East Oregonian.

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- The deserts may drink up the fountain;
- The forests give place to the plain;
- The main may give place to the mountain,
- The mountains return to the main,—
- But the precepts of Christ are beyond them;
- The truths by the Nazarene taught,
- With the stamp of the ages upon them,
- They endure as though ages were naught!

—Joaquin Miller.

THE TROUBLE WITH THE MAIL.

The reason it costs so much money to haul and distribute the United States mail, is that political influence in congress and cabinet, is blind to the exorbitant charges made by the railroads for this service.

The United Typothetae, a publishers' association, has just compiled statistics, showing that the rate charged the government for hauling mail from New York city to 49 commercial centers of the United States, is $8.10 per 100 pounds.

Express matter carried in the same and adjoining cars, under exactly similar service, is hauled by the railroads for $2.43 per 100 pounds.

Can the people be blinded longer by political prejudices against government ownership of railroads?

The people are forced to pay $8.10 per 100 and the express companies get an "inside rate" of $2.43 per 100.

If the government could secure a rate as reasonable as that enjoyed by the "inside" express monopoly, the rate of postage could be cut in two and the enormous deficit in the postoffice department would be eliminated.

The franking privilege enjoyed by hundreds of officials and departments is another straight graft on the people. This privilege costs the postoffice department $25,000,000 annually, and instead of being charged to the departments enjoying the franks, the cost is charged to the postoffice department.

No other government under the sun has maintained a franking system for over 60 years, according to statistics just compiled.

It is time that more business and less politics was employed in the management of the postoffice department of the United States.

BOURNE'S NEW POLICIES.

Senator Jonathan Bourne, the first senator ever elected in the United States by direct vote of the people, is pursuing an entirely new and novel policy in Washington.

He is actually making a study of needed legislation for the northwest, and is assiduously learning the manner in which to secure that legislation.

He gives promise of becoming an actual, bona fide, earnest legislator seeking honestly and conscientiously to secure laws for the benefit of the whole people.

He is very close to the president; he has made the acquaintance of every cabinet member; he is in touch with all the heads of departments and is making a study of legislative methods.

If he uses the information and influences which he is bringing to his assistance, for the benefit of the people, his service will be of inestimable value and the East Oregonian will be glad to forget its opposition to his election.

A LESSON IN FREIGHT RATES.

L. Levinger, a Baker City druggist, has just complained to the interstate commerce commission, that the freight rate on denatured alcohol from Chicago to Baker City is 25c per gallon, a rate which is practically prohibitive.

The cost of denatured alcohol in Chicago is but 85 cents per gallon.

One 30-ton box car will carry 7500 gallons of alcohol, which at 25 cents per gallon, would make the freight charges on one car, $1875. The entire cost of the carload at 85 cents per gallon would be but $2625.

The box car in which the alcohol would be carried across the country costs the railroad companies less than $3500. One cargo at this enormous freight rate would pay about 50 per cent of the cost of the car.

By this method the Standard Oil company has determined to prevent the extensive use of denatured alcohol by farmers. As long as the oil monopoly makes railroad rates and dictates prices, the people will receive but little benefit from the removal of the tariff on denatured alcohol.

LET PENDLETON REJOICE.

The launching of the "J. N. Teal," the new steamer built in Portland for the Open River Transportation company, is cause for rejoicing in Pendleton and every other shipping point tributary to the Columbia or Snake river.

Slowly the splendid dream of the open river agitators is being realized. Slowly the transportation question in the inland empire is solving itself by the gradual processes of development. One by one the river fleet is being enlarged, one by one the obstacles of the river are being conquered.

How slowly the triumphs come, let the grey hairs of Dr. N. G. Blalock and other pioneer river transportation workers, speak, for they are more eloquent than words. How tedious is the process of developing a great industry like river shipping, let the people of the inland empire say. They have borne the brunt of the fight.

But the deliverance of the inland empire is at hand. The gradual increase in the number of upper river boats; the proposed construction of electric lines connecting the wheat belt with the Columbia river, the building of rival lines to tide water—all speak of the final victory of the people.

Pendleton should hurry up the construction of the electric line from Simmons Landing on the Columbia via Holdman and the government irrigation project to this city. That means immediate results to the wheatgrowers of Umatilla county. It means the saving of thousands of dollars on the very first harvest shipped out. The results of such transportation are not problematical. We know that river transportation is cheaper, else why all the immense traffic on the waterways of the world?

