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It's not the greatest singer Who tries the loftiest themes, He is the true joy-bringer Who tells his simplest dreams! He is the greatest poet Who will renounce all art— Who will take his heart and show it To every other heart; Who writes no learned riddle, But sings his simplest tune, Takes his heart-string for a fiddle And plays his easiest tune! —Sam Walter Foss.

NATIONAL PARK FOR BAKER.

The Spokesman-Review says of the commendable efforts of Baker City business men to secure a national park in the Eagle mountains of Baker county:

A number of business men of Baker City, Ore., all of them staunch believers in the preservation of the natural scenic beauties of the country, have embarked in a praiseworthy endeavor to have the federal government establish a national park in a portion of the forest reserve on Eagle creek.

This section is about 40 miles from Baker City and is noted for its beauty. Professor H. B. Smith, a geologist, has recently returned from the reserve and he is, perhaps, directly responsible for the movement now on foot. His trip was made to investigate reports of fossil formations found there, and on his return he proved the stories true by bringing with him nearly half a ton of fossils.

Professor Smith says that he has found positive proof that in this section there was at one time a great inland sea, and that the springs, streams and vegetation are worth the long trip.

In presenting their argument for a national park, the Baker City men are urging that within a short time the Eagle Creek railroad will be completed, giving easy access to the park.

As it is already in the national reserve, it is believed that it will not be difficult to transform it into a national park, which shall forever be kept for the pleasure of the American people. Their effort for the preservation of one of the beautiful spots of the northwest is commendable.

ARE RAILROADS IN NEED?

The persistent claim of President Ripley of the Santa Fe, and Vice President Brown, of the New York Central, that freight charges must be increased or the wages of the railway employees reduced, is somewhat amazing in the light of the official figures of the increase in earnings shown by the railways during the fiscal year ending June 30, 1907.

President Ripley plainly told the Chicago Association of Commerce that freight rates would have to go up because the railways needed the money. Vice President Brown told the Chicago Shippers' association that freight rates must go up or railway employees suffer a cut in wages. The dominant note in each address plainly implied that the railways were the masters of the situation, with no redress on the part of shipper or receiver.

When it is considered that the report of the interstate commerce commission, for the fiscal year ending June 30, 1908, shows that the railways increased their passenger revenue \$64,573,760, over the preceding fiscal year; their revenue from the mails \$3,007,511; their revenue from express companies \$6,332,001; their net earnings from other sources \$51,701,868, and with their net earnings per mile of road operated rising from \$118, in 1906, to \$3548 in 1907, and to \$3688 during the fiscal year ending June 30, 1908, and, finally when it is considered that the official figures show an allotment of \$449,481, 188 as available for surplus, the plea of President Ripley that "freight rates

must go up because the railways need the money" becomes a plea bordering on the ridiculous, and so does the threat of Vice President Brown.

There is but one solution of the question of transportation—but one remedy for the arbitrary actions of the railways. That solution and that remedy are in the improvement of the waterways of the country.

With their improvement on the policy of the national rivers and harbors congress, embodying a fixed and definite plan, continuous in its operations and with annual appropriations for the work, adequate in amount, there would come not only continuous and cheap avenues of transportation, but a freight regulator which not even the railways of the country could defy, while producer, shipper and receiver would reap the benefits.

SPAN OF A WOMAN'S LIFE.

Before the last report of the commissioner of pensions, Rhoda Augusta Thompson, the last pensioner who was a daughter of a soldier in the revolutionary war, passed away in her 87th year, says an exchange. There are still living two women pensioners, granddaughters of soldiers in the continental army.

In this woman's life she saw many changes. Since when, as a tiny girl, she sat at her father's knee and heard the stories of how the country became free, revolutions in industrial and social life have changed conditions almost past belief.

The stage coach gave way to the steamboat and railroad train, the spinning wheel and loom to the great factories run by machinery, the tallow candle and the whale-oil lamp to gas and electricity. The great unknown west has been settled by people who use as necessary to life things which were either not invented or were luxuries.

Then a narrow strip along the Atlantic coast, bounded by the sea and the unknown wilderness, with a population scattered and poor, was the United States. Today the country stretches from sea to sea and over it the sun never sets.

Then there were a few feeble states, bound in a loose federation; today, a nation of the first rank, with common interests, common traditions, looking forward to a future more brilliant than we dream. In fact, we have stopped even wondering what will come to us, we are so busy getting ready for it.

