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PORTLAND, TUESDAY, JANUARY 16, 1906.

THE ALGECIRAS CONFERENCE.

During the latter part of the nineteenth century England and France were more active than any other European powers in exploiting Northern Africa. A French engineer dug the Suez Canal, though England managed to get a majority of the stock and has held control of it. Both nations were interested in Egypt for a while, but England finally assumed the full management, promising first, last and always to withdraw some time or other. The time never came, of course, and Egypt was a bone of contention between France and England for many years. Meantime the French established themselves in Algiers, conquering the country, driving the wild tribes back into the desert, building railroads and administering civilized justice.

Morocco is a savage country quite as wild as it was in the days of Jugurtha, whom Sulla captured after long warfare and murdered at Rome. It joins Algiers on the west, opposite Gibraltar, and folds around Sahara on the Atlantic side. The Moroccan tribes have perpetually harassed French operations in Algiers, much as our frontier Indians have always done what they could to stay the advance of civilization. A sort of despot, called a Sultan, makes a pretense of ruling them, but his authority is shadowy. When one of the chiefs captured the American citizen Perdicaris, the Sultan was powerless to rescue him. The foreign commerce of Morocco, small at best, is mainly with England. Her English business foots up some $9,000,000 annually. Germany comes next with $2,400,000, and then France with, perhaps, $1,200,000. For all these figures, the interest of France in Morocco is predominant.

She has long desired to police the country and control its foreign relations, and, soon after Edward's accession, England agreed to her doing so, France in return giving up all pretensions to Egypt. Spain and Italy agreed to this arrangement, which was manifestly just. The United States acknowledged its justice by appealing to France to rescue Perdicaris. By this act, indeed, we recognized France as in control of Morocco, and became in some sense a party to her agreement with England.

The Emperor William of Germany, in his character of dictator to Europe, felt his prestige impaired by an international agreement to which he was not a party. The commerce of his country with Morocco gave him a plausible excuse to interfere. He visited Tangier, made one of his flamboyant speeches asserting that no arrangement of Moroccan affairs was valid which ignored his interests, and thus placed himself in flat defiance of France and England. War over the matter may have threatened at one time, though probably not. France yielded so far as to agree to an international conference, which has been duly called, and its sessions begin today at Algeciras, across the bay from Gibraltar, in Spain.

In this conference the United States is to take part. Many thoughtful people look upon this action of ours with forebodings, as if, by sending a representative to Algeciras, we had abandoned our wise historic policy of not interfering with European affairs. As a matter of fact, that policy, so much lauded, has always been more imaginary than real. We have meddled with European affairs ever since we became a Nation, and European powers have meddled with ours. The Monroe Doctrine itself was a direct interference with Spain. We fought England in 1812 to enforce a doctrine of international law. We have constantly bickered with Turkey. We were parties to the Congo and Liberian agreements and to The Hague conference. We ordered the French out of Mexico. We interfered potently in the Russo-Japanese War. Different European nations have arbitrated between us and England, to say nothing of Mexico. We joined with Europe to settle the Boxer troubles.

In fact, it is nonsense to talk of our not interfering with European affairs. We never have abstained from it, and we never can. As for Northern Africa, we are in a peculiar sense interested there. As early as 1801 we sent a fleet to suppress piracy and make commerce safe in those ports and were engaged in more or less open war with the so-called Barbary States up to 1815, when Decatur decisively defeated the Dey of Algiers and made him relinquish forever his claim to tribute. We are thus the historic champions of "the open door" in Northern Africa, as we are in Japan and China. The position which we asserted by force of arms a century ago and have maintained ever since, it would be unworthy of our National dignity to abandon now. On purely historical grounds no nation is so well entitled to a place in the Algeciras conference as the United States.

To the desire of France to police Morocco we have tacitly acceded in the Perdicaris case. From that position our representative is not likely to recede without good reasons, but, perhaps, his main interest in the conference will pertain to safeguards for commercial freedom, whoever may control the country. In the question of political supremacy our interest is slight; although, of course, America would prefer to see Morocco under civilized government rather than abandoned to uncontrolled savagery. Whether law and order are enforced by a French force or by an international police matters little to us; our only real concern is for the security of life and property.

PLUTOCRATIC GAS.

