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IF YOU COULD KNOW.

(By Frank L. Stanton.)

If you could know, dear heart! the weary ways
 That I have trodden since I saw your face
 You would forgive my dreariness of days,
 Give me one gleam of grace!

If you could know that in the loveless night
 I have wept unseen tears,
 You'd come to me and lead me to the light
 From a wilderness of years!

If you could know, dear heart! how I have striven—
 How made my song my sigh
 You would resign what now you think your heaven,
 For trust love is God'sby!

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THE ONE GREAT CHANCE FOR RAILROAD ECONOMY

As announced here last evening the O. W. R. & N. Co. is forced to curtail some on its passenger service in order to reduce expenses. No complaint is made against that action, but it is timely to remark that the greatest economy this railroad and other railroads could make would be to electrify. With the single exception of the Milwaukee our northwest railroads are all operated by motive power based on the use of coal and oil.

This fuel is shipped in from other states and necessarily the fuel cost is something terrific. This cost falls directly upon the shipper and consumer who must pay rates to produce railroad dividends on present costs. The practice is also injurious to posterity for the reason our coal and oil supplies will some day be exhausted and therefore these supplies should be conserved in every possible way.

While the railroads consume vast quantities of oil and coal yearly we are allowing the water power of the northwest to go virtually unused. The Columbia river alone can be made to generate enough hydro electric power to operate every railroad in the northwest. Once developed that power is inexhaustible and is provided by the Almighty without cost.

The development of power on our rivers is the foremost task before our people and it is a task that should no longer be neglected. The people of this region believe that the Columbia rapids power site is the most feasible for early development and are planning to get the subject fairly presented before the powers that be. It is a great move for the common good and it is logical to expect a very pronounced interest on the part of the railroads now forced to rely on coal and oil for motive power.

THE ONLY USE WE HAVE FOR THEM

GROVER CLEVELAND BERGDOLL, millionaire draft dodger who has found a haven of refuge in Germany, sends word that he and his chauffeur will return to America, "if America needs us."

There was a time that America needed them and where were they then? They did not volunteer their services to their country and they fled from the draft officials when their time came for induction into the army. They have been dodging the long arm of the law ever since and have only eluded it by crossing into the country which was their own country's enemy during the war they would not help fight.

It would be a fit punishment if they were banished from America for life and compelled to spend their days in Germany. America will never need such citizens as they unless perchance she should want them to exhibit before growing young Americans as examples of all that an American should not be.

AFTER TOURIST BUSINESS

THE Portland Chamber of Commerce and the Oregon State Chamber of Commerce, representing every section of Oregon, have gone on record strongly endorsing the work of the Pacific Northwest Tourist Association which was organized four years ago to attract and direct tourist travel to the Pacific Northwest states. The association has been the chief factor in advertising and disseminating information in a national way regarding the scenic grandeur of Oregon. That work may be conducted on a larger scale, the association this year is to ask the state legislatures of Oregon and Washington, and the parliament of British Columbia for increased appropriations for tourist travel bureaus.

In connection with the work of the major organization, it is proposed that a separate bureau be established in Oregon, to be financed by the state and controlled by a commission to be appointed by the governor. For this purpose it is proposed to appropriate \$12,500 a year. The Oregon bureau would have the direction of the tourists to the various sections of the state, would keep in touch with hotels, would issue information regarding roads, would assist the scenic sections of the state to develop the tourist business to the highest possible degree, and would do everything possible within the limits of its powers, to make Oregon one of the most attractive states in the union for the entertainment of tourists.

Properly handled, it is believed, the Oregon bureau can attract to the state many tourists who later will settle upon our lands, or become residents in the cities to help develop Oregon's commercial and industrial resources.

TAFT WARMLY WELCOMED BY BRITISH GOVERNOR

HAMILTON, Bermuda, Feb. 2.—Former President William H. Taft, who is here on a two months' rest in this aloof and frostless land, received a notable welcome on his arrival when the governor of the colony, General Sir James Willocks, the most decorated man in the British army, went out and boarded the incoming ship to personally extend greetings, as did a number of prominent Americans.

"An ex-president of the United States is a very humble individual," remarked Mr. Taft after the greeting, to which the governor responded, "But not in a British Colony."

Colonel A. W. Swain, United States consul, who during the war served notably at Southampton, England, gathered a notable committee to welcome Mr. Taft. Dr. Francis L. Patton, formerly president of Princeton University, was one of the party whom Taft quickly recognized, as in the case of General Robert Shaw Oliver, former assistant secretary of war of the United States.

POLES BUY PAINTING.

VIENNA, Feb. 2.—The painting entitled "Reichstag," a canvas by the Pole, Matejko, has been sold to the Polish government by Austria, not primarily to bring some money into the Austrian treasury but to satisfy Polish national pride.

It pictures the scene in Warsaw, in 1794, when the Poles, under the force of Russian pressure, renounced their right to have their own parliament.

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