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A FEW MINUTES WITH THE EDITOR

BENEFITS OF THE PUBLIC LIBRARY

Montavilla, Gresham and other points throughout the district are indeed fortunate in securing the benefits to be derived from branches of the Portland Library. Under the superintendence of trained librarians, these branches are furnished for the free use of the citizens, nothing but the best of literature on history, geography, travel, science, law, medicine, theology, the trades, agricultural, bee and stock raising, household economics, fiction and in fact anything and everything that could possibly be helpful to community and educational life.

We do not believe, however, we can be accused of exaggeration when we say we doubt if ten percent of our citizens really know of the benefits to be derived from a close acquaintance with, or in fact even know the books that are to be found upon the shelves of either of these libraries. For example let us pay a visit to the Gresham library, which is under the superintendence of Miss Nellie Fox, manager of the county branch libraries, and in charge of Mrs. Hattie Wostell, salaried librarian.

Now, for the time being, imagine yourself, say a farmer, and, of course, as an intelligent man, you want to learn all you can about the business through which you not only expect to earn your living, but to build up your farm and fortune as well.

What in the way of books are then to be found in this library that will help you, let us look and see. Under the classification of agriculture, we find works on the subjects of clovers, gardens, enemies of plants and trees, breeding and care and feeding of animals, dairying, bee culture, poultry, fruit growing, and marketing and other minor works. Suppose you as a farmer want to build a house or a barn, lay out a lawn or garden plat, look up the question and importance of silos and how to build them, and, in fact, anything else of importance to farm life, right here you can find just what you are looking for and mind you, at no cost to you.

The same can be said of the student. In this library he or she can find histories of every country, books on science, art, geography, travel, medicine, law, theology, in fact anything and everything of interest to the child in school or the student out of school, including the house wife, farmer, mechanic, or the capitalist.

Now what about fiction? Vicious and hurtful books of every character find no place on the shelves of these libraries. Such standard writers however as Dickens, Scott, Roe, Conner, Marden, White, Alcott, Cooper, etc., are there in abundance and are read with interest and profit to young and old alike.

But suppose you want to study some special line. The writer had recent cause to look up a

matter on journalism. Our wants were made known to the librarian and what we wanted was not on the shelves of this library, but in two or three days the following books were handed to us for our benefit: Expository Writing, Proofreading and Punctuation, volumes I. and II. on Talks on Writing English, Correct Writing and Speaking, Style, Practical Journalism, The Preparation of Manuscripts and a hand book of Punctuation. This list of books is written by the best authorities and cover the subject of journalism from A. to Z.

Sometime ago one of our force phased instruction on certain phases in the art of high-class printing, including some instruction on the uses of cylinder presses. Instead of employing an expert at \$5 per day, his wants were made known to Miss Fox, who immediately furnished him with several books containing the necessary information, saving to us considerable money. What was done for the Herald force, can be done for you along other lines. Why not then take an active interest in that which is placed at your disposal to help you? If you do not find what you are looking for in the branch library ask the librarian to get it for you, which she will do and deliver it to you on the following Thursday.

One thing more: Do not criticize the library without first making an intelligent investigation and then be as charitable as you can. Rather help it all you can, for it needs and deserves all your assistance.

BALKY CITIZENS

A balky horse reminds one of a balky citizen. He may be ever so kind, good looking and even prosperous, but you get him hooked up. He may start off all right and even go till he strikes a hard place, then something hurts his feelings, and without warning back he comes and not only refuses to pull himself, but he won't let the other fellow pull if he can help it. He usually gets mad and kicks, flounders around, tries his level best to tear things up and sometimes never quits until somebody knocks him down and then sits down on him in an effort to keep him still.

Then there is another kind, a high strung sort of a fellow—and say, he works fine as long as he is in the lead, but put him back, say in the middle or at the rear, and he balks too, just quits; that's all; gets out of the traces, you know, and tells you to go it alone; he can get along without you.

The stayer who is willing to try to drag the load may not be overly handsome; in fact, he may be real ugly looking, have a long tongue and may be full of impulse and whims. In some ways he may be very undesirable, but you let it be known that his church,

his grange, lodge or his town is going to do something and then is when his real worth comes to the front. Things may not go his way, in fact, he may be set down on altogether. You may not find him in the lead, or even in the center, but you can bet you will find him somewhere near the real load and pulling like a wheel horse on a bad uphill curve, and then it does one good to watch him work. It is mighty easy then to forgive him for all his ugliness and cussedness in other things. What this district needs, is a few wheel horses. There are lots of leaders, but too few trustworthy, substantial fellows who are willing to get in and dig even if they can't be the leader of the team.

