

THE CARRIER'S LAMENT.

I'm Uncle Sam's most favored pet,
I'm hearty and I'm hale;
I've nothing in the world to do
But glide-around with mail.
But one thing almost breaks my heart,
And my nervous system shocks,
It's the everlasting pennies
That I'm fishing from the box.
I carry stamps and envelopes,
and postal cards and such;
And I would like to sell a few,
'Twould please me very much;
But a man can't sell unless you buy,
No matter how he talks,
So I have to keep on diving
After pennies in the box.
It's all right in the springtime,
Or when summer breezes blow,
But a different proposition
When it's thirty-two below—
When all your fingers and toes
Are frozen hard as rocks—
It is most anything but funny
Stretching pennies from the box.
And now, quite confidentially,
I'll tell you something more,
A rural carrier 'way out west
Forgot himself and swore;
Says he: "I can stand the snow drifts,
I can stand the frozen locks,
But blast the measley pennies
In the blasted, measley box."
When the "roll is called up yonder,"
And we shall gather there,
They wouldn't let a mail man in
If they knew he'd learned to swear.
If you want St. Peter to open the gate
When your rural carrier knocks,
Buy stamps and don't be guilty
Of putting pennies in the box.

Helping the Helpless.

It is safe to predict that a response to the pleas of the unemployed, whose idleness has been forced upon them by business depression, will be very liberal. The wageworkers have helped to create what property there is in the country, and the American people are too fair minded, to say nothing of their proverbial generosity, to allow any honest workman or his family to live in want. And with the lesson of suffering, actual or threatened, because of idle hands it may be well to cast about for means to place the great mass beyond the need of periodical lifts.

Poverty traceable to idleness is working mischief in this country all the time, but it is not always in the limelight, as at present. The cities have a contingent of people whose excuse for idleness and for seeking aid from the public is that they have no work. Some of them wouldn't work if they had a chance, and many of them cannot do any of the work which can be provided for them. It is difficult to tell which is the greater distress, that of the willing mechanic with no job or that of the equally willing man with jobs waiting on all sides and he not able to earn a dime a day at any one of them. The idle mechanic may at least hope for better times. For the other, times are as good as they will ever be.

It has been demonstrated with individuals and with multitudes that it is all but useless to transfer idle workers from the cities to the country. Whatever smattering of practical knowledge they may have, they are misfits on a farm. The whole atmosphere of the country is foreign to their temperament. Life in a farmhouse is only a punishment, and they are as uneasy as a Hottentot would be in a land where people live in houses and wear clothes. Even city children lack the kind of nerves that can make life tolerable for them and for their associates in the country. There remains colonizing as a scheme to benefit the idle of the cities. Some of them could make wages in factories, and perhaps a good percentage would learn outdoor work if they could keep their families with them; A colonizing system would give the children the country habit, and probably the second generation would grow up to be self supporting and to breed a race of mill and farm workers.

Hawaii's Defenses.

Hawaii is so obviously the key to the Pacific coast that its seizure might be the first news following a declaration of war. Evidently the president was well advised when he urged the early fortification of that point of vantage. The information is not the public's, but the facts speak for themselves. Hawaii could not be more fortunately situated as a base for a naval enemy of the United States. Operating from Hawaii a strong and watchful enemy could keep the army and navy of the United States busy without threatening other coasts of this country.

But having Hawaii adequately fortified for its destiny and a naval force to co-operate with the land defenses the United States might laugh at the attempt of any power, except possibly England, to attack us on the Pacific coast. Oriental fleets could not make the round trip across the Pacific without recoiling, and European fleets, with the single exception of that of England, have no nearby bases, while the countries south of us have no ships. In our own hands Hawaii can be made a mighty weapon for defense. In other hands it could be used with terrible effect against us. That is the situation in a nutshell.

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Same with mechanical oiler, running board, lamps, etc.	\$ 700
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Will make season of 1908 at my ranch on Rogue River, 5 miles north of Central Point (old Bowers place).
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Developing the Coal.

The Pacific Coal company of Los Angeles, Cal., today paid \$10,000 upon the purchase price of the Medford coal mine, having done nine months of development work and being confident that they have an immense body of coal, that only awaits taking out to make them a fortune. Fifteen thousand dollars is due September 7, and \$25,000 on December 7, which will close the deal.

Besides R. E. Doan, the manager of the company, M. Miles Dodge, the president of the Los Angeles, and Ira J. H. Sykes of Pasadena, one of the directors, were present when the payment was made. They announce a program of rapid development, both at this mine and at Meadows, where they are doing extensive prospecting work. —Medford Tribune.

Of Interest To Teachers.

May 11, 1908.

To Oregon Teachers:—
The National Educational Association will hold its next session at Cleveland, Ohio, June 29 to July 3, inclusive, and a goodly attendance from Oregon is desired. Rates to said meeting are as follows:
First—From all O. R. & N. points, the round trip fare to Chicago selling dates, June 19 and 20, will be \$72.50.
Second—From points on the S. P. Oregon lines, the rates will vary according to the distance the starting point is from Portland.
Third—Tickets from both O. R. & N. and S. P. territory will carry a going limit of ten days, with a final return limit of ninety days, and include stop-over privileges in both directions within the limits.
Fourth—It has not yet been decided just what the fare will be from Chicago to Cleveland and return, but probably will not exceed \$9.00 for the round trip.
For further information, inquire of your local ticket agent, or write to the undersigned.
Respectfully yours,
J. H. ACKERMAN,
N. E. A. State Director for Oregon.

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