In her childhood, teaching, and that only of very small children, was the only vocation of women, outside the home.

She lived to see, first the high school, then the college, open wide its doors to the insistent waiters. Mrs. Sommerville and Maria Mitchell wakened the love of science. Emma Willard at Troy and Mary Lyon at Mount Holyoke, made possible, 50 years later, Vassar and Wellesley.

She saw her sisters engage in the struggle for the freedom of the slave in the south and later the slave to alcohol, till their victorious banners waved on the very strongholds of the enemy.

And if she had lived one year longer she might have heard Daniel F. Cohalan of Tammany in the democratic national convention at Denver, in the year of our lord, 1908, begin with:

"Ladies and gentlemen of the convention." Only a word added, but it was the first recognition of the presence of women in the great national conventions. It will not be the last.

ANOTHER VIEW OF HARRIMAN.

The San Francisco Star says of the Harriman-Gould struggle in the railroad world:

The expected has happened. Harriman has swallowed the Gould lines in the east because George Gould could not get a beggarly \$8,000,000 with which to pay some notes guaranteed by Gould's Wabash system. Thus the Harriman crowd controls the Gould lines from the Mississippi to the Atlantic. Therefore, the Gould lines from St. Louis to the Pacific coast will not make trouble for Harriman.

It is a "combination in restraint of trade and of honest government. Will the Western Pacific fight the Southern Pacific in politics? Not this year, nor next year.

We are not grieving that Harriman has swallowed Gould. Let him go on and swallow Hill and the other monopolists—the sooner the better. For that will hasten the day of public ownership of railroads. Harriman is showing us what monopoly of transportation means. He is an advance agent of evolution.

At the beginning of the last century the cost of running the government was about \$1.50 per capita. Now it is over \$10 per capita, and still going up. Of course, this means an average tax of \$25 or \$30 on every head of a family. People are accus-

ed to look lightly on national taxes, because they are not direct, but nevertheless, they must come out of the pockets of the masses.

The Portland Oregonian is making a heroic effort to get the nightmare of statement No. 1 out of its mind. The Oregonian has been so disloyal to the masses of the voters of the republican party that there is no wonder it is "scared" at this "unsubstantial shadow."

If it costs \$250,000 to bring into Pendleton a fine supply of mountain water, it will be money well spent and the water system will pay for itself, a remarkable feature in ordinary municipal investments.

SONG OF THE PILGRIM SOUL.

March on, my soul, nor like a laggard stay! March swiftly on. Yet err not from the way Where all the nobly wise of old have trod. The path of faith made by the sons of God.

Follow the marks that they have set beside The narrow, cloud swept track, to be the guide; Follow, and honor what the past has gained. And forward still, that more may be attained.

Something to learn, and something to forget; Hold fast the good, and seek the better yet. Press on, and prove the pilgrim hope of youth— The creeds are milestones on the road to truth. —Henry Van Dyke.

VANILLA VERSUS VANILLINE.

In reference to a proposed petition by French colonists to the home government for protection against "vanilline," which threatens their vanilla industry, Consul Julius D. Dreher, of Tahiti, Society Islands, has compiled the following from French colonial publications:

The consumption of vanilline in France is 66,000 pounds per annum, and of vanilla 132,000 pounds, but the amount of vanilline consumed equals in strength 6,600,000 pounds of vanilla, while the world's production of vanilla is only 1,221,000 pounds. The 132,000 pounds of vanilla consumed in France pays the government a duty of \$24,125, while vanilline pays nothing.

Considering the strength of vanilline and its decreased price, as a result of improved methods of manufacture it has fallen from \$6.85 a pound in 1876, to \$3.33, its present price, and as it is claimed that a pound of vanilline is equal in power as a perfume to 100 pounds of vanilla, it is now cheaper to use the chemical—for vanilline is wholly a chemical production, without any vanilla whatever in its composition.

The French colonists, who produce more than one-half the world's production of vanilla, do not ask their government to prohibit the use of vanilline; they only ask that its fraudulent use be prohibited by law.

Animals Slaughtered for Food in Germany.

