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Each builds his world forever, dark or bright, And sits within his separate universe. The shepherd sees in this green mountain top Place where his sheep may wander and grow fat. What to the drover is this lilled pool? A hollow for his swine to wallow in. Gold-hunters find upon this rocky peak Nothing but ledges for their ringing picks. But to the poet all this soaring height Smokes with the footsteps of the passing God! —Edwin Markham in July Nautilus.

PENDLETON REJOICES.

Every right of way deed filed west and south of Freewater by the Walla Walla Traction company or any other electric line company, is a cause for rejoicing in Pendleton.

The 16 deeds filed yesterday afternoon prove beyond any doubt that within a short time this city will be connected with the east end of the county by an electric line. Then will come that same high development which has marked the progress of the electric line through the Walla Walla valley.

The route of the line will be one continual farm and orchard. Land values will go beyond the fondest dreams of the owners and the vanished settlements, drawn out of Umatilla county by the lure of Alberta will be replaced four and five fold.

Pendleton should now be engaged in securing right of way toward Athena in order to make sure that the line will be built. The line should not be allowed to stop at Athena over night, but work should be continued vigorously toward this city.

Really this is the greatest promise of the next two or three years. Electric lines from the east and from the north will make Pendleton a city of 15,000 to 20,000 population in a few years.

THE HORSE BEFORE THE CART.

During that period of Oregon's history in which the political machine of Portland dictated policies, nominated tickets, selected appointees and otherwise rules the state government, the political cart of the state was ahead of the horse.

The machine led the people and bossed the people and dictated to the people.

Now, under the direct primary law, the initiative and referendum and the popular election of United States senators, the horse is ahead of the cart. The people are at the post of honor, in the lead. The machine, or whatever is left of it, is taking its subordinate and rightful position far in the rear.

There are those who cannot become accustomed to the new condition. The Pendleton Tribune and T. T. Geer are among those who cannot become reconciled to the people's rule. They desire the old way, the cart-before-the-horse method, the "public be damned" method of running the state government. And in every way possible, the Tribune ridicules the people and belittles them and misrepresents them, because they have seen fit to express themselves emphatically and unquestionably upon certain important issues in the state.

If the people express their wishes, if they have their choice, if they decide their own questions in their own way, what is it to the politicians? What right has the machine got to question the people's choice.

Legislators are simply agents of the people. The people of the state are immeasurably bigger than the legislature and it is perfectly right and proper and necessary that the legislature

should do the people's bidding, and it is safe to say that but few legislators who will not do the people's bidding, will fill a place in future legislatures of Oregon, in spite of the sneers of such opponents of the people as the Tribune has always been.

Oregon has simply placed the horse before the cart. Now let the cart "cuss" if it feels like it. What is it going to do about it?

RAILROAD AND RIVER.

It is frequently asserted, and with excellent foundation, that the Prussian system of inland waterway improvements—a work in which no section of the country is so vitally interested as the great northwest—is the best and the most comprehensive in all Europe, but the inland waterway system of France is, none the less, a most admirable object lesson. That France should enter on the expenditure of more than one billion of dollars on inland waterway improvement is not surprising.

The French are the most economical, and the richest of all peoples of Europe. They saw in the improved waterway a means of communication between producer and consumer at once cheap, safe and continuous, and they appreciated the fact that the hostility between river and rail was a hostility without substantial basis.

Imbued with the soundness of that view the committee of the French senate, having the question before it, thus reported to the senate in 1903: "It is futile to deny that traction is less costly by water than by rail and where transportation by water and by rail are both available they complement and complete each other, the one transporting heavy materials, the low cost of which is an indispensable condition to the vitality of industries which ailment, in their turn, the traffic of the railway."

The report, concurred in by both branches of the legislative body of the French republic, resulted in the perfecting of the system of improvement of the artificial and the natural inland waterways of France and every branch of trade and commerce is feeling the inestimable benefit of the wisdom of the French legislative body in the completion of a system which is now a part of the fixed policy of the government of the country.

Of the traffic on the French waterways the latest available figures show that while it reached 32,435,701 tons in 1905, it increased to 33,977,349 tons in 1906. Coal was carried by water from Cete to Toulouse at 77 cents per ton, while the railway charges between the same points was 84 cents. The rate for wheat, on the Rhone between Lyons and Marseilles, in 1906 was \$1.03 per ton, while by rail between the same points, approximately the same distance, it was \$2.63 per ton.

Great though the difference in rates, between the two modes of transportation in France unquestionably is, the difference in the United States is still greater—with the difficulty, in this county, that the difference applies only to the section enjoying the benefit of an improved waterway—and they are few—while France reaps the benefit of an inland waterway system of improvements, such as the National Rivers and Harbors Congress advocates, based on a fixed policy on definite lines, with annual appropriations sufficient for the work and with the work continuously prosecuted.

There is no reason why every section of the United States should not enjoy the benefits of such a system. Certainly no section would profit by the system as the great northwest would profit by it.

