EDITORIAL PAGE OF THE JOURNAL

THE JOURNAL

AN INDEPENDENT NEWSPAPER

C. S. JACKSON ..... Publisher

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Oh, let us not wait to be just or pitiful or demonstrative toward those we love until they or we are struck down by illness, or threatened with death. Life is short and we have never too much time for gladdening the hearts of those who are traveling the dark journey with us. Oh, be swift to love, make haste to be kind.—Henri Frederic Amiel.

In thy book, O Lord, are written all those that do what they can, though they cannot do what they would.—St. Augustine.

IMPROBABLE RUMORS.

IT IS FREELY rumored that the Fulton faction is claiming that enough Statement No. 1 members of the legislature have promised to go into a caucus to insure a Republican caucus on the senatorial question, with the expected and desired result of overturning the result of the election last June. It has even been stated in a Portland newspaper that four such members from this county have made such an agreement.

The Journal does not believe this story, and considers it merely an invention, based upon unreliable rumors. There can be no caucus of Statement No. 1 members of the legislature on the senatorial question without at least a tentative infraction of the Statement No. 1 pledge. There can be no possible excuse for going into a caucus upon a question that was fully and irrevocably settled, so far as these members are concerned, by the June election. There is no such objection to a caucus on other matters, on organization even, but the senatorial question, so far at least as Statement No. 1 members are concerned, is positively settled. There is and can be no such question to caucus about, and going into a caucus would be an admission of the proposition that the question is not settled. Indeed, under the law passed by the people by over 48,000 majority, all members are bound to vote for the people's choice for senator, but even if this law be ignored, a member's individual, unequivocal, solemn pledge to the people is binding. They have no business in a caucus on this subject.

But The Journal does not credit these rumors. The Fulton factionists are probably making untrue claims in the hope of influencing others to betray their trust and violate their sacred pledges. This paper does not for a moment believe that seven, or five, or three Statement No. 1 members have been or can be seduced from the performance of their plain, pledged duty, or led to betray the people and disgrace themselves. If even one should do so, it would be surprising, and his name would be heralded throughout the country and printed in every newspaper as a notorious and phenomenal traitor to a trust reposed in him.

Statement No. 1 members should be wary of this caucus scheme. It is designed by a few reckless and disgruntled factionists to brand any of them who accede to it with lifelong obloquy. No office, no amount of money, no earthly inducement whatever, could begin to compensate a man for such a disgrace and for the contempt in which he would be held ever after by all honest people.

ROOSEVELT AND MORALITY.

THE American magazine publishes a letter from some man whose identity is not disclosed about his visit to President Roosevelt. According to this unknown visitor the president said, several times: "Well, I'm through now." He said that when his term closed he wanted to get clear away out of reach for a year or two, so that he would not be accused of interfering if he said anything, or of disapproving if he kept silent. When this visitor suggested that the people might call him to take on the harness again four years hence he said, "with a sort of sadness": "No, revolutions don't go backwards. New issues are coming up. I see them. People are going to discuss economic questions more and more; the tariff, currency, banks. They are hard questions, and I am not deeply interested in them; my problems are moral problems, and my teaching has been plain morality."

This, if correctly reported, illustrates what to many seems to be inexplicable inconsistency in the president's character. The sentences quoted seem to contain mere contradictions. New issues are coming up. Yet the people are going to discuss old economic questions: the tariff, currency and banks, more and more. If old questions are coming to be discussed more and more, how are new issues to get to the front? And these old questions the president does not care much about; he is not deeply interested in them, although they are to be discussed more and more. Is he not then interested in the practical questions that will interest the people more and more? Or is it because they are "hard questions" that he cannot take an interest in them? The president's official utterances on these subjects show that he has no clear and comprehensive ideas about them, they are to him hard questions indeed, and he has avoided them as much as possible and left them to be solved by such men as Aldrich and Morgan and Cannon and other like leaders.