Let us haul out the 1908 wheat crop over an electric line to Simmons Landing. The Columbia river is beckoning to us. Nature has placed this waterway in hailing distance of the richest wheat belt on the continent. Why is it not in use? Why is it idle?

The real Oregon beauties have not yet found their way into the metropolitan newspapers. They are found at Oregon firesides, rearing their families, directing their household, helping the needy, cheering the despondent, doing countless deeds of charity unnoticed and in every way filling the mother's exalted station in life.

The frost has killed just enough fruit in eastern Oregon to guarantee an excessively high price for the remainder of the crop. Between the sugar trust and the frost, Oregon cellars will be filled next winter at a handsome cost.

MAY 13 IN HISTORY.

1534—Hessians defeated Austrians at Lauffen.

1568—Mary Queen of Scots defeated at battle of Langside.

1607—English colonists began to build at Jamestown.

1670 — Hudson Bay company founded.

1699—Marquis de Pombal, celebrated Portuguese statesman, born. Died 1782.

1783—Society of the Cincinnati organized.

1800—John Marshall of Virginia became secretary of state.

1825—John L. Le Conte, naturalist, born.

1842—Sir Arthur Sullivan, composer of comic opera music, born. Died November 22, 1900.

1861—Baltimore occupied by Federal troops.

1864—Battle of Drury's Bluff, Va..

1871—D. F. F. Auber, composed of "Fra Diavolo," died. Born January 29, 1752.

1899—Fatal collision on the Reading railroad; 25 killed and many injured.

The richest men are those who make the most of what they can get.

HAILEY'S HISTORY OF IDAHO.

What will doubtless stand for years as the most complete history of Idaho, and the foundation for all future historians that pretend to go into the statistical details of territorial government in Idaho, says the Boise Statesman, has been practically completed by John Hailey, recently appointed custodian of the Idaho Historical society.

Mr. Hailey, who came here in 1863, was one of the typical frontiersmen—brave, alert, seeing everything there was to see, and of a keen, scrutinizing mind. He came to Idaho a year or two after the first rush for gold—almost two years, in fact, after the gold hunters had begun to pour into north Idaho—but his residence covers most of the Boise basin and southern Idaho history under the first white regime. And what he did not actually see, he was close enough to hear and remember. More than that, he has been a reader of everything that fell into his hands, an enthusiast on everything that pertained to Idaho, and has spent years searching old official records, old newspapers, old reports of whatever kind that told of the early days here. This unremitting toil has borne fruit in the volume which it is expected will soon be issued under his name, as his real monument in Idaho.

Mr. Hailey is not a novelist. His work is plain and unadorned as a government report. It is a simple narrative of things as they actually were at the time of which he wrote. A first glance at the style might mislead the casual reader into believing that it was merely reminiscent, which it is not. Mr. Hailey has written of the times in which he lived, but he has fortified the story by years of research among the best authorities available, until the events, some of them prosaic enough in their statement, are sealed with the mark of historic truth. It is a dim and far-off time of which he tells, especially the first beginning of Idaho. But one can read the book and feel that the times are correctly mirrored, lacking nothing but the glamor of the gold hunters' romance that the novelist could not help but put into anything he might wrote of the same period.

The work is to consist of about 60 chapters, covering the entire history of the territory, up to the date of admission as a state. Some of the chapters are very short; others, like the Indian wars that left a trail of blood across the territory, are written in very full detail. It gives especial attention to the legislative and governmental history, and is believed to contain the name of every officer who held office under the territorial government, in any capacity.

Mr. Hailey has not yet made arrangements for publishing the book, but the manuscript is practically completed. Mrs. Cartee, his daughter, has served as his amanuensis and critic in the work, and it has been well done. The book should find a very large popular demand all over the state, as well as through the west, for its fairness and accuracy, as well as for the reason that it is so different from the paid "write up" histories that have been almost the only historical literature of the state, and they are historical for a price without a painful regard for the truth.

WATER WHITE WITH AIR.

The thick, milky-looking water drawn from many office building faucets is all right—its just full of wind, says the Tacoma News.

The murky liquid has been the subject of many complaints and water consumers often are afraid to use it. To satisfy some of these squeamish ones the News made an investigation.

