The Oregonian.

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TODAY'S WEATHER-Pair; southwest to

PORTLAND, WEDNESDAY, JAN. 24.

THE ISTHMIAN CANALS,

It is said that the Nicaragua canal bill, reported both to the house and senate, will certainly pass each house by a heavy vote; and since the president is known to be among those who favor immediate action, he doubtless will approve this bill.

That there is haste in this bill must be admitted, in view of the fact that the commission created by the last congress to investigate and report on the feasibility of this great project has not yet had time to complete its work, or even to make a preliminary report. Again, the bill proposes to appropriate \$140,000,000, outright, for execution of the work, but makes no provision for raising the money. It is clear that the current revenues cannot be drawn on for such a sum, and money will have to be raised on bonds for the work. But since it is an undertaking even more for posterity than for ourselves, a share of the cost may well be relegated to posterity.

It is suggested that this measure may hurry up the report of the Nicaragua mission, and may smoke out the new Panama Canal Company, so it may be known whether formation of that company is an undertaking in good faith, or only a cover to other hemes. But the Nicaragua canal ould be constructed without refere to the canal at Panama. Should oth canals be opened, there would soor e business for both. One canal can d possibly pass through all the ships will be seeking passage acros he isthmus of America twenty years nce. For the capacity of capals that ist have so many lift locks is not nfinite, as some might suppose. Only many versels can go through inge of locks each day.

Work is in progress on the Panama anal, but not with so much vigor as retofore, for funds are running low sed are practically again exhausted. route of this canal has been manged in several places from the old ne of De Lessens' day. The canal is be divided into six reaches; a marime channel is to be formed on either coast, and these channels are to be lengths. The bottom of the imit level on the present plan will nourly 100 feet above the sea level; it the canal can be brought down to a level whenever the conditions war ant the expense. It will be remem red that it was the De Lesseps' plan cut it to the sea level, and his work as undertaken with this purpose in lew. The distance here across the mus is 42 miles as the crow files. nd 46% miles, measured on the line of he canal. But the United States mid push the Nicaragua canal, and we the Panama canal to those who

ave undertaken it. It has been reported that the ritish government has notified ou partment of state that additions of the Clayton-Bulwer mty will now be waived by Great italii. Inquiry by authority of the ate will determine whether this is se. We should be willing to make an eement to keep the waterway open the commerce of all nations on the ciple applied by Great Britain to e Suez canal. But, as Great Britain uld close the Suez canal to other nais, in case her interests in war refred it, we should do the same with Nicaragua canal, in like circumnces. We must control the territory ough which the canal passes; and Great Britain is willing, as reported, waive her claim to joint control re can be no further obstacle from at quarter. It is assumed that we all be able to secure control of terriry for the canal from the Central rican states; but the bill provides at unless or until we do get such conol, no further action shall be taken.

THE QUAY-CLARK ALLIANCE,

Quay, the Pennsylvania boss, has so taged it that he lacks but one vote having a majority of the senate's mittee on elections in favor of seathim in defiance of the numerous edents which the senate has made. rows of Michigan is the only reblican senator on the committee who s follned in the report against him his indicates that the vote in the ate may be close. Possibly the sen-, after all, in defiance of its own edents, may seat Quay. The influe of the administration is said to be

There is a very interesting statemer Washington on the Quay case, and the Clark (Montana) case, which obtained wide notoriety. It is a ort to the effect that Messrs, Quay Clark have united for mutual sup-This, it is supposed, would make seculiarly strong combination. One ini part of the capital would be fured by one of these gentlemen; anr special part by the other. It is w to see what this combination ght be, in its possibilities and poten-

etween such men as Quay and ark, moreover, there are natural afties which are very powerful, For f you will find Quay senators votfor Clark, and Clark senators votfor Quay. Party lines will cross, not improbable that Quay will be seated and Clark "protected." Yet Washington correspondents suggest that so much publicity has been given to the possibility of the thing that it may be difficult to carry it out.

