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WEDNESDAY, JANUARY 28, 1903.

"I am fully in accord with the Lewis and Clark centennial, to be held in Portland in 1905, and will personally stand by its efforts in the direction of an exhibit of which the State of Minnesota will feel proud. I have just appointed the World's Fair commissioners for the State of Minnesota, and believe the committee can care for the best interests of our state by transferring our state exhibit from St. Louis to Portland in 1905, and will so recommend."—Governor Van Sant, of Minnesota.

When will Umatilla county organize a good roads association? This is the unfinished work of the pioneers who blazed the trails.

Fulton says it is not necessary to hold a caucus, to secure his election. They are making democratic and socialist votes by the hundreds at Salem these days.

The sportsmen of Pendleton are royal entertainers. Besides carrying away handsome winnings, the visitors here carried away hearts full of pleasant memories.

Henry Ankeny is in favor of an open river—his interests lie in the inland Empire, and his election would mean something to the residents of the mountain regions. The coast sections are now well represented in congress.

General Castro's troops have been handled so roughly by the revolutionists that they are deserting by the score. Even the hope of becoming a captain in a South American army loses its fighting inspiration after so long a time. There are more "generals" in Venezuela than "colonels" in Kentucky.

When Harvey W. Scott comes into the play at Salem, the senatorial election will soon be settled. He is the Titan of Oregon republicanism, the Atlas of Oregon journalism, who bears upon his shoulders the little world of doctrine upon which the small politicians appear as specks upon the horizon.

Colorado recovered from her chronic senatorial attack sooner than Oregon. Henry M. Teller succeeds himself and the usual sensational charges of bribery, fraud and treachery are being made by the Wolcott forces. The senatorial fights in different state legislatures are hurrying the day of the popular vote.

The homes for aged and helpless old people and orphans are invariably located in "fire traps," from which there is no possible escape. The fire in London Tuesday, in which fifty-seven aged women lost their lives, is a fair sample of "charitable" work and its disastrous end. The community should see that extra precautions are used in locating and caring for the helpless, who have worn out their lives in the service of the world.

Oregon railroads pay \$148.46 per mile in taxes. The average net earnings is over \$3000 per mile. In New York the earnings are only \$2970 per mile and the taxes paid amount to \$552.51 per mile. With the exception of Arizona and Nevada, Oregon receives the least amount of railroad taxes in the United States. Arizona receives \$122 per mile and Nevada \$142. Massachusetts exacts from her

railways \$1366.32 in taxes on each mile of road, and she is one of the trust hot beds.

After twenty-two years, the United States supreme court decides a land case in favor of a settler in Kittitas county, Washington, against the Northern Pacific. The settler located upon land somewhere within twenty miles of the right of way and the company claimed the land belonged to it, as it had filed a map with the interior department, laying claim to everything in sight. For nearly a quarter of a century this case has occupied a place on the supreme court docket. Justice is slow to come at times, but it will come if you keep after it.

The Oregonian jumps on to the bill introduced by Senator Pierce, to compel the Associated Press to furnish its news service to all papers applying for it, with a vehemence that proves the merit of the bill from the peoples' standpoint. According to the Oregonian, this monopoly of news is just a small club of poverty-stricken newspaper owners, struggling against untold obstacles to get the news for their sheets. The people cannot be deceived by this "boah," when they know the fate of every rival newspaper started in Portland since the Oregonian took possession of the exclusive news service of that city. It is a monopoly that denies enlightenment to the public, unless the public patronizes the monopoly, at the monopoly's price.

EASTERN OREGON'S DEMANDS.

It is given out that the Eastern Oregon members of the legislature will caucus this week upon the subject of the portage road around the dunes of the Celilo. Senator T. H. Johnston, of Dufur, representing the district comprised of Wasco and Sherman counties, has the bill in charge that provides for the appropriation of \$150,000 to construct the desired road. It is not to be made a partisan measure, inasmuch as republican and democratic members from Eastern Oregon are to stand for the bill by common consent reached in the caucus.

Senator Johnston presents figures showing that the road could be built for much less than it would have cost when former Senator James H. Raley of Johnston, introduced his bill for an appropriation of \$450,000. Mr. Johnston's statement goes into the engineering features as well as into the financial. It looks like a solid Eastern Oregon delegation of republicans and democrats back of him, with determination to succeed by all honorable means that lie within the scope of the legislature.

The Journal is disposed to further this enterprise. A statement recently made by Chairman Burton, of the national house committee on Rivers and Harbors, is to this effect: "Estimates and recommendations by government engineers aggregate between \$300,000,000 and \$440,000,000 for work that different localities are demanding. Not more than \$70,000,000 is available for this year. Last year less than that sum was appropriated. It will be 10 to 15 years before the improvements in the Columbia river now demanded by the people of Oregon and Washington may be granted."

Consider this statement. It is not difficult to imagine Chairman Burton making it at the dictation of the railroad companies. For, as was shown by the Journal on Saturday, it is plainly to the advantage of the railroad companies to prevent improvements in the Columbia river. Controlled as Burton may be, nevertheless his words cannot be ignored, and they are reason for taking some action here in Oregon.

Of course, federal work in clearing the obstructions from the Columbia is the ideal manner of disposing of this important matter. But if our senators and representatives in congress, and especially those upon committees that

control legislation along that line, are to be put in the command of the railroad companies, cannot Oregon do something for herself? Shall she sit down and permit further delay in a work that is called for by all just considerations?

However, let us proceed carefully in the matter. Let us not make the mistake of permitting the opponents of the measure to find radical flaws in the plan that is to be placed into execution. Go over the ground carefully, perfect the details, and then present the subject to the people through the legislative representatives in form such as to disarm opponents.

Oregon and Washington cannot afford to await the passing of 10 or 15 years before securing to the great inland Empire the benefits that would flow from the opening of the Columbia river to navigation. If the portage road will bring these benefits even in part, certainly the only logical thing is to support the portage road scheme.—Oregon Daily Journal.



Mrs. F. Wright, of Oelwein, Iowa, is another one of the million women who have been restored to health by Lydia E. Pinkham's Vegetable Compound.

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