so that its influence will be felt in the future as it has in the recent past and present, by a thorough organization in defense of our most cherished principle—direct legislation and the election of the champion of that principle. This must be done by a precinct and schoolhouse campaign and by conscripting every man who holds principle higher than party. There are six candidates for president of the United States this year, five of them favorable to direct legislation, against one who opposes the initiative and referendum and stands committed against it as pronouncing it "impractical, visionary and unconstitutional." For proof of that fact just turn to his campaign in Oklahoma against the adoption of their constitution.

CHARLIE DAVIDSON,
"The Carriage Painter."

Who Is Responsible?

Portland, Aug. 8.—To the Editor of The Journal—Vernon schoolhouse is surrounded by great masses of brush and grass, the former in places higher than a man can reach on horseback. A cigarette or cigar stump, a match dropped or a spark of any sort is likely to start a conflagration any minute now that 500 men could not extinguish until a valuable public building and several homes went to the bad. Whose duty is it to look after this?

Has a citizen got to lay off a week and be chased like a beggar from one haughty or indifferent city official to another while this firetrap stands in a continual wind, a temptation to depraved boys and a menace to the entire surrounding property? Should this disgraceful condition continue for a few weeks more we will be likely to hear of a catastrophe, a horror, a holocaust, that will advertise Portland far and wide. School will be opened soon. Will the rag-chewing bunch of papsucking politicians with the proper label over the doors get a wiggle on them, or is there some graft in it for somebody? What is the reason the brush and trash is not removed from the Vernon school block?

VERNONITE.

Umatilla Wheat.

From the Pendleton Tribune.

"What amazes me," said H. H. Cohen, the commercial editor of The Portland Journal, to a Tribune representative yesterday evening, "is that there should be any growling among the farmers of Umatilla county. I have been all over Gilliam county and parts of other sections of eastern Oregon and found conditions in many of them where there was real ground for complaint, but as soon as I left Pendleton going toward Walla Walla all this changed and everything looked bright. The prospect immediately took on a different color and crops all the way across Umatilla county and in the Walla Walla country are what I call splendid.

"The people in Umatilla county who are in the dumps about the wheat crop, if there are any such, should be cautioned in some way from giving further expression to their pessimism for there is not a finer country lying out of doors than this. There is nothing to all the matter with their wheat. It is good in quality and the yield, considering the season, is really phenomenal. I was struck with the evenness of it everywhere in the Adams-Athena-Weston country. The tops of the heads look like they had been shaved off a certain distance from the ground with a grader. The straw is shorter than usual on account of the dry weather, but the heads are all right.

"And I intend to counteract in my report, so far as I can, the news sent broadcast to the effect that there is a vast amount of smut in the wheat this year, enough to materially damage its value. This is not correct. To be sure, there is some smut but the extent of it and the effect on the quality of the wheat is being used by some of the buyers to diminish the price in order to save the difference of the 'dock.' This is wholly unfair and the farmers are 'getting onto' the proposition.

"The crops in Walla Walla are also of fine quality, though somewhat cut down in yield. But some fields, like those in Umatilla are up to the highest notch. One man in the foothills 18 miles from Walla Walla has a field of 100 acres which has produced this year an average of 64 bushels to the acre, which should satisfy the average man in an average season.

"I have really been surprised at what I have seen when considering the reports I have read of the 'shortage' of wheat and the injured quality of the grain. The total amount raised will, of course, be below the average, but the aggregate will be immense, the quality is first class and the price 'elegant.' There should be no complaint in Umatilla."

Mr. Cohen will go to Heppner today and take an inventory of crop conditions in the sister county.

Rear Admiral Clark's Birthday.

Rear Admiral Charles E. Clark, U. S. N., retired, was born August 10, 1843, in the town of Bradford, Vt., and entered the United States Naval academy in 1860. During the closing years of the Civil war he was attached to the West Gulf Blockading squadron and participated in the battle of Mobile bay and the bombardment of Fort Morgan. His subsequent promotions were to master in 1866, lieutenant in 1867, lieutenant-commander in 1868, commander in 1881, captain in 1889, and rear admiral in 1902. Early in 1898 he was ordered to the command of the battleship Oregon, just built at San Francisco. He left San Francisco in March with the battleship Oregon, and arrived with her at Key West, Fla., a distance of 14,000 miles, May 26, 1898, in time to take part in the naval battle of Santiago. This cruise of the Oregon was unprecedented for speed with a battleship, and has taken a prominent place in naval annals.

This Date in History.

1388—Earl of Douglas killed and "Hotspur" taken prisoner at battle of Otterburn.

1753—Edmund Randolph, first attorney-general of the United States, born in Williamsburg, Va. Died in Virginia, September 12, 1813.

1821—Jay Cooke, eminent American financier, born in Sandusky, Ohio. Died in Philadelphia, February 16, 1905.

1860—The Prince of Wales visited Charlottetown, P. E. I.

1861—General Lyon killed at the battle of Wilson's Creek, Mo.

1864—Twelve persons killed by an explosion on the steamer "Racine" in Lake Erie.

1900—Robert Kingston Scott, ex-governor of South Carolina, died.

1904—George G. Vest, United States senator from Missouri, died. Born December 6, 1830.

Real Cause of Factional Troubles.

From the Seaside Signal.

The Oregonian never tires of scolding and roasting those who subscribed to Statement No. 1, saying, "We told them what would happen, and now see what a predicament they are in," and so on. The Oregonian is the cause of four fifths of the factional troubles of the Republican party in this state.

The REALM of FEMININE

Plaudits for Olympians.