France is illustrating the immeasurable benefits coming from the adoption and the enforcement, of an enlightened and definite system with river and rail supplementing and completing each other as means of transportation without hostility between them, but with both sharing in the benefits that come to every interest in the entire country.

OREGON'S PRISON PAPER.

The East Oregonian enjoys each month the visit of "Lend a Hand," a monthly publication issued by the convicts of the Oregon state penitentiary. This little magazine is one of the most attractive and interesting that comes to the East Oregonian's desk, not for its literary standards, nor for the morbid curiosity which a prison paper may excite, but for the cheerful spirit of optimism and hopefulness, the spirit of higher ideals and nobler sentiments, which pervade its columns.

GET BUSY. Don't sit down in silent woe; Get busy; Swear you'll get another show; Get busy; Luck will stop and smile on you, If you'll stand a knock or two; Don't give up and don't get blue; Get busy.

Start at something, Stir something up; Get busy; Upset Melancholy's cup; Get busy; Fortune loves the busy bee, Plum chock-full of energy; Face the rough-house cheerily; Get busy.

Stagnant waters do not flow; Get busy; Microbes in the slow blood grow; Get busy; Microbes of the wretched blues, Where despair discouraged brews; Shake the moss roots from your shoes; Get busy.

Here's your creed and here's your tip; Get busy; Practice that stiff upper lip; Get busy; Here's a prophecy for you; If you'll only up and DO, You'll triumphantly go through; GET BUSY! —Chas. M. Finch, San Francisco.

PROBLEM OF THE INDIVIDUAL.

The problem of the individual is to develop himself for the good of the whole. What good does it do me to be well cultured, well dressed, well housed, with a beautiful garden about me, if my neighbors tear up my flowers, throw mud and rocks at my house and my clothes, and meet my high and mighty mental stores with ribaldry? Of myself I can do nothing, be nothing. Only by spreading my culture and my prosperity to those about me can I by any possible chance be allowed to enjoy them. I and others like me can band ourselves as a community and teach others to appreciate and emulate what we appreciate. The inorganic we can compel to let us alone.

Only by combining for the best good of all can we save ourselves or our possessions from destruction by those who don't yet know enough to appreciate or combine.

This means that individual rights and state rights are merely rights to serve the whole.

It means progress through combination. It means salvation through combination. It means that individual selfishness and state selfishness eventuate alike in self-destruction—for the good of the whole—Elizabeth Towne in July Nautilus.

Loneliness.

From far away, through the wood so still Comes the sobbing note of the whippoorwill; The moon that rises so cold and white Stares at the world with a look of fright, And the trees in the shadow toss and moan When you're trudging the weary way alone! Another time, what a friendly note Has the whippoorwill with the tireless throat! The moon has a jolly face and round As jolly a face as could be found, And the sigh of the wood is a tranquil song If some one with you is trudging along. —Exchange.

Mme. Viadot-Garcia is introduced to the American public by Mme Charles Bigot in Putnam's and the Reader for June. A legend beneath the likeness of this famous singer of the past credits her with having sung at the interment of the remains of Napoleon Bonapart in Paris in 1840. She is still living at the age of 87, and has been an orphan for two years only, her father, Manuel Garcia, having died in 1906, at the age of 101.

If You Read This

It will be to learn that the leading medical writers and teachers of all the several schools of practice recommend, in the strongest terms possible, each and every ingredient entering into the composition of Dr. Pierce's Golden Medical Discovery for the cure of weak stomach, dyspepsia, catarrh of stomach, "stomach complaint," torpid liver or biliousness, chronic bowels affections, and all catarrhal diseases of whatever region, name or nature. It is also a specific remedy for all such chronic or long standing cases of catarrhal affections and their resultant, as bronchial, throat and lung disease (except consumption) accompanied with severe coughs. It is not so good for acute colds and coughs, but for lingering or chronic cases it is especially efficacious in producing perfect cures. It contains Black Cherry bark, Golden Seal root, Bloodroot, Stone root, Mandrake root and Queen's root—all of which are highly praised as remedies for all the above mentioned affections by such eminent medical writers and teachers as Prof. Bartholow, of Jefferson Med. College; Prof. Hare, of the Univ. of Pa.; Prof. Finley Ellingwood, M. D., of Bennett Med. College, Chicago; Prof. John King, M. D., of Cincinnati; Prof. John M. Scudder, M. D., of Cincinnati; Prof. Edwin M. Hale, M. D., of Hahnemann Med. College, Chicago, and scores of others equally eminent in their several schools of practice.

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STANLEY BROTHERS Wild West Show. At the BALL PARK Saturday AND Sunday June 27 and 28 at 2:30 p. m. Trained Saddle Horses, Mexican Rope Spinning, Bucking Bronchos, Roman Hippodrome Races, Hurdle Races and all Kinds of Cowboy Sports. All Outlaw Horses Brought in Will Be Rode Free of Charge. ADMISSION 25c CHILDREN 15c

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