But the contradictions in the sentences quoted are more apparent than real. The president realizes his limitations, knows where he is weak, as well as where he is strong. He knows that he has no comprehensive grasp of some public questions; some of the more important of them to most people "do not deeply interest him." The tariff and finance are largely unintelligible to him; he concentrates his interest and energies on problems that he considers still more important; and toward the solution of which his mind runs. He knows these old practical problems are really important, and that people will bestow most of their attention upon them, but he has dealt with them only in the most perfunctory way, has paid as little attention to them as possible, because his talent does not run in their direction; he is not interested in them.

But the president is right, and shows self-knowledge, when he says: "My problems are moral problems, and my teaching has been plain morality." Here indeed he has been strong, even if often commonplace, yet it is curious that he cannot see that the tariff, considering its operation and results, is itself a moral problem. Plain morality in a public man of high degree should rise in opposition to both the principle and the practice of a high protective tariff, for, as was said long ago, "it is no less robbery because done under the form of law."

But the president has undoubtedly taught "plain morality," and honesty, and sturdy uprightness, and true patriotism, by numberless precepts and often by example, and the country, spite of his apparent inconsistencies, has been vastly benefited thereby. He has been the source of a great moral uplift in our civic life, and his instruction will be bettered in times to come. And if "revolutions don't go backwards," it will seem to the minds of millions of people that the country needs a man like Bryan or La Follette to carry on the morally revolutionary movement.

WAKING UP.

THERE are evidences that the people of the Willamette valley are waking up. And none are doing so more than the farmers, or some of them. They are realizing as never before the need of good roads and better products, and also of electric railroads through all well-settled communities.

The Journal told yesterday that farmers of the Tualatin valley, just over the hills from Portland, have raised a bonus and would guarantee a right of way for a branch line from Beaverton to Loveland, a distance of 14 miles. Three men have offered to give $500 each in cash, besides rights-of-way. That is the way to do things. Show investors that a road will pay, everybody join in giving the right-of-way, and if necessary raise a moderate bonus besides, though in most cases this should not be necessary.

There is room and need in the Willamette valley for several such branches, when the main arteries are built. The farmers need them, and can get them, but they must help. And for what they give to this end they will be richly rewarded in increased value of their lands.

Good roads, electric roads, and irrigation where practicable—these will in a few years double the value of Willamette valley lands, as well as its population and products.

COOS BAY AND TILLAMOOK.

MR. HOFER is unquestionably right when he says that a railroad from Drain over to Coos bay would be a paying investment from the beginning. He gives many facts and figures to support the assertion. The resources of the region traversed, especially in timber, are plainly and convincingly sufficient to justify the building of a railroad merely as a profitable investment.

Mr. Harriman is certainly a very keen business man, and if he is not already thoroughly informed as to the situation in this respect, the people of Coos bay should lose no time and spare no effort to press the facts upon his attention. But he probably knows well enough that the road would pay; is only waiting because he wants to use money elsewhere more, and thinks Coos bay will keep awhile, especially as he now has Gould under his thumb.

The same is true of the projected road to Tillamook; it would beyond any doubt be a money-maker from the very outset. The Tillamook harbor is not comparable to that at Coos bay, yet it can be made serviceable for light draft vessels, and nearly the whole country between Portland and Tillamook is resourceful, first in great bodies of timber, and then in potential if not present farming lands.

It is one of the wonders of the time, considering the spirit of development throughout the country and the progressiveness of the period, that these great, splendid, richly resourceful regions should have lain so long untraversed by a railroad. The parallel is probably not to be found in the whole country.

But this isolation must surely be about at an end. If Mr. Harriman does not build railroads to these points and through these regions, others will. He cannot keep them "bottled up much longer."

Some Chicago bankers are quoted as being opposed to Bryan's plan of guaranteeing bank deposits, asserting that it would result in "reckless banking," and in the "elimination of character in the banking business." We do not believe this. Bryan does not propose to do away with any of the penalties which now attach, under the federal and state laws, to dishonest and reckless banking. The cashier who steals the funds of the bank, the directors who risk in speculation the savings of depositors, will be subject to prosecution and punishment just as much under the guaranty plan as they are now. The essential difference lies simply in this, that the man who deposits his money in a national bank under Bryan's plan has the absolute assurance of the United States government that it will be repaid to him whenever he wants it, while under the existing system he must rely solely upon the responsibility of the bank and its officers and stockholders.