THE AUTO NUISANCE AGAIN

Following the suggestions contained in the editorial columns of the Herald a couple of weeks ago, the Peoples Press, Portland's East Side popular weekly, takes up the automobile question in its usual able manner and very truthfully says: There are a lot of pseudo Barney Oldfields in this town who delight in making life for suburbanites a terror. The chap who never did anything but blow in dad's cash and the reckless chauffeur with a load of drunken men and women, rush over the East Side streets with the machine humming on the top notch and nothing but a cloud of dust to mark the flight of the buzzing engine. Men, women and children have been run down, wagons have been shoved into the ditch, and the only solace given is the satirical toot, toot of the falling red or green devil booting it along.

No attention is paid to the city speed ordinance; no earthly heed is given the complaints of the residents of these suffering suburbs, or of the occasional police warnings, and the suburbs are carrying all the burden.

The East Side has the wide, long, well paved boulevards and highways; it has paid for them and keeps improving them, and now it finds them monopolized by the auto racing fiend, who invariably sticks to the middle of the road, and the taxpayer and the farmer can climb a telegraph pole or scout under the fence, it is all one to the fiend. Suburbs like Montavilla find their main street mere death traps, and a pall of dense dust hovers over the place day and night with the gleam of rushing autos shining through the mark and the noisy honk of the brazen horns clearing the way.

The East Side is not a racing track; it is not being improved and settled for the sole benefit of the idle racers who eat up miles with an ever increasing rapacity. The East Side has something serious in life ahead of it; it has no time to spend indoors escaping dust clouds and dodging death engines when it does go out. Let's have the speed law enforced, petition the police for officers enough to properly guard highways like the Base Line and Sandy roads, and put constables and deputy sheriffs in the country suburbs outside the city to see that systematic and flagrant violations of the common law of the road are stopped.

In rate farmers who have been hustled to the ditch, and their wagons overturned by speed-mad auto drivers are journeying to the courthouse every day seeking relief and finding it are now determined to end this era of road monopoly by autos if they have to get down old Brown Bess and shoot a few \$100 tires full of holes. The East Side has waited long enough for this reform era to set in of its own accord. It is time now to do something for ourselves, and if the auto drivers will not listen to reason, law or persuasion let them listen to things less pleasant and more effective.

There are dozens of East Side men who have automobiles for their profit and pleasure who observe the law of the road, proceed at a safe rate of speed and prove that the auto is a blessing and not a curse to the wayside populace, but the tribe of the professional auto racer and the professional car driver for profit and the speed-mad idiot and the drunken fool is too numerous for the health of the East Side, and this tribe has to be attended to and attended to speedily.

A little learning is a dangerous thing for some men. We have in mind one or two editors and some citizens rather fluent in the use of adjectives, who delight in branding all who happen to differ in opinion from them as natural born idiots whose ignorance is so dense as to entitle them to apartments in the insane asylum for life. It is certainly a very wise thing to hold a good opinion of oneself, but mighty bad policy to imagine that you know it all, that you are infallible, the only one entitled to consideration, etc. It doesn't do any particular harm and sometimes does a great deal of good to encourage others in the idea that they know something and that their opinions are entitled to some consideration. In any event it usually pays to encourage the idea in others that they are a valuable part of the community.

The Herald would be basely ungrateful indeed if it did not acknowledge receipt of so many favors at the hands of our subscribers. A share of the choice things raised on the farm and in the city gardens have again and again been laid on our table, and editor not knowing in many cases from whence came the good things so thoughtfully and so kindly brought to us. We certainly feel that we do not deserve such kindness, for, while we have been doing our best to suggest many helpful things and to give our readers the cream of the news, we have failed in so many instances to reach the standard set for ourselves that we have often had nothing but censure for our shortcomings.

The annual grange fair and carnival movement is fairly launched. The big ship is off the ways and is nicely afloat. Of course it will take time and a lot of labor to get her rigging in place and sails up before she will fairly get under way but what the grange puts her hand to is usually a success and so the coming fair and carnival is going to be the biggest and best thing ever undertaken in its line in this "neck of the woods."

Recent Important Oregon Events

Special Correspondence.

PORTLAND, Oregon, July 15, 1907.—The banquet tendered to the Hon. Jas. R. Garfield, secretary of the interior, at the Portland Commercial club Saturday evening was a most representative affair. Judge Geo. H. Williams presided as toastmaster, and talks on behalf of Portland and Oregon were made by Gov. Chamberlain, Senator Fulton and others, while Secretary Garfield, Land Commissioner Ballinger, F. H. Newell, director of the reclamation service, and others responded on behalf of the visitors. The trip of these high officials of the interior department at this time is of especial importance to Oregon, as shown by the many prominent people of the state who attended the banquet.