The men behind the Portland Gas Company are the men behind the plutocratic organ. Gas is their business. They furnish the same cheap quality of gas through their meters as through their alleged newspaper. Four directors of the gas company are directors of the newspaper. All this explains perfectly why the organ is hurried to the defense of the gas monopoly, as it defends or promotes every other game of grab and greed that its owners and their allies play. It is a large undertaking, for it includes nearly every job, scheme or plot framed up to give the first families the best of it and the taxpayers and other plain citizens the worst of it. Woe to the corporation or concern in Portland these gentlemen do not control, or somehow get a rake-off from. Then we have a virtuous and prolonged newspaper assertion of the rights of the people and energetic and lying exposition of the wrongs inflicted by such corporations or concerns.

Thus we find the reason, the whole reason, for the present vicious attack on the City Council. It is not desirable that the Council investigate the gas graft, because the facts might come to light. Therefore the gas organ indorses the scheme to have the Mayor name his own committee to make the inquiry. But it is not the Mayor's business. It is the Council's business; and the Council will, of course, not be diverted from its proper purpose by inspired attacks from the gas organ. The Council has done a very good job in showing up the Civil Service fraud. It can, if it will—and it will—do even better in exposing the gas fraud.

A JUST REBUKE.

One of the sensible things left to the credit of the Oregon Development League and the Oregon Press Association is the forceful protest against the term "Webfoot," as applied in facetious vein to the State of Oregon and that of "mossbacks" as applied in the spirit of alleged "fun" to Oregonians. The people of Oregon are themselves to blame for these designations, though perhaps in the outset they did not intend to cast a slur upon their state, its climate or its people by accepting them. These terms have, in the light of truth and civilization, become a reproach, and, instead of rebuking their utterance and the slur that the words imply, too many of our people have echoed them, or joined in the laugh to which they have too often given rise. It is high time that these terms were discontinued, and the misrepresentations of Oregon climate and energy for which they stand be rebuked by loyal Oregonians. In Western Washington, where the rainfall is at least as great as in the Willamette Valley, the people speak proudly of their state as the "Evergreen State," and they have no sobriquet of scorn to bestow upon its citizens.

Oregon has been singularly lacking in what may be termed family pride in this respect, and in the stupid reiteration of stale jokes about the climate. It is silly enough when a Californian—bumptious and self-satisfied—declares that it rains thirteen months of the year in Oregon; but we can accredit this exaggerated speech to his ignorance and his intense desire to be funny at our expense, and let it pass. But when Oregonians accost each other on an unusually stormy, disagreeable morning with the words, "This is Oregon weather," or "Oregon is herself again," and similar remarks reflecting unjustly upon the climate of Oregon, they betray a disloyalty which deserves rebuke and of which they should be ashamed. State pride should forbid such expressions, even if truth were not disregarded, as it is, in making them. Let Oregonians refrain from these belittling expressions. State pride is closely allied to family pride, and they who disregard the promptings of the one or the other make a blunder of which decency and self-respect are ashamed.

A QUESTION OF MEDICAL ETHICS.

The subject of medical ethics is abstruse and difficult. Few laymen even attempt to understand it. Like the non-Euclidian geometry, where every straight line comes together at the ends in a round hoop, it is past the comprehension of all but the specially gifted. Cynics have remarked of the whys and wherefores of medical ethics that they were like the logic of Hegel's metaphysics. "Nobody understands it but I and der liebe Gott," moaned the great philosopher.

Why, for example, should the doctors habitually say of a very sick man, whose condition excites public anxiety, that "he is in no danger," or "improving," or "no worse," when day after day he is steadily and inevitably sinking to his death? They must know very early in the case that the danger is serious, otherwise the science of medicine is little more than a delusion. Certainly they must know it when the patient, like Marshall Field, has already passed the allotted limit of human life and his malady is pneumonia—that disease so fatal to the aged. Yet in the case of the venerable and philanthropic merchant, just as in Garfield's and McKinley's, the attending physicians have systematically issued statements which had all the effect of deliberate deception. Why should they do this?

In the case of a late widely-known citizen of Portland, the attending physician promptly informed the public that "he was in grave danger." Was not this better than to hold out hopes of recovery which could not be realized? Who is benefited by deception in such cases? Not the family and friends of the patient, for they are held in a prolonged suspense which in no way ameliorates the stroke of destiny and weakens their power to bear it. The most sorrowful certainty is preferable to suspense when there is no sound hope of a favorable termination of the disease. It is a dubious kindness even to the patient to conceal his fate from him, but that point need not be argued now. The truth might be told to the public without informing the patient, if it were thought best to deceive him.