The Journal delights to commend the Portland city council whenever it can conscientiously do so, as happens in the case of the revocation of the license of a saloon where women and girls were accustomed illegally to foregather for vicious purposes. The proof being clear and sufficient, the only right thing for the authorities to do in such a case is to impose the revocation penalty. And care should be taken that the offenders do not either directly or indirectly secure another license. Once saloonkeepers thoroughly understand that this penalty will surely be inflicted, they will be careful not to incur it. But leniency in such a case is an invitation to other saloonkeepers to commit like violations of the law.

The Northern Pacific railroad's report for July shows that its freight earnings for that month were 20 per cent less than for July, 1907, while its earnings in June this year were 32 per cent, and in May 26 per cent, less than last year. The loss was principally on heavy freight, largely, we may surmise, on lumber, which for many months the railroad refused to carry from the Pacific coast east. The decrease in passenger earnings for July was only 2 7-10 per cent as compared with the same month last year. This report indicates that the depression following the panic is gradually passing in the region traversed by the Northern Pacific.

President Roosevelt says the Aldrich-Vreeland currency bill is all right, and that no argument worth a moment's consideration can be made against it, but Senator La Follette, who is nominally supporting Taft, is spending most of his time attacking this law, and a great many Republicans believe that his arguments are not only worth considering but are unanswerable. This is one subject, of several, on which La Follette's opinion is entitled to more weight than the president's.

A prominent eastern Republican expresses the opinion that Mr. Bryan's anti-trust speech in Indianapolis will destroy whatever chance he had to carry New York. By this we suppose he means that the trusts will be aroused to greater activity and liberality in their efforts to beat him. But if the trusts with headquarters in New York should thus do their utmost to beat Bryan, why should not the common people, whom the trusts rob, do all they can for him?

A Good Suggestion.

From the Arlington [illegible].

Now that the people of Oregon have power [illegible] ... [illegible] justice would not be thwarted or retarded as is now possible. There are many other reforms needed in our jury system, but the one suggested above would soon clear the court dockets and save the people great and useless expense.

Over 400,000 rubber trees have been planted on the Hawaiian islands, the experiment proving so successful as to make a thriving industry certain within a few years.

Small Change

Even the lawyers are trying to reform things.

• •

A blind pig never demands the services of an oculist.

• •

When Cake comes back,
Will he bring a sack?

• •

Maybe that smart mule of Bryan's will do the trick this time.

• •

Brother Foraker will talk, or will not talk, there is danger either way.

• •

It will soon be a year since the great Republican high tariff, stand-pat panic broke out.

• •

Sherman's and Kern's acceptance speeches were pretty good; that is, rather short.

• •

Either Tom Watson is keeping astonishingly quiet, or else his noise isn't considered worth mentioning.

• •

If Castro gets into contact with Queen Wilhelmina's hatpin, he will quit his bluffing in short order.

• •

Woman makes most of the trouble in life, but, remarks the Bohemian, she makes life worth the trouble.

• •

When Sam Woodworth wrote "The Old Oaken Bucket" he was happily ignorant that it was full of germs.

• •

Some Republican politicians of Oregon who are opposed to Senator Bourne are helping to make him popular.

• •

Every four years the Democrats win to hear them tell it before election, but they will make good some day.

• •

A bull broke up a baseball game in New Jersey. He probably was trying to show his qualifications for umpire.

• •

A physician says nightcaps will prevent baldness. Which kind of nightcaps? And would eye-openers prevent loss of vision?

• •

An Iowa woman says she had a vision of heaven, in which she saw and heard pianos. This will furnish another excuse for many people to decline trying to get there.

• •

A Michigan paper tells of a young man whose boat capsized while he was out riding with a girl, and who swam ashore with her in his arms. He must have fine swimming legs.

• •

An exchange tells of a college professor, lecturing on morality to a class of young men, who said: "My young friends, the floors of hell are paved with champagne, automobiles and chorus girls." He was horrified to hear one of the students say in a sepulchral tone: "Oh, death, where is thy sting?"