TO MANILA VIA DUTCH HARBOR. There is no evidence that the northern or Alaskan route for the Pacific cable is favorably viewed in official Washington. San Francisco is against it, and in many minds San Francisco and the Pacific coast are interchangeable terms. If this northern route can get a fair hearing, however, and Senator Foster's committee positions afford a means to that end, the facts in its favor will make a stubborn fight for recognition. A pamphlet by Mr. Harrington Emerson, of Philadelphia, an engineer of some note, is devoted to exposition of these advantages, which

are not lightly to be set aside. The ordinary map gives a distorted dea of the Pacific ocean. The casual observer would not be inclined to admit at first thought that it is nearer to the Philippines by way of Dutch Harbor than by way of Hawaii. Yet such is the fact. To Japan by way of Alaska and put together in French yards in will take 4053 miles of cable. To Japan by way of Honolulu and Guam will take \$178 miles of cable. To the Phil-Ippines the northern route involves 4962 miles, and the southern involves \$137

Distance is not the only consideration. In fact, if there is any possible aspect of cable construction in which the southern route excels the northern, Mr. Emerson has falled to discover it. As to cost; he figures that the north ern route is about one-third as costly as the southern, and that if, in addition to the northern cable, a cable is laid from San Francisco to Honolulu, the two projects will cost less than half as much as the long cable by way of Honolulu. Mr. Emerson's idea is to lay the cable from Grav's Harbor, in order to avoid the rocky formation and stormy conditions of Cape Flattery, making stations at Sitka, Kadiak island. Dutch Harbor, Attu (the last of the Aleutian islands), the Japan-Russian border, Formosa and the Philippines. This gives a total length of 550 miles between Cape Flattery and Manila. The corresponding lengths on the southern route would be: San Francisco to Honolulu, 2403: Honolulu o Midway island, 1311; Midway island to Guam, 2639; Guam to Yokohama

1805; Guam to Manila, 1784; total, 9942. The elements of cost are not determined solely by distance. The shallow route to the north will require only one type of deep-sea cable, and a single caole steamer at Dutch Harbor, midway of the line, for repair purposes. The Hawalian line would require four different types of cable and two repair ships, one at each end of the route The long reaches and abysmal depths of the southern route are impressive. The cable might prove imperfect under the tremendous pressure, or might be damaged. Its inaccessibility would then ruin it. The first Atlantic cable in which a weak point was developed les abandoned at the bottom of the cean. A French cable was repaired, out at a cost of \$460,000. The second and third Atlantic cables had to be abandoned. It is cheaper to make new ones than to recover them. A total loss of the largest link on the northern line means less than \$500,000. The loss of the longest link on the southern line means nearly \$4,000,000.

As to revenue and business, Mr. Emrson's comparisons are equally impressive. We should bind Alaska to us. Sitka and Kadlak island are centers of business of great extent, within easy connection with Juneau and Skagway. Dutch Harbor is already a busy port entry; and on the Asiatic side we ome speedily into connection with Russian and Japanese wires. This line will not only be the shortest between our Pacific coast and Asia's Pacific oast, but actually shorter as a means of communication from Europe itself to Asia. It is shorter from London to Yokohama by this proposed route, 2400 nautical miles shorter, than from Lonion to Yokohama by the present route through India. "The Alaskan route," says Mr. Emerson, "with a world's usiness of its own in and out of the Alaskan gold fields, deriving a sure support from this source of revenue one, can compel the European-Asiatic traffic to come its way, because it can reduce through rates beyond the ability of its European rivals to compete." Mr. Emerson's pamphlet gives us to

inderstand that responsible promoters of the proposed northern cable stand ready to make a contract to lay it without a government subsidy, whereas a part of the southern plan is a govern ment subsidy of large proportions. If his assertions can be sustained, the northern route should be seriously considered by congress before anything is done towards committing the government in the Pacific cable project,

THERE ARE OTHERS. The chief purpose of The Oregonian in its article upon Major Watrous, U. S. A., in its Sunday issue, was to quote him as an object-lesson in illustration of the way in which desirable staff places in the regular army are handed over, through political influence, not to worthy officers of the regular army, who twenty-five years or more ago endured the hardships of Indian warfare after graduating from the civil war, but to men from civil life who have a 'political pull," Major Watrous, in his reply, does not charge The Oregonian with any false statement, but disposes of its criticism that his appointment in June, 1898, was due purely to political "pull," and his reply to this is, "There are others."