It is customary in these cases to speak of the "brutal truth" and of deception as kindly or merciful; but is not such lack of candor akin to cowardice rather than charity? Is it not the highest kindness to let a man know his fate so that he may prepare to meet it with all his earthly problems solved and his mind composed to eternal issues? Have not the public a right to the exact truth concerning those whom they love and honor? What manliness or real comfort lies in the shrinking from the painful fact to seek a delusive refuge in evasion?

THE MISMANAGED TRANSPORT SERVICE

The exhaustive report of the General Staff of the Army on the transport service was launched at a most opportune time for the ship-subsidy grafters. Overlooking the self-evident fact that, had the Army known anything about ships and shipping, most of the colossal blunders in connection with the service during the Spanish War would have been averted, it is still not clear that the suggestions made for improvement of the service are the best. The report sets forth that foreign shipping could not be drawn upon in time of war because of the neutrality laws, and yet it would be difficult to find a ten-year-old Pacific Coast boy possessed of average intelligence who does not know that a big fleet of foreign vessels was bought and chartered during the war with Spain, regardless of any alleged conflict with the neutrality laws.

The neutrality laws were not changed to fit the case then, and they have not been changed since, and no difficulty whatever was encountered in securing all of the ships needed. They were secured so easily, in fact, that a number of philanthropic brokers who sold most of the marine gold bricks to the gullible Army Department retired with great fortunes long before the war closed. The special committee of the General Staff which compiled the report states that, "so far as concerns the interests of military transports, any subvention, subsidy or other assistance rendered by the United States to the American merchant marine will produce the greatest return for the money expended if the legislation is so framed as to require or strongly encourage the construction of such ships of the two sizes named, and with the proportions and arrangements described in this report."

It can never be made clear to a free-born American citizen who is desirous of buying as much with his dollar as the foreigner buys with a similar amount of money why we should not be permitted to buy our ships in the cheapest market. All of our competitors in the carrying trade are granted this privilege, and this alone accounts for the greater part of their prestige on the high seas. Mr. Frank Waterhouse, of Seattle, vice-president of the Boston Steamship Company, of Seattle, which is endeavoring to get a strangle hold on the carrying trade between the Pacific Northwest and the Philippines, is quoted by the Seattle Post-Intelligencer in an interview as follows:

> Vessels under foreign flags can be built and operated 50 per cent cheaper than those of the United States. Under those circumstances it is not hard to understand why ships are built abroad. When Congress enacts laws which will protect the American shipbuilders then our fleet will retain its old-time supremacy—but not till then.

Now if Congress, instead of listening to the supplications of the subsidy beggars, will repeal existing laws and give American capital a chance at these ships which "can be built and operated 50 per cent cheaper than those of the United States," we shall in short order have a fleet of sufficient size to enable all of the troops that we care to move in time of war to go forward on American ships. Instead of feeding our merchant marine subsidy pap, why not cut off some of its bonds and swaddling clothes and give the stunted industry a chance to grow in an honest, legitimate manner similar to that practiced by England and Germany?

IMMIGRATION RESTRICTIONS.

It is said that Senator Dillingham, of the committee on immigration, is about to bring in a bill much less stringent than the restrictions which President Roosevelt and Commissioner Sargent have urged as necessary for the protection of the Nation from the evils of an undesirable foreign population. This is supposed to be the result of pressure that has been brought to bear by the steamship companies against interference with their business. Commenting upon this matter, the Brooklyn Eagle says:

> The evils of our immigration are less due to its bulk than to its quality. The fact that a million foreigners came in last year, and that more than that number are expected this year, would not be a source of danger if the whole of this number was made up of able-bodied men and women, anxious to work and to make a place for themselves in this country. That kind of immigration is desirable rather than otherwise. The trouble comes from the numbers who do not and cannot work, but who make a quick passage from Ellis Island to our hospitals and our prisons.

In one respect there has been improvement in the quality of immigrants that have been assisted to this country from the Old World. Great care has been taken to exclude troublesome criminals, but the records of the almshouses and insane asylums contiguous to the ports of debarkation show that the proportion of the helpless and mentally unsound has not diminished. In the region of New York City, for example, nearly half the defectives thus supported were born abroad.

Against the injustice of imposing this burden upon the people of the United States there should be a protest loud enough to drown the plaint of steamship companies made upon the basis of "interference in business." Senator Dillingham should be brought to recognize the steady flow of the diseased and helpless, the coming of whom swells the receipts of the steamship companies and relieves their home governments from the burden of their care. This phase of the immigration problem is monstrously unjust, and the new law should emphasize provisions for the exclusion of these classes.