• •

C. J. Curtis says in his paper, the Astoria Herald: "Had C. W. Fulton been nominated at the primaries he would have defeated Mr. Chamberlain, but Cake had to butt in and many of Fulton's friends voted for Chamberlain. Mr. Chamberlain was not a choice of a majority of the people. Mr. Fulton was. Hence the legislature being Republican, they had ought to elect a Republican for United States senator." This will be appreciated at its value only by those who know C. J. Curtis.

Oregon Sidelights

Much road work is being done around Nehalem.

• •

There are rumors of a new, big hotel in Corvallis.

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There are rumors of a planing mill in Tillamook.

• •

Club wheat is giving way to 40-fold in Morrow county.

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The largest yield near Weston was 49 bushels an acre on 34 acres.

• •

Weston, says the Leader, at night is "darker than a pirate's dream."

• •

The Penland company, in Morrow county, may sell its 35,000 acres of land.

• •

Many settlers are coming into Lake county, especially in the Warner lake region.

• •

The Heppner Times boasts that no man was ever shot for a deer in Morrow county.

• •

The Vale M. E. church people have burned a mortgage which rested on the parsonage.

• •

The Oregon City Courier shows how diversified farming is paying in Clackamas county.

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Within two months from the time a creamery was proposed in Mist it was in operation.

• •

The growth of traffic is great in Corvallis, says the Times; one day more than 200 cars were handled.

• •

The editor of the Seaside Signal offers a reward of $5 for the conviction of any one using dynamite in Necanicum and Wahana creeks.

• •

Developments along many lines are assured for [illegible] ... says the Recorder. The possibilities are greater now than ever before and are being taken up in all quarters.

• •

On a farm near Clatskanie, says the Chief, [illegible] tons of timothy and [illegible] hay were harvested this season [illegible] ... about 100 bushels to the acre.

• •

Tillamook Herald: There is a band of elk on the south fork of the Nestucca, between [illegible] creek and [illegible] creek. Elk add very much to the beauty and picturesqueness of our mountain scenery. The game wardens are watching the band very closely to see that they are not destroyed.

• •

[illegible] North Bend men who have been [illegible] for oil near South [illegible] the Harbor returned bringing with them several large specimens of sandstone which they had secured at a depth of less than 20 feet that smelled like the cloth that mother used to wipe the lamp with. Pieces of the rock [illegible] in hot water shed rainbows [illegible] Niagara.

• •

[illegible] can now boast of having as good light and water plants as can be found in the state, says the News. Municipal ownership is the rule here. Our water [illegible] pump and water wheel are all [illegible] of the latest and best improved [illegible] new dynamo of 1,000-lamp capacity is the best obtainable. The city owns both plants and receives the revenue. The increased number of patrons will provide for or take care of the $15,000 in bonds when they become due.

Francis G. Newland's Birthday.

Francis G. Newlands, one of the two Democratic United States senators from the far west, is a son of Nevada, which he represents by adoption only. He was born at Natchez, Miss., on August [illegible], 1848, and received his education at Yale and the Columbian College of Law in Washington, D. C. After his admission to the bar he went to San Francisco, where he met with great success in his profession. In 1888 he moved to Nevada, where he was elected a member of congress to the 53d congress. He was reelected four times and finally became the successor of Senator John J. Jones on March 4, 1903. He is greatly interested in transportation matters and was appointed by President Roosevelt a member of the inland waterways commission.

GREAT IMPORTANCE OF THE COOS BAY REGION

One of the interesting addresses delivered at the recent Development congress held at Marshfield was that delivered by Colonel E. Hofer, editor of the Salem Journal. It was in part as follows:

As the great practical deep-sea outlet for all this vast interior region parallel to the Pacific ocean and capable of sustaining a population of 5,000,000 people, Coos Bay affords remarkable advantages. It is only 70 miles from Drain, the nearest point to the head of the valley, from which there is a water level route for a railroad to Marshfield and North Bend, the manufacturing and shipping points on Coos Bay. This harbor is located nearly 200 miles south of Columbia river and over 350 miles north of San Francisco. The harbor is landlocked and naturally protected at the entrance by Coos Head, a high solid wall of rock deepening the channel and affording protection and refuge to shipping in time of storm, making it in some respects superior to any river entrance on the Pacific coast. Coos Bay harbor can be most easily improved and has been selected by the general government as most worthy of large appropriations. A dredger has been provided by act of congress and the people have subscribed $15,000 for deepening the inside channel and propose to follow this up by creating a harbor commission with an annual tax to continue the improvement.