Consul H. J. Dunlap, of Cologne, states that the report of the bureau of meat inspection for the German empire for the first quarter of 1908, shows the following numbers of animals slaughtered for domestic consumption during that period: Horses, mules, etc., 35,987; oxen, 138,913; bulls and steers, 107,860; cows, 420,753; heifers, 212,612; calves, 1,149,342; hogs, 4,418,214; sheep, 446,180; goats, 126,936. These figures do not include all the animals killed, for many are butchered on farms and the carcasses sold, which are not subject to official inspection. Compared with former years, the showing is a considerable increase. Prices for livestock have remained about stationary, though in various districts, owing to local supply and demand, there have been small variations in price, in general perhaps a slight increase.

Less Beef and More Bacon Sent to England.

The London Meat Trades' Journal figures that the United Kingdom imports of American and Canadian cattle show an 18 per cent decrease for the first five months of this year, compared with last year, and 29 1/2 per cent with 1906. The American shipments of refrigerated beef fell off 404,479 hundredweight (or 112 pounds each) compared with the 1907 period, while the total increase of 30,889 was due to the heavy consignments from Argentine. A substantial increase of 337,238 hundredweight in the weight of bacon is due to the heavier shipments from the United States, the supplies from Canada and other countries being less.

Agricultural Activity in Canada.

A press report from Toronto estimates a wheat crop for this season of 125,000,000 bushels for the three prairie provinces of Manitoba, Saskatchewan, and Alberta, or nearly 50 per cent larger than in any former year. The grass yield is also heavy, and the dairy sales increasing. It adds that the factories in eastern Canada are more active than they were several months ago, but that if they are to have ready by fall all the goods that the agricultural prosperity will require they will have to get more machinery to work.

Owing to the increased activity in building operations at Corvallis, the owners of the sawmill at that place have made arrangements to greatly increase the capacity of their plant. This was one of the first towns in the state to go "dry."

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A SONG OF STARS. Where the sky and mountain meet, Twilight walks with timid feet, Stepping as if half afraid That if any sound were made Early stars might fade away From the purple edge of day. Telling other stars; and so Sheep might wander to and fro. Travelers unlighted roam. Ships sail wide of shore and home. And the earth, in sore distress. Pine in gloom and loneliness. Where the mountain meets the sky, One star hangs its lamp on high; Down the lane a country lad Whistles—some sweet maid is glad! Two stars, three stars, four, and lo, All the heavens are aglow! Sheep-bells tingle near the fold. Pilgrim feet again are bold; Foam-wet, shore-set, silver sails Dip and dance to home-bound gales; Earth exults, for nothing mars Twilight's miracle of stars! —Clarence Umy. DEEP BREATHING. There are three distinct breathings of the body—the chest, or upper breath; the middle, which fills the lower lungs, and the lower, or abdominal breath. None of these should be used alone. The majority of women breathe in the chest or upper part of the lungs only, while it is absolutely necessary for health to cleanse the lungs of impure air by filling them with a deep intake breath of pure air as regularly as possible. The majority of women do not use their spine or the muscles of the back properly, but throw all the work upon the muscles of the chest, the abdomen and the fore part of the arm. If they would breathe deeply while walking or working, assuming the proper position of the body at each exercise, they would in a very great measure rid themselves of the tendency to sickness—especially nervous disorders.—Medical Magazine. Vice Consul General Albert W. Pontius reports that the new \$350,000 electric light works at Hankow is owned entirely by Chinese. The generating plant is capable of supplying 25,000 16-candle power lamps and is expected to furnish the current in August. If you see it in the East Oregonian, it's so.

S.S.S. CONTAINS NO MERCURY Medicines containing Mercury are often given to persons suffering with Contagious Blood Poison, and so powerful is the action of this drug that it frequently removes the symptoms in a short while, and shuts the disease up in the system to do greater damage to the delicate internal members. When, however, the treatment is left off, the disease always returns, and the patient finds that his health has been injured by this powerful mineral, and he is often left with weak stomach, disturbed digestion, mercurial rheumatism, etc. The action of S. S. S. is entirely different. It contains no Mercury, nor any other harmful drug, but is made entirely of healing, cleansing roots and herbs. It cures Contagious Blood Poison by removing the virus from the blood. It searches out every particle of the poison and does not leave the least trace for future outbreaks. S. S. S., in addition to curing the disease, builds up and strengthens every part of the body. Its fine tonic effects tone up the stomach and digestion, improve the appetite and regulate the entire system. Home treatment book containing valuable information about the different stages of the disease and any medical advice desired sent free to all who write. THE SWIFT SPECIFIC CO., ATLANTA, GA.

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