Let steamship companies fill their steerages with able-bodied foreigners who wish to come here, but a checkmate should be called upon the play of foreign officials looking for a move to discard their own burdens, and upon steamship companies looking for passengers regardless of the physical and mental disabilities of those whom they drum up. Continuing its strictures on this phase of the question, the paper above quoted concludes:

> Inspection abroad has been lax, and there is much evidence that the regulations have been corruptly evaded. If the flow of the defective could be stopped the objections to the sound would be confined to the labor unions. Weeding out the applicants for asylum rather than restriction of numbers is the work before Congress.

Tom Lawson is out with an opinion on the recent demand made by Jacob Schiff for a more elastic currency. The language of the opinion is strictly Lawsonian, and is accordingly picturesque to the last degree, the only plain expression used being that "there is plenty of money for all legitimate purposes." This statement strikes the average reader as being somewhat at variance with Mr. Lawson's previous announcement that he expected to pay 600 per cent for call money. Perhaps, however, the money secured at such exorbitant rates was not used for "legitimate purposes." Reviewing the Lawson career from its inception, there appear frequent incidents which might excite the belief that the frenzied financier was not very much better than some of the vultures with whom he fell out over a division of the spoils.

Eugene is to have a new building erected especially for the Young Men's Christian Association. This will be a structure of which that city may well be proud. The Y. M. C. A. is an organization which makes little of creed and doctrine, and much of right living. It stands as a positive force in drawing young men into paths of honor and usefulness. It lessens temptation by providing places in which men may spend their time profitably, instead of drifting into places of entertainment whose influence is evil. The Young Men's Christian Associations and the Young People's Christian Endeavor Societies have done much to break down those barriers which keep the churches apart, and in time perhaps the whole Christian world will be united in what should be the common effort.

Some people have a very peculiar idea as to what constitutes "fun." It is bad enough when this peculiarity is worked out in alleged witticisms, the object of which is to make the victim ridiculous. But when it takes the form of a practical joke, calculated to alarm and humiliate a friend or his family the limit of courtesy is left far behind. An example of this was shown in this city a few days ago when a messenger boy was sent to a residence to which he had not been called. A vendor called to deliver unordered ice cream, at the same house, a doctor was sent thither post haste to find that his services were not required, and a clergyman presented himself to perform a marriage service for which no one was waiting. How funny! Let us all laugh.

Mr. Tufts, a Montana millionaire, has just been found guilty of perjury, which he seemed to regard as necessary in swearing away the wife whom he had married when he was a poor cow puncher. The case was tried in Chicago, and when his wife heard of it she came on and secured the indictment and conviction. The penalty is one to fourteen years in the penitentiary, and the incident might serve to point a way in which some other millionaires' wives who have been put aside for something younger might get even.

The steam schooner W. H. Kruger is a total wreck on the California coast and the steamer Dirigo was towed into San Francisco yesterday in a helpless condition. The City of Puebla will be obliged to pay heavy salvage, and the Jean Baptiste, in trouble off the Columbia, is also down for a claim of a few thousands. If this expensive record is maintained until Spring, the year 1906 will prove a record-breaker for the devastation it will make in the profits of the underwriters.

Murderer Ivens, of Chicago, confesses that he murdered Mrs. Hollister, and does it with the most complete nonchalance. "It is the intention of the police," says an Associated Press dispatch, "to push the case against Ivens." That is advisable. It would not look well even for Chicago policemen to let such a fellow go. The way to avoid the trouble of pushing a prosecution is never to arrest a murderer—a method that the Chicago police long ago discovered.

The coal miners will confer with the mineowners in New York in the near future for the purpose of securing readjustment of the wage schedule. The railroad and coal mine interests will be represented by President Baer, of the Reading Railroad. If the experience of the past is still fresh in his memory, Mr. Baer will hardly claim any concessions from the miners on the ground of ownership through "divine right."

After Richards, it will be the Goodnough building. We do not suspect that the Goodnough building has been let alone heretofore because it is the home of Portland's pious newspaper organ. Certainly it will be the Goodnough building.

Mayor Dunne responds to the protest about lawless conditions in Chicago by saying the "city needs more policemen." That sounds familiar. But the real need of Chicago, as of some other places, is not more policemen; it is better police work.

We may support the German contention in Morocco, but that matter of the tariff remains between us and Germany. But possibly we have seen Emperor Wilhelm beforehand. What is a little thing like a tariff between friends?

No doubt the reason Arizona and New Mexico do not want to be joined together in the holy bonds of statehood is that each thinks the other unfit. But if the rest of us can stand it, they should.