Coos Bay harbor is located in the midst of a coal area of 250 square miles. At a low estimate, 1,000,000,000 tons of high-grade coal, most of which will burn to a white ash in an open grate lies about this harbor, in many cases the entrance to the mines being at tide water, and the coal discharging into the holds of ships. In quality this coal is superior to most of the bituminous coal that is mined in the eastern states. Any other government in the world would long since have converted this harbor into a great fortified coaling station for the shipping and navies of the whole world.

• • •

Coos Bay is rapidly becoming a commercial port of some importance. It is a fact that comerce determines shipping, which is proven by the magnitude of business done at the port of Portland, over 100 miles inland from the sea and quite a distance up the Willamette river, yet its commerce surpasses that of Astoria or any of the Puget sound cities. With a railroad pouring the tremendous volume of productions from the Willamette valley into Coos Bay over a railroad such as Mr. Harriman has projected, Coos Bay could not help but become a great commercial port of entry. The Hill railroad system to the port of Astoria is building up a wonderful commerce there, but it could never compare with the commerce that would develop at Coos Bay harbor were the tide of traffic and transportation from the great rich interior once debouched at this point. Astoria must always take the leavings of Portland; Coos Bay would have all the commerce of western and southern Oregon.

• • •

With the whole of interior Oregon to draw from, with the immense timber wealth and gold and coal mining on this coast, with the summer resort and seagoing shipping to lure thousands to the seaside a railroad to Coos Bay would have an immediate and constantly increasing passenger traffic. The people of Oregon, according to reliable statistics, produce annually over $1,000 per capita of new and original wealth for every man, woman and child and have more money to spend and spend more money on pleasure resorts than any equal population in the world, and this travel to the seaside would come from the warm, sun-smitten regions of the southern and eastern parts of the state, and as far as Idaho and Utah. There is no similar opportunity in the world to build a railroad that has an enormous traffic ready and waiting for it of the most profitable character.

Deepening this harbor and giving it a railroad would make this one of the great world markets for lumber production and wood manufacture. Sash and doors and manufactured products from cedar, myrtle maple and Oregon fir, all woods gaining in world-wide fame, and furnishing high-class transcontinental freight would go out of here in train loads to all the cities of the American continent where there is unlimited demand for beautiful interior finishings and there would be a hundred smokestacks on Coos Bay where there is one today.

• • •

We should remember that Mr. Harriman is presumably the keenest intellect in the American business world. He is compelled by the evolution of commerce and transportation in order to hold his own to be more than a match for all the aggregated financial geniuses of Wall street. We should remember that we are dealing with a business condition, with a business man and not with sentiment, and that we can only win by the presentation of facts. But happily for us we have the facts. Coos Bay has all the facts in favor of the earliest possible construction of a railroad to this port. No other undeveloped region of Oregon or of the United States can present such an aggregation of facts proving great commercial and transportation possibilities. It has been said that many railroads in the United States were built 20 years in advance of the demand. But here almost the reverse conditions are true. The demands for a railroad here are stupendous and overwhelming. No railroad man of experience can be brought face to face with the facts in existence regarding Coos Bay and not be forced to admit that a railroad would step into a full-fledged volume of freight and passenger business immediately.

• • •

We have all arrived at the point in the development of this commonwealth where we realize that what is good for Oregon is good for Harriman and vice versa. With 1,000 miles of new steam railroad being constructed in the state of Washington, which like Oregon is a lumbering, coal mining and farming state, and not a mile of new railroad being built in Oregon we are compelled to face the problem with Mr. Harriman in a friendly and helpful spirit and believing in him as the instrument of destiny to which we must turn if we would secure any transportation facilities whatever. While our intelligence comes from the same divine source and is given to us for the same purpose, we prefer to expend it in heartiest cooperation with the great genius and intellect of a master mind in preference to battling against the wisdom and experience and intelligence of such a factor in the railroad situation as Mr. Harriman, but we cannot fail to remind Mr. Harriman that there are forces and influences at work among the people which we would prefer to obviate and circumvent before they have accomplished an irreparable breach between Oregon and the railroad interests.

