

# ALL OREGON WILL BE AT THE STATE FAIR

SEPTEMBER 14 TO 19, INCLUSIVE

They will find the grounds in better condition and more attractive than ever before. They will find many new buildings. All in all, they will see that Oregon has the best facilities of any state west of the Rocky mountains for holding a great fair. The increased cash premiums and specials will bring the greatest livestock show ever seen on the Pacific coast, and it will compare favorably with the best fairs of the east and middle west. Some of the best horses in the United States will be here to participate in the speed program. Some of the most attractive purses ever hung up for a western race meet will make each individual event worth coming a long distance to see. The counties will put up their best in trying to secure the prizes for the exhibits of their products. There will be special rates on all lines of transportation for passengers and special freight inducements for all exhibits. If you wish any particular information it will be cheerfully given by

**W. F. MATLOCK, President**  
Pendleton, Oregon

**F. A. WELCH, Secretary**  
Salem, Oregon

### Germany's Enthusiasm for Air Ships.

There is something very significant in the tremendous volume of practical sympathy created by the disaster to Count Zeppelin's giant airship at Echterdingen, on Wednesday last. All Germany seems to be aroused by the misfortune of the aged aviator, who is now over 70 years old, and from every quarter subscriptions are pouring in to make up the money loss occasioned by the disaster and to enable the Count to continue his experiments.

This sympathy has its roots in a national enthusiasm for a man whose genius is producing the most practical results in the campaign for the conquest of the air. The German government, and individual Germans, are not without appreciation of the economic advantages ultimately to be derived from the Count's success with his aluminum monsters, but they more strongly realize the vast defensive possibilities at the command of a nation equipped with an effective fleet of these craft. Germany's isolated position in Central Europe, with an irreconcilable and warlike people on her western flank and her north sea ports exposed to attack by the most powerful navy in the world, is made secure only by the submission of the people to a system of universal and extreme militarism. Anything strengthening her defensive lines, especially when it appeals to the imagination as the Zeppelin airship appeals, because of its novelty, awakens a popular enthusiasm which could not be paralleled in the United States if Captain Baldwin, for instance, were to make a request for public support in his aerial experiments. There is a factor of patriotism in the German public's assistance of Count Zeppelin which could with difficulty be paralleled in any

other country in the world.—Brooklyn Eagle.

### Dirigibles Here and Abroad.

It must be confessed that there is something disproportionate in the enthusiastic attention devoted just at present to the balloon performances at Fort Meyer, in view of the remarkable results just scored abroad by Count Zeppelin with his mammoth dirigible. Compared with the Zeppelin airship the Baldwin balloon is the smallest wienersurst alongside of a full-grown bologna. And in the performance, as far as they have gone, the two devices are in the same proportion. It seems somewhat incongruous for the United States government to be fussing over small-sized dirigibles when that class of machine has been in demonstration at the pleasure parks of this country for many months with every evidence of practical success. There may be something extraordinary about the balloon now being tested at Fort Meyer to warrant the excitement that is aroused by its seven-minute performance yesterday. Possibly it will develop a high rate of speed. The inventor of the device declares that he can make 24 miles an hour. Count Zeppelin yesterday went at a pace estimated at 37 miles an hour, and covered an enormous triangular area along a route computed at 400 miles in extent. The Zeppelin airship is simply a great extension of the dirigible principle. It is capable of carrying a large company of people and supplies for an extended journey. Assuming suitable weather conditions, it might start from Washington at 9 o'clock in the morning and reach New York at 4:30 or 5 o'clock in the afternoon, going at the rate of 35 miles an hour. This would be genuine aerial navigation, granting a successful journey and the ability

to return to the starting point. The United States army authorities are seeking not so much a huge passenger balloon as a practicable observation apparatus of high speed and reliable dirigibility. The public, however, seems to have looked upon this gas-bag test as the last cry in aviation. There is no such novelty in the steerable gas bags as to give the tests at Fort Meyer any special significance, spectacular and interesting though they may be.

### The Troubles of Venezuela.

The country is rich in natural resources, but poor in the quality of her citizenship; hence wily foreigners have found it easy to dupe the people, in many instances to debauch public officers, and to establish prima facie rights to mines and to other valuable concessions, and to credits for which they subsequently seek to make the government responsible. The greatest offender in the way of disturbing the peace of Venezuela is the asphalt trust, which for many years has been seeking to embroil this country in war with Venezuela and has pretty nearly succeeded on more than one occasion.