Mr. Balfour has already had safe seats offered him, says a London dispatch. After he has taken his pick the Czar of more or less of all Russia might appreciate a second choice.

It would be interesting to know Lincoln Steffen's private opinion as to the first allegiance of Senators who are framing up to blackball Apostle Smoot.

Yet there are ministers who have found a muzzled pulpit a distinct though possibly unrecognized blessing.

We haven't heard of any one who opposes state inspection of private banks but a few private bankers. Why?

THE SILVER LINING.

Here is an extract from yesterday's Associated Press report of the arrival of the Oregonians at Sacramento:

> Although the rain fell in torrents throughout the entire trip, it did not in any way dampen the ardor of The Oregonians, who claimed it made them feel at home, and they found no fault because they were not welcomed by one of California's sunny days.

Now, wouldn't that dry your webfeet?

The man who wrote the heads topped the woman's column by "Incidents in Society." The paper printed it "Indecencies," and it made a hit.

* * *

A friend of ours lost control of his automobile the other day again—the Sheriff attached it.

* * *

A man is considered innocent until he is proved guilty, in the eyes of the law. In the eyes of his wife the opposite is the case. Now all speak up at once and disagree.

* * *

Town Topics says that if you are looking for trouble, the easiest way to get it is to advertise for a stenographer.

* * *

Saying the wrong thing is misfortune. But trying to explain it is disaster.

* * *

There seems to be an epidemic of qualm among bankers and brokers of a certain class. Each day the uncovered track of some man recreant to trust is discovered. Blessed is he who is custodian of his own money alone, and, in extremity, there may be sufficient solace in Pat's remark to his wife after their house had burned down: "Bridget, darling, never mind; now we have no house to bother us at all, at all."

* * *

Marshall Field was a great business man. Is not one of America's crowning glories her great business men? Is this country going to be known in the corridors of time by the high type of business man that she has developed? The late W. C. Whitney was first a fine young Harvard collegian of wealth; and in succession a successful lawyer, a brilliant politician, a prince of society, a dashing sport, an able and honored Cabinet officer, a distinguished statesman; but higher than all else was his standing as a business man of the large and commanding sort. In his home in New York, surrounded by art and refinement that was necessary to his very being, the last years of his life were lonely, for dear ones had died, but he was serenely a victor in life's business, a generous, broad-gauged American. Does a life like that of Field, or one like Whitney's teach a lesson? Think. Field went from farm boy to millionaire. Whitney went from millionaire to something better.

* * *

Nothing pleases the comic weeklies so much as jumping on the comic supplements of the dailies. Let them alone. They are both endeavoring to fill a long-filled want.

* * *

Thomas A. Edison says that it is only a matter of time when an express train can be run from New York to Buffalo with two bushels of coal. According to that, about 10 cents worth of coal will keep a poor family warm all Winter. Hurry up, Wizard, and show us how.

* * *

Music and music-makers constitute a theme for thought. Calve is now stirring them locally to their depths just now. The anticipation of again hearing her matchless voice, by some psychological induction is causing every maker of music in town swell up in importance. The persons of real importance are those who pay $5 each for the privilege of hearing the diva.

* * *

Superintendent Kilburn declares that banking competition is excessive and dangerous, and adds that interest allowance is an evil. Oh! modern business and the pace that kills! We ought to hear something from Edgar Saltus about now.

* * *

The suggestion to run a life insurance company as a pure philanthropy is the best one yet divulged. Of course, it is so practicable. The task of running all rascals out has not yet been wholly completed. But in other respects we are doing quite well.

* * *

What is this "simple life" that we hear so much about? Apparently it seems chiefly to consist in caustically criticising everybody who doesn't happen to live on exactly the same income and in exactly the same way that the critic chooses, or is compelled to live. If this is so, then the "simple life" affords a new subject of conversation and so contributes to the variety and interest of life.

* * *

When we fail, our pride supports us. When we succeed, it frequently betrays us.

* * *

There is a dispute about the reason, but there can be no dispute about the fact, that stimulants—liquors, tea, coffee and tobacco—produce a more powerful effect upon Americans than upon any other people on earth. The probabilities are that the conditions of universally quickened intelligence in America as distinguished from the widespread soddenness among other peoples, are responsible. How is it with you? Do you get drunk easy? Or can you stand a good deal of booze?

* * *

The four Netz girls, of Pittsburg, are credited with 3000 converts in four weeks as the result of a unique 20th century revival.

* * *

Imagined rhymes:

Mary had a little lamb,
Its fleece was white as snow;
She took the lamb to Pittsburg one day—
And now just look at the darn thing!