Of course there are others, and that is the curse of the whole business, that "there are others." The regular army is made a bembproof and an asylum for aged and decayed politicians, by their patrons. To illustrate: Major Watrous says that he has been an editor for more than thirty years, which would bring him nearly up to the date of his appointment in June, 1898, as paymaster, with the rank of majorassuming that he began to be an editor on his muster out, in 1865. At the end of thirty years' editorship he asks for and obtains a major's rank in the regular army, thus securing an easy berth that legitimately belonged to an officer of the regular army who had rendered thirty years of severe service, from 1965 to 1898; was getting old, and was entitled to an easy place, compared with a man who had been a free and easy editor for thirty years, and was still in such command of his faculties that he could reel off "two columns from memory" that were hitherto un-

civil life, to make or break himself, and yet at 60 years of age he obtains a major's place in the regular army through a political pull, which belongs of right to some sterling veteran officer of the regular army, who is not old enough to retire, who is not stalwart enough to go to the Philippines, and endure the climate and hardship of active military life.

"There are others," indeed; and it is a pity it is true. General Eagan was one of those "others" who imposed himself upon the army for life; and that is the plea of every superannuated milltary scribbler who has a life "sit""there are others." In this incident The Oregonian has unmasked an abuse that cries aloud for reform. Political favoritism has no proper place in the army.

HOW THE SUBSIDY WORKS. The latest illustration of the beauties of the shipping bounty act as it is applied in France is shown in the construction in British vards of what may be termed "knocked down" vessels, the parts of which are shipped to France order to earn the bounty. The subsidy offered by the French government proves so alluring that it was impossible for the French yards to turn out vessels as fast as orders were received from capitalists seeking a "sure-thing" investment. In order to get as much as possible out of the French treasury, British yards were drawn on, at first for only parts of vessels on which much time was required in construc-

tion. Gradually, as the French capital-

ists learned that a merchant marine

was a "proposition" that could not lose,

the demand for parts of vessels in-

creased, until now Great Britain is not

only building all parts of sailing ves-

sels for the Frenchmen, but is also making machinery for the steamers, This paternal policy of the French government is, of course, highly beneficial to the workers in the British shipyards, but what of the taxpayers who are footing the bills? Are the masses, who will never receive a penny's worth of benefit, either direct or indirect, from this bounty, satisfied with this distribution of the money wrung from them in the shape of taxes with which to pay this bounty? The French shipping bounty has made that nation the laughing stock of the commercial world. The proposed American shipping bounty is even more iniquitous, as the attempt to saddle it on the American people is made at a time when every ship flying the American flag is making large profits for her owners, and every shipyard in the country is crowded with orders for vessels which do not need a subsidy to enable them to make hand-

AN URGENT NEED.

some profits for their owners.

The increase in population and rapid development which is going on in Alaska call for the early construction of a telegraph line to bring that country into closer touch with the outside world. This is an enterprise which will be of value to both the United States and British Columbia. The maritime interests of these two countries in the vast empire lying to the north have already reached large proportions, there being more steamers and men employed on the Alaska route than on any other single route on the Pacific coast.

The government has already taken a step toward recognizing the importance of this new country by arranging for an extension of the lighthouse service to cover the worst portions of the Alaska coast line and inland passages, This will afford quite a measure of protection to shipping, but it should be nication. Great loss of life has ensued in the past through accidents to steamers on this route, and much of it might have been averted, had there been means for apprising stations from

which help could be dispatched. The steamer City of Seattle, carrying a large number of passengers, was a week overdue yesterday, when the first news was received that she was at Juneau with damaged machinery, Fortunately, neither life nor property was in serious danger, through this delay but with the recollection of the tragedy of the Sierra Nevada still fresh in their minds, the gravest apprehension was felt by all who had friends aboard. With troops on land, a revenue cutter service skirting the shores, and a lighthouse service along the marine high-