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.

Be Consistent, Mr. Scott.

Portland, Aug. 22.—To the Editor of The Journal—Mr. Scott in an editorial says: "Truth is truth, whether Mr. Bryan speaks it or some other man," and he states that the greatest question now before the people is how to get rid of this mountainous structure of tariff, "which is wrecking both the political and commercial integrity of the country." I want you through your paper to say to him, that if he will practice what he preaches and vote and work to make the Democratic party successful he will then remove this mountainous structure of tariff and free the country of this burden of the devil. I was a Republican, can't stand them longer and am now for Bryan. S. C. GUTHRIE,
353 Yamhill street.

Twelve Thousand Cars.

From the Iron Trade Review.

At the present time it looks as if some 12,000 cars, including 7,000 for the Harriman lines, would be ordered for the near future, and while prices are frequently asked for a large amount of equipment which is not contracted for, there are indications that in this instance that the inquiries are bona fide and that the equipment is much needed. The Iron Trade Review has been advised on good authority that prices have been asked for the following number of cars by the railroad corporations named:

200 cars for the D., L. & W.

2,550 cars for the Wisconsin Central.

275 cars for the Newburg & South [illegible].

[illegible] caboose cars for the Southern Pacific.

[illegible] isthmian canal commission ballast cars.

166 cars for the St. Louis & San Francisco railroad.

1,000 steel gondolas for the Chicago & Alton railroad.

7,000 cars for the Harriman railroad interests.

200 80,000-pound capacity box cars and 250 80,000-pound capacity coal cars for the Iowa Central.

[illegible] Atlantic Coast Line steel underframe ventilated box cars, 60,000 pounds capacity.

When it is remembered that an order for a large number of cars means orders for specifications for steel, steel castings, bar iron, malleable iron castings, wood specialties of various kinds, car [illegible] lumber and a large variety of material, it will readily be appreciated that this business affects a great many interests scattered throughout the country.

In addition to the foregoing it is pretty generally understood that the railroad companies are making specifications for a large amount of repair equipment and are beginning to replace worn out equipment and material that has been sadly in need of repair for a good many months.

Stirring Up Strife.

From the Harney Valley News.

The Oregonian persists in a determined effort to stir up bad blood between Senators Fulton and Bourne and thus once again destroy as far as possible the strength and usefulness of Oregon's delegation in the senate. This is wrong. We need a united delegation in congress. The News is sadly mistaken in its knowledge of the temper of the Oregon electorate or else there is dire punishment in store for any member of the delegation who allows his personal schemes or ambitions to disappoint the people in their desires. Oregon has suffered long enough from blind and factional strife in which the good of the state was disregarded in the interest of some "leader," and the continuance of such a course will simply breed a political revolution.

His Opportunity.

From the Philadelphia Press.

"Now, wouldn't it be funny," remarked Pooley, "if I were to become a little boy again."

"Maybe it wouldn't be so funny for you, pa," replied his bright young son. "If you was to be littler'n me, pa, I think I'd square up a few things."

Republicans and Money

From Collier's Weekly.

The election and subsequent death of Mr. Taft would mean the occupancy of the White House by an official fatfryer who has during several years past approached, with deferential hat in hand, the president or treasurer of most of the large corporations in the country. It was in the course of this official function that Sherman was profanely turned down by Mr. Harriman, with bitter denunciation of the Republican party and reeking messages for the head of that party, that the party and the head of it had not been grateful for the $250,000 which Mr. Harriman collected and gave in 1904. Penrose, as one of the executive committee of nine which is to do the actual work of the Republican campaign, is an error of taste and judgment, but not a great deal worse. With T. Coleman Du Pont of Delaware, however, the case differs. Among the combinations now being prosecuted by the federal government is that aggregation of companies known as the powder trust. Mr. Du Pont is president of the $50,000,000 Du Pont Powder company, president of the $10,000,000 International Powder company, director of the International Smokeless Powder company, and vice-president of the holding company, the Delaware Securities company, which owns a majority of the stock of the Laflin & Rand Powder company. Suppose that Mr. Taft, being successful, should be approached by Mr. Du Pont thus: "I am one of the 10 men, including Chairman Hitchcock, who have put you over the plate. I don't want to be reminding you continually of the obligation; there is one small piece of patronage I should like, and I shan't speak to you about patronage again during your administration. There is a deserving young friend of mine whom I should like to have appointed to the position lately held by Mr. Purdy, in charge of that bureau of the department of justice which is seeking to break up my company, deprive me of some of my property, and declare me a violator of the law."