* * *

The Colonels of the Blue Grass State will need a diagram to explain why the captain of the bark Edward Mayberry was compelled to stand off a mutinous crew in order to preserve his last bottle of water.

* * *

The three Americans who murdered two countrymen in Mexico in pursuance of a conspiracy to defraud the New York Life Company will be sent to the salt mines instead of being shot. The fact that they were trying to rob an insurance company probably appealed to Mexican notions of justice.

* * *

The city dads could not properly object, however, to allowing Captain Bruin to co-operate with them in probing the gas graft. The Philippine Islander professes an expert knowledge of hold-up methods.

* * *

The Mount Holyoke College girl who can do 100 yards in 10 2-5 seconds, clear the bar at 5 feet 5 inches, also claims that she can throw a baseball like a man. That makes Missourians of us all.

* * *

The woman who claims to have been drugged and robbed of $60 by two Pullman car porters at Kalama has just cause for complaint. She was rightfully entitled to the customary three swipes with a whiskbroom and the usual pleasant smile.

LIVESTOCK ABUSE IN CARS.

President William O. Stillman of Albany, N. Y., of the American Humane Association, a federation of societies and individuals for the prevention of cruelty, and especially cruelty to children and animals, has addressed a letter to President Roosevelt protesting against the abuse of livestock which must result should certain Congressional bills become laws. Extracts from President Stillman's letter follows:

There has recently been referred to the committee on interstate and foreign commerce, of the House of Representatives, three bills, H. R. 47, 145 and 440. These seek to extend the time limit during which livestock may be transported without food, water or rest from 28 hours to 33, 36 and 40 hours. This association, on behalf of hundreds of anti-cruelty societies and thousands of humane individuals throughout this country, desires to enter its most earnest protest against any such extension of the legal period of starvation, suffering and exhaustion for these unfortunate animals designed for human consumption. On the contrary, in the interest of humanity and for the protection of the public health, we claim that the time limit should rather be cut down to 24 hours, as is now the case in some states, and that livestock should be given the right of way over dead freight throughout the country. This last would be a move in the right direction and enable stock trains to get through, in most instances, readily within the present time limit. Legislation to this end will doubtless be presented. . . .

The promoters of these bills, which seek to amend a law which has stood on the Federal statute books for over 32 years, are apparently actuated by considerations of self-interest. This association has no interest other than the good of the defenseless brutes and our fellow-citizens.

Hon. James Wilson, Secretary of Agriculture, wrote me under date of December 23 last, that, in his opinion, "the 28-hour law, with due diligence on the part of the railroads, can be executed east of the meridian of Omaha." Mr. Wilson made a very careful personal examination throughout the cattle-shipping Western regions. The point was raised by him that the semi-wild cattle west of Omaha would suffer greater cruelty if loaded and unloaded than if kept on the cars a few hours longer.

This is precisely the point which we wish to meet. The present law, sections 4386 and 4388 of the revised statutes, provides two methods of relief for livestock in transportation: First, that stock shall not be transported longer than 28 hours without a five hours' stop for food, drink and rest. Second, that (to quote the Federal statute) "where animals are carried in cars . . . in which they can and do have proper food, water and space, and opportunity to rest, the provisions in regard to their being unloaded shall not apply." Secretary Wilson's requirements can therefore be amply met. The present law is entirely adequate. There are in the United States thousands of improved stock cars which meet the demands of the law and entirely obviate the necessity for having livestock unloaded on the expiration of the 28-hour limit in the case of semi-wild stock.

Let the railroads furnish improved stock cars and the whole problem will be solved. Let the Government insist upon reasonable transportation charges for these improved stock cars and all of the shippers will be amply protected. The question of railroad rates in this case is a most important one. . . .

I do not understand that anyone is claiming that the 28-hour limit should be extended in the eastern part of the United States. Is it wise or just to sanction such special legislation for special railroads, or sections of the country, particularly when such legislation involves questions of inhumanity and conditions revolting to the public conscience? More improved cattle cars would settle the whole question without an appeal to Congress. In their last analysis these proposed amendments are simply a question of railroad economics. Is Congress and the Executive to be forced to do the cheese-paring for these railroad corporations to save them the expense of providing proper cars? Are poor dumb beasts to be made to suffer unutterable agonies in order to swell the dividends for these companies? This is the question, and the only question, when the plainly apparent facts of the case are impartially examined.

I trust that you will give this matter, should it ever reach your executive attention, the most serious consideration and exert your official influence, at the proper time and place, in behalf of justice to dumb brutes.