The organization of the Portland Country Club and Live Stock association, a much needed institution, is assured. Nearly \$100,000 of the \$150,000 capital stock has been subscribed.

All Oregonians will be gratified to learn of the organization of the Portland Rose Festival association, assuring an annual rose show.

In six weeks more the colonist rates to Oregon will be in effect again, continuing for sixty days. Every commercial organization should get busy with their correspondence with prospective settlers. During this vacation period the boys and girls have time to write to friends "back East" and tell them about the Oregon country. As an illustration of what can be done, the children of a single district in one of our coast counties doubled the population of the school district merely through correspondence.

The wonderful prosperity of Oregon is reflected in the building record of Portland for the six months ending June 30. This city led the 34 principal cities of the country in the percentage of increase in building over the same period last year with a gain of 78 percent.

State Activities in Germany.

The realm over which the kaiser rules is a confederation of states rather than a centralized empire, and responsibility for river and harbor improvements rests with the several states. The method as explained recently by United States Consul Jay White is interesting at the time. Says Consul White:

The improvement of navigable rivers and maintenance and improvement of harbors are carried out by the states interested. The empire only takes care of naval stations. Private corporations or individuals are permitted to undertake such work solely for their own use and under the supervision of the state. The cost for the construction, maintenance and improvement of harbors are defrayed by the states concerned, the empire giving a proportional contribution if any conditions of national importance are fulfilled. This, however, is seldom the case. If the construction of a harbor is of special interest to an individual city that city pays a proportionate amount toward the costs. The cities that are the actual possessors of a harbor are liable for all the costs, though the state may, if it sees fit, make a contribution. These proportional contributions rarely occur, and up to the present time there has been no fixed scale according to which they have been arranged. Each case is decided separately, and in the regulations the community concerned is quite independent of the state.

The quays and storage room, etc., belonging to the harbor are for the most part let in lots to individuals or corporations. There are a few public quays, and the charge for their use is in accordance with the tonnage of the vessel and the time taken. It is to these fees that the state authorities look for a return for the money expended, but to prevent trade being seriously affected the amount of the fees is in many cases merely nominal. A regular fee is charged for the use of rivers that have been made navigable or improved. Such fees are collected by local authorities and transmitted to the state or city funds. All the more important improvements have to be sanctioned by the parliamentary committee. Works executed by the individual states are carried out by contract, which is considered the more economical method. The contractors have to furnish a large bond and pay a high penalty if the work is not completed in the specified period. The contractors have no appeal to the ordinary law courts, but disputes are settled by a special board of officials engineers. States and communities that build the harbors also, as a rule, build the necessary docks, quays, stores and machinery required for them. Some large corporations or firms that have hired space construct their own works.

Within the limits of the empire there are at present 434 miles of navigable rivers and 248 miles of canals. The depth of the canals corresponds with the minimum depths of the rivers. Further construction of inland waterways is contemplated by the states.

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Restoration to Entry of Lands in National Forest.

Notice is hereby given that the lands described below, embracing 40 acres, within the Cascade National Forest, Oregon, will be subject to settlement and entry under the provisions of the homestead laws of the United States and the act of June 11, 1906, (34 Stat., 253), at the United States land office at Portland, Oregon, on September 2, 1907. Any settler who was actually and in good faith claiming any of said lands for agricultural purposes prior to January 1, 1906, and has not abandoned same, has a preference right to make a homestead entry for the lands actually occupied. Said lands were listed upon the applications of the persons mentioned below, who have a preference right subject to the prior right of any such settler, provided such settler or applicant is qualified to make homestead entry and the preference right is exercised prior to September 2, 1907, on which date the lands will be subject to settlement and entry by any qualified person. The lands are as follows: SE 1/4 of NW 1/4, Sec. 13, T. 2 N., R. 7 E., W. M., listed upon the application of Rudolf, h. Schmidt of Cascade Locks, Oregon.

(Signed) R. A. BALLINGER, Commissioner of the General Land Office.

Approved June 7, 1907.
(Signed) JAMES REDFORD GARFIELD, Secretary of the Interior.