IT is to be hoped that the returning victors from the Olympic games in London are possessed of a considerable degree of modesty, and that the hizzahs and plaudits of a grateful people will not so greatly flatter them that they lose the fine sense of proportion that keeps men modest and sane.

To have the whole masculine portion of the country flinging praises at their heads, feasting them at every stop, flinging bouquets at them and crowding to see them at every step, their home coming already promises to resemble a Dewey celebration at its height, but when is added to this the plaudits of the women, processions of maidens in their honor, flowers and incense and flattery of women at every turn, and, as has been suggested, a triumphal entry into their home city with maidens dragging their carriage, it will take a sober common sense, that is not common at all, to keep them from losing their heads and fancying themselves the saviors of society.

Who is grudging them their just praise? Not I. Surely they did something for their country, preserved her name among the nations as a breeder of strong men, hardy, clean, muscular. That Oregon furnished three men who made brilliant records puts her high among her sister states in these qualities. But when it comes to asking young women to march in processions in their honor, to draw their carriages and to crown them with laurels, there is a sense, or untrained womanliness that bids against it.

The returning victors in the olden days of Greece, after the games held in honor of Zeus, were welcomed by women as well as men, walked over flowers scattered by gentle maidens, heard choruses of praise from maiden lips. But these things were in a time and an age very different from our own. The games in those days had a religious significance. Those were the days of an apotheosis of physical perfection, a whole-hearted, joyous, pagan love of life and of bodily, earthly traits. To endeavor to import this spirit bodily, into our nineteenth century times, is a solecism. It does not fit. It is so plainly an importation, a thing lugged in, that our sense of proportion and fitness is upset.

The maidens and the women of Greece had no such difficulty to meet. It was eminently fit, proper and spontaneous, for them to greet their victors with songs, to dance before them in their honor, to weave them with garlands. But however much you regret the passing of those joyous days when to live was all that was asked of people, to be joyous was the exspression of an unstudied nature, when such singing and shouting were as spontaneous as a child's, the fact remains that in our day these things would be accompanied by a sense of unfitness, by a rebuking thought of impropriety, would, in fact, be unnatural, premeditated, untimely, illogical. And if such things cannot be done whole heartedly they would better be left undone. If our shoutings and hurrahings lack the beauty of whole heartedness and spontaneous joy, they mean nothing and are better left unsaid.

The whole country rose spontaneously, but a few years ago, to honor Dewey; oblations were poured, flowers showered, praises rent the air. There was the most whole hearted rapture in that welcome that any man of modern days has aroused. And before the shoutings had ceased, there was a wave of reaction, of self consciousness, of outraged propriety that turned the whole to mockery.

The fact is that something, call it over-civilization, culture, commercialism—what you will—something sits upon our spirits, in these days that rebukes the whole hearted freedom of utterance that was natural, wholesome and proper in earlier days of the world's history. Perhaps our self-consciousness, our repression, is too heavy a price to pay for our little advance in the arts and sciences—that is as you think. But the fact remains that we are of our day, that the conventions hedge us in, that we cannot throw responsibility to the winds and be children again. And if we cannot give ourselves without this feeling of restriction to such demonstrations, let us be honest enough to admit it, and to be what we are, without affectation, without mockery and without restraint.

For the Vegetarian Luncheon.

VEGETARIAN luncheon packets, containing biscuits, nuts, fruits, etc., are the newest idea for jaded business men and business women in London. These luncheon packets are being sent out to business establishments. Even meat eaters, it is understood, are showing a desire to give these luncheon packets a trial in summer, as it is believed the vegetarian luncheon keeps the blood cool and stimulates the brain, whereas meat luncheons, cause listlessness.

Cold Meat Loaf.

"AVOID warm hashes in summer, and have in their place a meat loaf that can be served cold," writes Christine Terhune Herrick in Woman's Home Companion. "Chop your remnants of steak or roast fine, mix with them one third as much cold boiled ham or tongue, season well, and add a couple of raw eggs, beaten light. If rather dry, moisten with gravy or stock, turn into a greased mold with plain sides, cover, set in a baking pan with hot water about it, and bake for an hour. This loaf may also be made with raw beef, but then it must cook for two hours. Let it get very cold before turning out, and slice. Veal loaf may be prepared by this recipe, and even cold roast lamb may be treated in the same manner. The main point to be borne in mind is the seasoning. Be careful that this is well done and you will have a popular dish."

The Daily Menu.

BREAKFAST

Fresh Plums. Cereal Cream.
Minced Tongue on Toast, Cream Gravy.
Coffee.

LUNCHEON

Baked Tomatoes. Cheese Fondu.
Nut Butter Sandwiches. Ripe Olives.
Stewed Blackberries. Cookies. Tea.

DINNER

Celery Soup.
Cold Roast Beef. Horseradish.
Fried Egg Plant. Lettuce. Mayonnaise.
Apricot Pudding. Jelly Cake.
Black Coffee.

The Spider and the Fly.

From the Philadelphia Press.

In the long warfare between the spider and the fly, the latter has had the housewife for its auxiliary and friend. The flies have been tolerated, even fed and nurtured, while the spiders and their webs have been ruthlessly destroyed. This unremitting and unrelenting war against it keeps the spider population down, while the flies increase and multiply by the millions and tens of millions, almost unchecked. The spider is ugly and his web is unsightly in the estimation of most people, but spiders hurt no human creature. They feed on flies, which are the foes of mankind, and they do mankind a service.

Fearful.

The Questioner—I hear his wife is a brunette, but I thought he married a blonde.

The Joker—He did, but she dyed.