"Coal Oil Johnny."

Harper's Weekly.

Just as the year went out the papers reported that "Coal Oil Johnny" was dying on a farm in Pennsylvania, in possession of the necessaries of life, but no more, and with his faithful wife at his bedside as his only companion. Everybody knows about "Coal Oil Johnny." He had the misfortune to grow up in the Pennsylvania oil region before persons of superior discernment had protected the folks of that locality from the hazard of sudden subjection to the trials of fortuitous wealth. Johnny was never taught so much as to read and write. At 21, in 1862, he came in, most unexpectedly, to a petroleum fortune of about $3,000,000. How he spent it all in seven months is part of the recorded history of the American people. His last 40 years, the papers say, have been spent in regret because of his earlier folly. Poor Johnny! He knew no better. Worse men than he, since his day, have spent more money in worse ways. And he had still, at last news, the companionship of a faithful wife! That could hardly have happened to him, except by a miracle, unless he had got rid of those millions. Poverty is a severe strain on the matrimonial prosperity of persons not used to poverty, and sudden riches are very apt to upset the domestic equilibrium of persons who are not used to money. Whatever turns one's habits of life upside down strains all established relations. Strong characters will keep stanch through all vicissitudes, and disciplined and resourceful folk will adapt themselves to changes better than people of less training. But as far as concerns domestic happiness the most fortunate adjustment seems to be a moderate and steady progress as years increase towards easier pecuniary conditions. It is probably pleasant to have money to spend in one's old age. In youth there are many other available forms of entertainment.

Premium on Paraguay Beaux.

Exchange.

There are 1,840,280 more men than women in the United States, and the same proportion prevails in almost every other country. The only exception is in Paraguay, where there are more than twice as many women as men. This is due to the fact that some years ago, in a political revolution and a war with Brazil and the Argentine Republic, the men were almost exterminated.

Another Lie Nailed.

Metz (Mo.) Times.

The person or persons who circulated the report that the Times would take no more wood on subscription is a falsifier of the worst sort. We want oak, elm, hickory, walnut, ash, sycamore, pecan, basswood, pine, mahogany—any old kind. Will even take stumps, roots or fence rails.

The Joy of Giving.

Exchange.

There are loyal hearts, there are spirits brave,
There are souls that are pure and true.
Then give to the world the best you have
And the best will come back to you.

Give love, and love to your life will flow,
A strength in your utmost need.
Have faith, and a score of hearts will show
Their faith in your word and deed.

Give truth and your gift will be paid in kind,
And honor will honor meet;
And smile that is sweet will surely find
A smile that is just as sweet.

For life is the mirror to king and slave,
'Tis just what we are and do,
Then give to the world the best you have
And the best will come back to you.

DANGERS OF "WATER" GAS.

Medical Times (New York).

Illuminating gas has become of very general use, especially among the poor. It is now not only the poor man's light, but it warms his home, and it cooks his food as well. It is, therefore, nearly cause for wonder that comparatively few deaths are attributable to the careless use of it. Formerly the danger was not so great, for it was "coal gas," and the characteristic odor was a danger signal. But the modern "water gas," which has so largely replaced it, with its larger content of carbon monoxide, and its comparative lack of odor, is far more dangerous. Leffmann (Journal A. M. A., June 3) finds that carbolic acid and illuminating gas have replaced, in Philadelphia at least, the suicides and accidental poisonings, the arsenic and laudanum of the Civil War period. A very small percentage of carbon monoxide—less than one-half a grain to 100 c.c. of blood—can render useless its hemoglobin; so that a sleeper can easily absorb a fatal amount of modern water gas without being aroused. Gas cooking stoves are used generally only in warm weather, when there is good, natural ventilation; but their burners are seldom furnished with a collar to regulate the air supply, and the combustion is therefore liable to be irregular, and deleterious gases are given out. There is often serious leakage from the tubing, unless the best material is used. The stopcock on the heater is especially objectionable, being the one most convenient to use; and when used the leakage through the tube can go on unchecked. Leffmann advises that the sale of inferior tubing be prevented; that there should be no stopcocks on heaters unless they are connected to house mains by metal pipes, with tight joints and such construction as will prevent the rubber tube, even when of the best quality, remaining in free connection with the house main when the gas is not lighted. Heaters should be so constructed as to give a large radiator effect with a given gas consumption; and they should be placed only where the products of combustion can escape freely from the chimney. All burners on the Bunsen principle should be provided with collars to regulate the air supply, and purchasers should be instructed in their use.