This Date in History.

1728—General John Stark, victor of the battle of Bennington, on August 16, 1777, was born in Londonderry, N. H. Died in Manchester, N. H., May 8, 1822.

1754—A disturbance of the French and Indians occurred upon Hoosick and Schaghticoke, which led to the breaking up of these settlements.

1798—James Wilson, one of the signers of the Declaration of Independence, died.

1804—Margaret, widow of Benedict Arnold, died in London, aged 44 years.

1830—The steam locomotive was adapted to passenger service for the first time in America, on the Baltimore & Ohio railway.

1840—Ira D. Sankey, noted evangelist, was born in Edinburgh, Pa. Died in Brooklyn, August 13, 1908.

1851—The yacht America beat the iron yacht Titania on a race of 40 miles by eight miles.

1855—The vessel engaged to lay the submarine cable between Cape Ray, N. F., and Cape North, C. B., began to pay it out.

1856—The Dudley observatory was dedicated at Albany, N. Y.

1884—England closed a contract with a Chicago firm for 300,000 pounds of compressed beef for the Gordon relief expedition to Khartum.

1902—Monsignor Guidi was appointed apostolic delegate to the Philippines by the pope.

Should Be a Certainty.

From the Weston Leader.

Of course Chamberlain will be seated in the United States senate by the Oregon legislature. To argue differently is to imply that its Statement No. 1 members are lost to all sense of honor and will stultify themselves by violating a binding pledge. They are undoubtedly men whose word is good in private life, else they could not have been elected. They will make their word good in a public capacity. To doubt them is idle and serves only to fill editorial space. A Republican state will send a Democrat to congress, but is not necessarily doomed to ruin thereby. He will know what his constituents want and how to get it. For one we have no fear that Oregon will blow up and split in the middle because it has entertained its sisters with a political surprise party.

The American Museum of Natural History and the Canadian Geological department are working together in the collection of an immense amount of data about the Eskimo.

The REALM FEMININE

The Post Vacation Spirit.

IT is really only thinking of it as drudgery that makes housekeeping so. Consider how differently the housekeeper feels about it if she is with others out in camp or picnicking for the day. Then preparing a meal is only a lark. Putting the big coffee pot over the fire and watching the bubbles rise in it until they threaten to pour out and extinguish the fire, roasting ears of corn in their husks in the ashes, baking eggs, toasting bacon on a stick, scorching your face the while—all these are but part of the good time.

Even washing dishes and straightening up the camp again is only fun. Nobody thinks of complaining. What is it that makes the experience so different from that of doing the work at home where there are conveniences for doing it, where hot water and clean dish towels and the laundry trays and the clean places to keep provisions, away from ants and wasps, are taken as matters of course instead of wild extravagancies?

Isn't it merely the spirit in which the work is done? The weariest of housekeepers enters into the spirit of camping and puts up with all kinds of inconveniences without a murmur. A large quietude of mind pervades her. She ceases to worry over trifles and is willing to take even misadventures in a good-natured way.

If there is no milk she takes her coffee without, while at home a deflection on the milkman's part would have upset things for the day. She washes the dishes in cold water, owns but one dish towel (having forgotten to pack up the rest) and this she washes and dries three times a day and hangs it on a bush. She takes her butter, melted or solid, according to the temperature, and makes no murmur. She does the work of the camp and finds time and energy to take a six-mile tramp every day, and counts it no hardship, where if she has to go two blocks out of her way to do an errand in town it upsets her whole day's program. She wears a cotton blouse, a short skirt and leggings, and is equipped for any adventure or any turn of affairs, and has a perfect composure. At home she dresses three times a day and has nothing that is just right for any occasion. And the curious part of it is that she does as much work every day in camp and does it in a much harder manner than if she were at home. Why, then, such a difference?