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FREQUENT RAPID COMFORTABLE
O. W. P. Division
TIME TABLE

STATIONS WEST BOUND

STATIONS	WEST BOUND
Canadero, Lv.	7:30 9:30 11:30 1:30 3:30 5:30 7:30
Estacada, Ar.	7:37 9:37 11:37 1:37 3:37 5:37 7:37
Curtinville, Lv.	7:45 9:45 11:45 1:45 3:45 5:45 7:45
Alpsburgh, Ar.	7:52 9:52 11:52 1:52 3:52 5:52 7:52
Eagle Creek, Lv.	7:59 9:59 11:59 1:59 3:59 5:59 7:59
Barton, Ar.	8:06 10:06 12:06 2:06 4:06 6:06 8:06
Siefer, Lv.	8:13 10:13 12:13 2:13 4:13 6:13 8:13
Boring, Ar.	8:20 10:20 12:20 2:20 4:20 6:20 8:20
Anderson, Lv.	8:27 10:27 12:27 2:27 4:27 6:27 8:27
Hogan, Ar.	8:34 10:34 12:34 2:34 4:34 6:34 8:34
Gresham, Lv.	8:41 10:41 12:41 2:41 4:41 6:41 8:41
Cedarville, Ar.	8:48 10:48 12:48 2:48 4:48 6:48 8:48
Sycamore, Lv.	8:55 10:55 12:55 2:55 4:55 6:55 8:55
Lents, Ar.	9:02 11:02 13:02 3:02 5:02 7:02 9:02
Portland, Ar.	9:09 11:09 13:09 3:09 5:09 7:09 9:09

STATIONS EAST BOUND

STATIONS	EAST BOUND
Portland, Lv.	9:15 11:15 13:15 3:15 5:15 7:15 9:15
Golf June, Ar.	9:22 11:22 13:22 3:22 5:22 7:22 9:22
Lents, Lv.	9:29 11:29 13:29 3:29 5:29 7:29 9:29
Sycamore, Ar.	9:36 11:36 13:36 3:36 5:36 7:36 9:36
Cedarville, Lv.	9:43 11:43 13:43 3:43 5:43 7:43 9:43
Gresham, Ar.	9:50 11:50 13:50 3:50 5:50 7:50 9:50
Hogan, Lv.	9:57 11:57 13:57 3:57 5:57 7:57 9:57
Boring, Ar.	10:04 12:04 14:04 4:04 6:04 8:04 10:04
Siefer, Lv.	10:11 12:11 14:11 4:11 6:11 8:11 10:11
Barton, Ar.	10:18 12:18 14:18 4:18 6:18 8:18 10:18
Eagle Creek, Lv.	10:25 12:25 14:25 4:25 6:25 8:25 10:25
Alpsburgh, Ar.	10:32 12:32 14:32 4:32 6:32 8:32 10:32
Curtinville, Lv.	10:39 12:39 14:39 4:39 6:39 8:39 10:39
Estacada, Ar.	10:46 12:46 14:46 4:46 6:46 8:46 10:46
Canadero, Lv.	10:53 12:53 14:53 4:53 6:53 8:53 10:53

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SPOKANE FLYER	7:00 P. M. Daily.	8:00 A. M. Daily.

For Eastern, Washington, Walla Walla, Lewiston, Coeur d'Alene and Great Northern points.

ATLANTIC EXPRESS for the East via Huntington.	15 P. M. Daily.	9:30 A. M. Daily.
PORTLAND-BIGG L. CAL. for all local points between Biggs and Portland.	15 A. M. Daily.	5:45 P. M. Daily.

RIVER SCHEDULE.

FOR ASTORIA and way points, connecting with steamer for Ilwaco and North Beach, steamer Hasalo, Ash at dock (water per.)	8:00 P. M. Daily except Sunday.	8:00 P. M. Daily except Sunday.
FOR DAYTON, Oregon City and Yamhill, River points, Ash at dock (water per.)	7:00 A. M. Daily except Sunday.	8:00 P. M. Daily except Sunday.

For Lewiston, Idaho, and way points from Riparia, Wash.
Leave Riparia 5:40 A. M. or upon arrival train 8:40 daily except Saturday.
Arrive Riparia 8 P. M. daily except Friday.

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Eastward	Westward
A. M. P. M.	A. M. P. M.
Biggs Mail Sp's Local & Ex. Fwy. No. 8 No. 6 No. 4	Mail Port. Fir. Local No. 8 No. 6 No. 4
8:15 8:15 7:00	PORTLAND 9:30 8:00 5:45
8:30 8:30 7:00	EAST PORT. 9:35 7:55 5:40
8:45	CLARKE 7:25 8:15
8:50 8:50 7:00	FARVIEW 7:35 8:10
9:05	ROOSTER 7:45 8:10
9:14	BRIDAL VEIL 6:58 8:42

Ticket office, Third and Washington. Telephone Main 712. C. W. Stringer, City Ticket Agent. Wm. McMurray, Gen'l Passenger Agent.