THINGS DOING IN OREGON

How a Sucker Tried to Get Salmon.

Toledo Leader.

Hans Peterson, the jeweler, was taking a boat ride Sunday on the Olalla, when he spied a fine steelhead salmon swimming near the surface. The sight of salmon always excites Hans, and makes him hungry. Having no gun, net or fishing tackle, he jumped overboard and tried to catch the fish, but scored a miss. Although it was a pleasant day, the water was very wet.

Man's Greatest Friend Is Koch.

Harbor Corr. Gold Beach Globe.

We had a dandy time at Koch's Christmas night. There was a pretty good crowd, considering the weather. It rained like ——. Koch had lots of grub and some of us hadn't had a square meal for a month, and Oh, Lord! how we did eat, and there was lots left. Koch is all right; give us another, Koch.

Con Desmond Shows Up Prohibition.

Tillamook Herald.

Con Desmond was over yesterday from Netarts on one of his benders. To see him coming up the street and then think of the success of prohibition and look at six inches of mud on Main street, proves the success of the prohibition law as regards Tillamook or anywhere else.

Satisfying the Editorial Thirst.

Shaniko Republican.

"Billie" Reinhart paid us a very pleasant visit this week. "Billie" is straight goods and a yard wide. His Billie Taylor whisky is also straight, and I know it. Like Johnny Cool, "Billie" believes in advertising.

What the Young Lady Took.

Brockway Corr. Roseburg News.

Two of Brockway's young men went to the dance at Myrtle Creek and report a fine time. One of the boys stated that he thought he was going to lose his partner, as Myrtle Creek's young women took his eye.

Politics and Morals.

New York Evening Sun.

Dr. Wise, the famous rabbi of Portland, Or., is right. Speaking of a sermon preached in this city, he contends that the platform on which Mr. Jerome was elected was not "political" at all. He says:

"The election of Mr. Jerome was not a matter of politics, but of morals. He was not only a candidate for a political position, but the inspiring and fearless leader of a revolt against the tyranny of bosses and grafters, which revolt looked to the restoration to the people of the civic rights and liberties plundered by the political gangs. The Hebrew prophets were politicians in the sense in which Mr. Jerome is, furtherers of civic and national righteousness. As a Jewish minister, I claim the right to follow the example of the Hebrew prophets and stand and battle in New York as I have stood and battled in Portland for civic righteousness."

In the matter of party politics the pulpit ought to refrain. But when a man stands for the outraged morality of the community, irrespective of party, the pulpit would forget all its traditions if it remained silent. Mr. Jerome was the Prophet Amos of the campaign.

An Apostrophe to the Hog.

Moro Observer.

You will never know the trouble and pleasure of life until you raise hogs. They are a bother and a vexation to the spirit of man while they live, but bring joy and contentment to the soul of man when they die at hog-killing time. The American hog, however, is the dadblamedest, split-hoofed, long-mouted busybody animal we ever saw. He can make a fellow madder than other animals that infest the premises. He will always squeal and muddy your pants when he knows you are trying to feed him. He will get in your garden through a knothole and destroy enough produce in three minutes to feed your wife and children for three months. He will pay no attention to a wide-open gate where you want him to go through, but will shovel out several cubic yards of dirt to make a hole into a place you don't want him to go. He is the biggest nuisance and most profitable on the farm.

NEWSPAPER WAIFS.

Church—"Are you acquainted with Flatbush?" Gotham—"Oh, yes; why, we sleep in adjoining pews."—Yonkers Statesman.

"Bobbie, why do you blame all the naughty things you do onto your little brother?" "Why not? Mamma says he's too small to punish."—Life.

"They say there's a fool born every minute." "But that isn't the worst of it; there are a whole lot of fools that were all right when they were born."—Detroit Free Press.

Pat—"Th' rich are gettin' richer." Mike—"Yis; but they give more to th' poor than iver befoor." Pat—"Thrue! A Judge will give a poor man six months now where he used to only give him tin days."—Judge.

Mrs. Goode (a clergyman's wife)—"My husband always says a short prayer before each meal." The New Cook (indignantly)—"Well, he needn't take sich precautions phwile I'm at th' range; I'm no cookin'-school gradjoate!"—Puck.

"I admit," said the merchant, who had advertised for an assistant, "that your experience in business might make you a valuable man. But the salary you ask is a good deal of money just for your experience." "Well," replied the man, who had seen better days, "I assure you I'm offering my experience to you for less than it cost me."—Philadelphia Press.