ways, the government certainly has in-

terests with which it should be in closes

The mineral fields or mountains of Baker county bid fair to astonish the world. Though not the popular type of gold mines, i. e., the so-called "poor man's diggings," in which any man with a pick, shovel and rocker can make his fortune, they will, through their extent and richness, add enormously to the world's gold product in the next five years. Men conversant with the situation confidently expect to see another Denver rise upon the site of Baker City, instead of the town of mushroom growth which flourishes for a time around placer mines, and thenthe call for its existence having ceased -disappears. There certainly is at this time abundant cause to believe that this expectation will be realized. That there will be a large influx of popula tion and heavy investment of capital in the Baker county mines this season is already an assured fact. In the meantime, those who want to wash gold from the sands will set their faces toward Cape Nome, as soon as navigation opens, while prudent, sagacious farmer folk of the agricultural districts of the Northwest will plow and sow and gather into barns with renewed diligence, well knowing that miners must be fed. The opportunity to realize upon industry is not here, or there, but

all along the line. The Seattle Post-Intelligencer, under the Piper brothers, was a high-minded paper. But since it became a Northern Pacific organ and passed into control of men who are willing to accept base service for hire, it has become a mere jayhawker. What right has that paper to say that "The Oregonian hates and loathes President McKinley because he does not allow its editor to be political boss of Oregon"? No right whatever. Last of all things that the editor of The Oregonian wants is to be a "political boss." He has not sought nor desired anything whatever of the McKin ley administration, either for himself or others. Besides, if he wanted to be political boss of Oregon, he wouldn't consult Mr. McKinley, who hasn't

own statement, had his free whack at fallen from its former estate and become a mere property; hence its most familiar idea is included in the word "boss." Of course, it is but natural that the Seattle paper, under the mercenary servitude into which it has fallen, should imagine mercenary motives in all others.

> The most hopeful recent development in pension matters is the combined appearance of democrats in congress as the champions of a wide-open policy and the foes of pension reform. This is well. It will tend to give the republicans more heart for honest laws and their righteous enforcement, and it will emphasize the consistency of the democratic party in dropping a good theory as soon as it becomes practicable. It fought for tariff reform till lower duties were really needed, then it dropped the issue. It stood for honest money until debasement became pressing for decision, then it stood up for the silver standard. It is getting ready to treat pensions as it treated the greenbacksagainst them when they were needed, and red hot for them when they became the source of abuses. All these dispensations of Providence have their uses. The conquest of the democracy by the silver propaganda drove the republican party unwillingly to the gold standard. Democratic labors for corrupt pension rings may drive the republicans to pension reform.

> A boy of 17 years is in jall in Eugene awaiting the investigation by the grand jury of a charge of theft from his employer. While his case is one that, on account of his youth and previous good character, has enlisted much sympathy, his guilt is generally conceded. This means that, in all probability, the early years of his manhood will be spent in prison. Temptation came to him in the form of gambling, and, while the probabilities are that he was more sinned against than sinning. he will be compelled to pay the penalty of his transgression in wasted years and a clouded life. There was a song the refrain of which was, "Have courage, my boy, to say no," quite popular at open temperance meetings and country and village singing schools some years ago, which it might be well to revive. There is proof all along the line that the lesson that it conveys was never needed more than now.

> It is stated that Matt Hilstrom, the Clatsop county rancher, who, laboring under the hallucination that his life was sought by his neighbors, shot and instantly killed a logger who went to his house with peaceful intent, is a victim of hereditary insanity, his mother having been violently insane at his birth, and one brother having died in the insane asylum. The question, "Who hath sinned, this man or his parents?" is one that, in the light of medical science, and, indeed, of ordinary common sense, is easily answered in this case. Of Hilstrom's father nothing is said. This is perhaps well, since he could only be spoken of in this connection with the utmost reprobation as a man who thoughtlessly or recklessly called human beings into existence, unmindful of the certainty that their existence would be a curse to themselves and to others.

Intelligent, sober-minded people do not get frightened when smallpox is introduced into the community. They simply go and get vaccinated, see to it that their children are vaccinated, keep away from the vicinity of hobo lodging-houses and the pesthouse, and leave the rest to the city physician and the board of health. Nobody wants to precautions will reduce all such chances to the minimum. A "smallpox scare" in the sense formerly known is, in the light of medical and sanitary science, a fool's epidemic.