It is no other than the spirit in which it is done—the habit of mind that she carries with her through the day. For we can never escape from our thoughts. They are our closest and most attentive of companions. As our thoughts are, so are we. They not only mold our face and intone our voices, but they go farther than that, and radiate an influence upon those in the home or those we meet.

There is much of housework that is drudgery, it is true, if one lets it be that. There is the never-endingness of it—the fact that what is done today will not stay done, but has to be done over again every day as long as the family lives and eats. Nobody who has given it a fair trial imagines that there is any particular joy in washing dishes and pots and pans three times a day, nor in moving furniture and sweeping and moving it all back again in all the rooms in the house every week of the 52.

But, looking at it as drudgery never helps a bit, so let those of us who have it to do see if we cannot carry a little of the vacation spirit into the home as we go back to it, and look less heavily upon our daily tasks.

You would not think much of the enduring qualities of a man if he came home every night complaining that his work is monotonous. You would begin to think something wrong with his motives if he complained of its being irksome and mechanical and dreary. If he had no pleasure in the task itself you would expect him to do it cheerfully because it is the means by which his home is held together and his wife and children made comfortable.

Why, then, so has a man a right to expect that the work of the home will be accomplished without grumbling, and without his being expected to approve every individual service.

And it is always true that the more systematic the work is, the less onerous, and the more time is left for real living. Scurrying through the work helter-skelter one day, to get time to drop out to a bounce and read the new novel only makes things harder, for as the work is half done one day it takes twice as much time the next. Systematize—and then be cheerful. And if you can't systematize be cheerful anyway, for it is the beginning, the middle, and the end of home-making.

Quaint Jewelry.

THERE has never been a season in this generation when so much jewelry was worn. If one has precious stones, all the better; but the semi-precious ones with their remarkable coloring are used quite as much.

All the stones of the earth seem to have been cut and polished for the making of this odd jewelry. And the best designs for all ages have been adopted for the setting.

The more antique one's jewelry looks the better. It is not a question of price, but one of taste.

Only flawless stones are set in conventional settings. Everything else is surrounded and upheld by carved and chased silver, gold and platinum.

This has even spread to wings. The young man who has proposed and been accepted does not have to wonder how long it will take him to save enough money to buy a solitaire. He can get a fine amethyst or topaz or chrysoprase and have it mounted in a quaint setting of dull gold or platinum with the band of the ring chased.

If his fiancee is artistic she will relish the possession of this much more than a small diamond or ruby or sapphire in a crown setting.

To Make Flesh.

THE fat-producing foods are principally milk, cream, eggs, butter, olive oil; the sweets, sugar, honey, sweet desserts, jams, sweet fruits; the starchy vegetables, potatoes, peas, beans, corn, beets, wheat bread, rye, cereals of all kinds, rice, sago, etc., says Harper's Bazaar. Of the fruits, peaches, grapes, bananas, prunes and figs are especially recommended. The only foods cut out of a thin person's diet are the condiments, pickles, pepper, mustard, curry, salt, etc., the acids, including acid fruits, the vinegar in salad dressing, etc., and the stimulants, tea and coffee. It must not be forgotten that although the tissue-making foods, as meats, fish, etc., are not fat-producing, they are required for their own special functions. Some of the green vegetables and fruits are not fat-producing, but they are needed for other purposes. The fat-producing foods should be indulged in principally, but not to the exclusion of others.

The Daily Menu.

BREAKFAST.

Peaches and cream. Cereal.
Poached eggs on toast.
Coffee.

LUNCHEON.

Ham and beet hash. Green pepper salad.
Stewed blackberries. Cookies. Tea.

DINNER.

Chicken broth. Brisket of veal, breaded.
Creamed potatoes. Sliced tomatoes.
Lettuce, French dressing.
Deep plum pie. Cheese.
Black coffee.

Ham and Beet Hash—Chop ham very fine. Boil new beets until tender. Have ready as many new potatoes boiled as there are beets. Turn potatoes into dish and mash thoroughly. Add the chopped beets and good chopped ham; season to taste with salt and butter and serve very hot. Good with hot biscuits.