Castro may not be all that may be desired in the executive head of a nation, but the courage and firmness he has displayed in protecting the rights of his people against the machinations of the swarm of corrupt adventurers from every land must command the admiration rather than the censure of fair-minded observers. Ministers, consuls and diplomats, from other nations are sent there, and the opportunities for graft and questionable venture are so great that it seems impossible for them to confine their activities to their official duties. Their needs must become embroiled in schemes looking to personal aggrandizement, and when they are caught up with and are given their passports by the

President of the republic a great howl goes up to the effect that the nation has been insulted through its official representative.

The manner in which the enlightened nations of the world have plucked this game little republic through the agency of thieving private corporations and rascally diplomats has been a disgrace to civilization. But for the desperate courage of Castro in driving out the alien thieves and plunderers, regardless of what the consequences might be, his country today would be harried by the hungriest and most ruthless band of adventurers that has ever afflicted any people since the dawn of civilization. It constitutes today the "twilight zone" of civilized diplomacy, and the most artful and accomplished diplomatic desperadoes known to human history are striving desperately to make it a mere field for exploitation.

But, grim, determined and defiant, if sometimes almost uncouth; unused to the wiles of the courtier and the principles of international comity, Castro sits, and we see grafter after grafter—sometimes a distinguished representative of a foreign government, sometimes the agent of a predatory corporation—flying from the country like the projectiles from a catapult. One of the most shameful pages in the history of this government is that on which is recorded the influence which the asphalt trust has exerted toward shaping the policy of the American nation with regard to our little sister republic of Venezuela.—The States, New Orleans.

### The New York Way Is Our Way.

A writer in the New York Commercial quotes a letter recently sent by the city engineer of London to abutting owners and corporations interested in contemplated street improvements, and points out the pains

taken to reduce the inconvenience to the London public to a minimum in such cases. He adds:

"Practically an exactly opposite condition obtains here in New York. While there may be notifications of contemplated pavement work, there is absolutely no intelligent effort at co-operation by all concerned. First, it's a new pavement; but no sooner is that laid and 'opened up' for travel than along comes a firm with a contract for a new sewer in the same blocks, and up is ripped this brand-new pavement, and the streets are closed again for an indefinite period. And so it goes, one 'improvement' or work following another in wearying and discouraging succession, and at enormously increased cost, and tremendous annoyance, inconvenience and general trouble all around.

"The instance comes to mind of an upper West Side bit of area, where an avenue intersects Broadway, with two or three cross streets cutting it up, a travel-congested point as long ago as the early 90's, and for nearly ten years continuously it was in a state of complete upheaval. An enlarged water main—pavement torn up for months and then relaid; next, change of one street-car line from cable to underground trolley—months of upheaval again, with the pavement finally restored; torn up once more for a big new sewer—relaid; now, a change from blocks to asphalt; almost immediately this asphalt torn up for subway construction—three or more years of open ditching, dirt, dust and the practical stoppage of ordinary surface traffic; pavement again torn up for the change of an old horse-car line to a trolley system; then a sort of 'building boom' that forced a partial closing of about half the street area in the entire section; and even now some center parkway and sidewalk 'improvements' in progress

so that the property owners and tenants might not suffer from quiet, cleanliness and lack of confusion. Barring the subway construction, all this work might have been done inside of one single year. But that is not the New York way—more's the pity!"

## CLAIM JAPS INSULTING OLD GLORY

(United Press Leased Wire.)

San Francisco, Aug. 20.—United States District Attorney Devlin is today preparing to take action against the proprietors of the Japanese tea garden in Golden Gate park for desecrating the American flag by distributing handkerchiefs representing the Stars and Stripes with the words "Japan tea" printed across the face.

The matter was called to his attention in a letter from the Japanese Korean exclusion league protesting against the distribution of the flags and asking that the Japanese be punished under the federal laws. "This repeated contempt and disrespect shown the American flag by the Japanese is in accord with Japanese diplomacy; but Americans who love the flag who are willing to die for it, protest that even the so-called 'most favored nation' clause does not give the unassimilable aliens from the Orient any right to come over here and insult the American flag," concludes the letter.

The officials of the league say that if Devlin does not act they will call upon the district attorney of the country.