There does not seem to be any reason why church buildings should not be secured or securable from burgiars by means of locks and bolts. The predatory night prowlers who enter these buildings and abstract therefrom the electric light globes are believed to be boys or youth whom parental vigilance should restrain. Certainly it ought not to be impossible to secure the doors and windows of these buildings against amateur housebreakers. The attempt would at least be worth while.

Measures should at once be taken to enforce the rule of the school board of this district that requires pupils at ending the public schools to be vaccinated. A condition may at any time confront our people that a theory will not satisfy. This is one of the tolls exacted for being in touch with the world's markets and industries, and wise people pay it without demur or hesitation, conscious of value received.

A letter written from Utah, marked personal to the president," was bandied about the departments, read by nobody upon whom it made any impression, stowed away somewhere and forgotten. If its fate had been different, some polygamists might not have been appointed to office; but a fine object-lesson as to the vanity of earthly ambitions would have been lost to let-

ter-writers. The fire yesterday at the Standard Oil storage depot on the East Side is a warning. Regulations should be provided at once to forbid the storage of any considerable quantity of oil within the city limits. Yesterday's fire shows that the danger is extreme. The common council cannot too quickly provide against the recurrence of such a danger

The Armored Train and Motor Car.

Collier's Weekly. The constant references to the recon-collering of the enemy's position by the British armored trains have created considerable discussion among military en-gineers and officers as to the actual value of these new engines of war. The first test of the armored train was made by the British in 1882. In the attack on Alexandria, a British naval officer, Captain (now Admiral) Fisher, covered an engine and also a train of cars with boiler plates. These were loaded with sharpshooters and heavy field and Maxim guns. When everything was ready the armored train steamed out of the British camp and plunged down upon the Egyptians, who, unused to such

engines of war, were completely routed. Since then, regular armored trains have been built by the engineers of the British army, and they have rendered some conspicuous service in South Africa. The destruction of one of these trains by the Boer artillery early in the war displays some of the weak points of the otherwise an extraordinary manner; and it is rous for more than thirty years, by his are lost on the Seattle paper, which has the train, and it was then put completely the public once saw their necessity.

at their mercy when the artillery was brought up.

Several armored motor-cars have also been sent to South Africa for experital work. These ironciad motor-cars are proof against the bullets of the enemy, and as they can constantly change their position it would be impossible to get the range on them with artillery. They are not de-pendent upon railroad tracks for a retreat, But at least fair roads are considered essential to their successful travel over the country, and among the mountains they ould be of no use whatever. On the veldt they may settle the disputed points as to the relative merits of army bicycles, motors and similar inventions, the names of which are legion.

DON'T LIKE M'KINLEY. But Can Bryan by Any Possibility Be Electedf

Baltimore Sun. The canvass which Mr. William Jen-nings Bryan has been making since his nomination and subsequent defeat for the presidency in 1896 has been without prece-dent or parallel in the political history of this country. There have been men be-fore, prominent in public life, who have been persistent candidates for the presidency and who have enjoyed the support and confidence of great numbers of their fellow-countrymen, and yet have failed in the end to attain the object of their ambition. Such notably were Henry Clay and James G. Blaine. There have been men raised to the presidency, who, from the day of their election and inauguration have seemed to have but one thought and one object in view, and that has been to secure their own renomination and reelection. Such, conspicuously, is the incumbent of that high office, who has not scrupled, apparently, to subordinate to the gratification of his own personal am-bition every consideration of the public good, even to the sacrifice of thousands of human lives and the expenditure of untold millions of money in the prosecution of an unjust and unholy war.

Bryan is undoubtedly the most prominent candidate-indeed, the only prominent candidate—for the democratic nomi-nation. But after the nomination comes the question of election. That is a ques-tion which neither of the prospective can-didates, nor their friends, nor those who have at heart the success of the great partles which the candidates must inevitably lead, the one to victory, the other to defeat, can afford to ignore. Is the result in 1900 to be simply a repetition of that in 1896, or its reversal? That is a question for Mr. Bryan, and for the whole party which followed him to defeat four years ago, carefully to consider. It is not to be supposed that Mr. Bryan him-self willingly or consciously courts defeat again, or that he desires to bring disaster of ther upon the party which has already so highly honored him, or upon the principles which he professes, and, we do not doubt, with entire sincerity.