The water used in the business section is probably the purest water in the city. It should be as purs as the North End Springs water: like that, it comes directly out of the ground into the city reservoir and there is no chance for contamination.

The springs are located in the side hill of the Delin street gulch, near Tacoma avenue, and furnish 2,000,000 or more gallons of as clear and pure water as can be found.

"Where then does the murky color come from?" was the natural question, and the engineer at station A proceeded to show.

First he drew a glass of water and set it on a shelf. It was as white as milk. In less than half a minute it was clear as crystal.

"See that," said the engineer. "The air is all out of it now."

"Air? how does air get into it?"

"We pump it in. We pump air into our suction pipes to relieve the shock. The pressure on the suction pipe is 40 pounds and without the air to act as a sort of cushion they'd soon go to pieces. The air doesn't hurt the water any, and it does save the machinery. It could be remedied by having air vents in some of the high places, but what's the use, it does no harm."

The engineer explained that in the lower pipes the water was always clear, but in the high office buildings and in some high districts of the low service oftentimes the air nearly filled the pipes. He says there is one hydrant at South Thirty-seventh and Yakima avenue where it takes between a quarter and a half minute for the air to blow out before the water begins to come.

COMING EVENTS.

May 15-17—Montana interscholastic meet, Missoula.

May 17.—Mass Meeting County Sunday School Workers, M. E. church, Pendleton.

May 24—Oregon state grange, Hood River.

May 24—Umatilla County Caledonian picnic at Athena.

June 4-7—Washington state grange, Lynden.

June 7-8—Pioneers' reunion, Weston.

June 10—Oregon Pioneers' association, Portland.

July 4-7—B. Y. P. U., national convention, Spokane.

July 10-15—International Christian Endeavor convention, Seattle.

July 15-20—Grand Lodge Elks, Philadelphia.

CLIMBED MT. ADAMS IN 1866.

Referring to statements in an article in "Steel Points," credited to the Oregonian, which said that S. L. Brooks was with the first party who climbed Mt. Hood, that gentleman says he never climbed the mountain, but was with a party consisting of Henry Coe, Carey Johnson, Edwin Eels, Julia Johnson and Kate Aubert who climbed Mt. Adams August 6, 1866.—The Dalles Chronicle.

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S.S.S. HEALS OLD SORES

An old sore or ulcer is only a symptom, an outlet for the impurities and poisons which are in the blood, and as long as this vital fluid remains in this impure, contaminated state the place will never heal. The application of salves, washes, powders, etc., may cause the spot to scab over, but a fresh outpouring of diseased matter from the blood starts it again, and thus it goes on, gradually growing worse and slowly affecting the entire health of the sufferer. There are many ways in which the blood becomes contaminated and poisoned. A long spell of sickness breeds disease germs in the system, the failure of the eliminative members to remove the refuse and waste matter of the body, the excessive use of mineral medicines in certain diseases, all infect the blood with morbid matter and germs which sooner or later is manifested by a sore that refuses to heal. Persons with inherited blood taint are very apt to be afflicted with sores and ulcers. The taint may lie dormant during young, vigorous life, but when middle age is reached or passed and the natural energies begin to grow weaker, the tissues in some weak point break down and a chronic sore is formed and kept open by the constant drainage of impure matter from the blood. If the cause is not removed the sore will continue to grow worse by eating deeper into the flesh, festering, discharging, and slowly undermining the constitution. S. S. S. heals old sores by going down to the very bottom of the trouble, driving out the impurities and building up the entire circulation. When S. S. S. has removed the cause the blood becomes rich and healthy, the sore begins to heal, new flesh is formed, and soon the place is cured. Do not depend on external applications, which do not reach the blood, but begin the use of S. S. S. and remove of the cause, and then the sore must heal. Book on Sores and Ulcers and medical advice free. THE SWIFT SPECIFIC CO., ATLANTA, GA.

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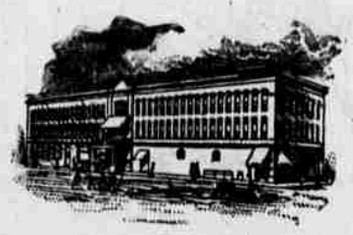

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Rate: 50c, $1.00 and $1.50 per day.
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