What states which Mr. McKinley carried in 1896 can Mr. Bryan, with any degree of confidence, hope to carry in 1900? It is upon the electoral, and not upon the popular, vote, that the result will depend. It matters not how many votes Mr. Bry-au may gain in the Southern and Western states which voted for him in 1896. No ncrease in his popular majority in those states can help him to one additional electoral vote. He must win votes in the states which voted against him before, and enough of them to turn the scale in his favor. How many of those states can be considered doubtful in a contest where the candidates are the same and the issues the same as in 1896?

Mr. Bryan we assume to be an honest and a patriotic man, as well as a very able one. We cannot imagine, therefore, his preferring the gratification of his own vanity—if, indeed, vanity can be supposed to be gratified by a second nomination and a second defeat for the presidency—at the expense of his party and to the great -no man can say how great-injury of his country. Mr. Bryan comes East, happily, in time to see and to hear this side of the question presented. He is to-day, no doubt, the most popular man in the democratic party. He is probably the personal choice of a large majority of the party for the presidency. But that does not lessen—it ought rather to increase— the sense of his own personal responsitake any chances of contracting this bility for the position which the party shall occupy in the coming contest and for its chances of victory or defeat. It is situation which calls for the exercise of his best and coolest judgment and makes the strongest possible appeal to his undoubted patriotism and public spirit.

A Crisis in the Empire.

Sir George Clarke in the Nineteenth Century. Today we are face to face with another national crisis, in some aspects distinctly more serious than those of 1854 and 1857 The war in South Africa resembles that of he Crimea, in that it was strenuously advocated by the press, and that all the mili-tary conditions were completely misunderstood. On the other hand, the severe contest, which a few months ago was con-templated without any misgiving, like the great struggle of 1557, must be carried through to success, or the empire will be dismembered. When precipitating the issue, President Kruger and his doubtless failed to perceive that imperial considerations rendered military success vital to Great Britain, or to realize what this supreme necessity implied. The war, whatever course the operations may take, whatever the victories and the reverses, will teach many great lessons, but the greatest of all is already clear as the sun at noonday. We have received a plain warning which we dare not disregard. The responsibilities of the empire have been allowed to outrun its military strength. The needs of imperial defense have not been accurately estimated. Those who have maintained that our military system did not accord with the national requirements have been justified.

Senator Honr's Self-Delusion. New York Tribune.

Senator Hoar cheats himself. A very imple test will show his strange selfdeception. Not once does he venture to state the fact that the small fraction of Philippine inhabitants who supported the insurrection were trying to usurp the power of tyrants for themselves, had never the slightest show of authority from the great majority of the inhabitants to represent them, were able to impose a sort of submission upon that majority only by force used with barbarous cruelty, and have never, from the outbreak to this day, paid the slightest regard to the wishes of other races in the Islands. To these would-be usurpers all the inhabitants outside the secret society of Tagals were merely slaves to be lashed or sheep to be shorn, and their tyranny and corruption wherever they set up local authority had turned against them a great number of the Tagals themselves, competent observers believe a majority, before the American troops began to penetrate the Interior.

The Warning for the Senate. Philadelphia Press, rep.

If the (Montana bribery) case already made is not demolished by counter evi-dence, the country will look on the case as proved, and if the senate still votes to eat the man against whom these charges are made and this evidence is brought, the senate and its present mode of election will be on trial at the bar of public opinion. The election of senators by popular vote in each state is growing in public support. If the impression is once created the bribery in a state legislature during a sena-torial election cannot or will not be dealt with by the senate, the demand for direct election by the people will become too strong to be resisted. This looks unlikely Now, to speak frankly, Major Wat- of Oregon. But these remarks no doubt a few sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the sections of the rail in the rear of all before them in the past 30 years when the past 30 y today. Reforms more unlikely have swept

THE OREGONIAN'S ANNUAL.

Wonderful Advance in Journalism

Lynn (Mass.) Item. We acknowledge with pleasure the recelpt of a New Year number of The Morning Oregonian, of January 1, 1900, comprising 60 pages, which contains more than 500 beautiful half-tone illustrations, handsomely printed on the finest enameled paper. These views, which ambrace all of the noted scenic attractions of Oregon, and cover every important industry of the great Pacific Northwest are fully and graphically described in the text of the several accompanying sections.

A handsome and extended view of Port-

land, obtained from The Oregonian's lofty tower, is given; another picture shows the city from the East Side district; another, the harbor, looking north, from the steel railroad bridge, and river steamers are seen at the wharves, one built for the Upper Willamette being able, it is claimed, to run in two feet of water The docks and shipping are well drawn The salmon industry, with its labor of much magnitude, is handsomely pictured, also, logging camps and logging; the wheat fields are shown, with combined header and thresher in operation, and at one shipping point, Columbus, near The Dailes, on the Columbia river, are noticed 80,000 sacks or 175,000 bushels of wheat in one pile, awaiting shipment by rail to Portland, Government buildings and forts, the palatial hotel, "the Portland," the numerous enurches and attractive residences of the city also are inely presented. Twelve miles from Portland are the Willamette falls and locks, also the plant of the Portland Electric Company, which controls the power obained from the falls and furnishes it for lighting and business purposes to the metropolis; it is said that this was the first ong-distance electric plant completed in the world, and that Willamette falls, next to Niagara, furnishes the largest available water power in the United States. Add to this brief mention of some of the Illustrations those of the grandly magnificent mountain scenery, which everywhere delights the eye, and the half will not have been told of the advantages and eauties of this progressive country. But in nothing has Portland advanced

nore wonderfully than in journalism. The Oregonian's notehead gives a picture of its first office, built in 1853, which is a one-story affair, about the size of some of our old-time shoemaker shops. Now, it is stated that The Oregonian Publishing Company has the "tallest edifice in Portland, absolutely fire-proof and modern in all its appointments," and the imosing structure, it may be added, is 'one of the finest," Of the journal in 1868-'69, the writer, the senior proprietor of the Item, can speak, as upon The Oregonian, at that time, he performed his first labor in a daily newspaper office, going on the work as a "sub"; next, possibly under the force of circumstances, s second foreman, and later as foreman. The office was on Morrison street, second floor of the building, a small room walled in on the sides and ends with brick, light and air being admitted only through overhead skylights. There were but seven frames in use by the comps; price of composition, 60 cents per thousand ms, in gold, greenbacks then at 75 cents. The press was a single cylinder Hoe, and there was one mailer in the outfit. Kersene lamps and kerosene did the lighting, one of the foreman's duties then being to keep the five-gallon olican full, year in the same building. Single copies sold at one bit-two for 25 cents. The respective and responsible positions in crease it. The Oregonian Publishing Company.

The many residents of Lynn and vicin ity who have friends at or near Portland can receive a copy of this valuable souvenir, postpaid, by addressing "Oregonian Publishing Company, Portland, Oregon," and remitting 14 cents.

From New Brunswick.

St. John (N. B.) Globe. In many respects, perhaps in all respects, the past year was the most satsfactory that ever greeted the state of Oregon. The volume of general business, the product of wheat, of lumber and of other articles natural to the state were, taken all together, larger than in any other year. The growth of Oregon is demonstrated by the steady increase of population. In 1890 there were 313,767 persons in the state; in 1899 the number had wheat produced was 23,649,330 bushels. The Morning Oregonian, of Portland, celebrated the great progress which the state is making by issuing on January 1 great paper of 60 pages, in which the leading facts connected with all the state ndustries are clearly set forth, and an idea is given of the extent and variety of these products. The paper is, of itself, wonderful product of patient and skillful preparation. It contains 24 pages of fine illustrations. Among the things one learns with surprise is that Canadian capital is finding investment in some parts of the state. The Oregonian is to e congratulated on its enterprise, and Oregon can be congratulated on having such a valuable journal.

A Work of Art.

Detroit (Mich.) Tribune, The annual number of The Portland Oregonian has been received. It is a creditable issue. The supplement is a work of art, and very valuable to those interested in that section of the country and the industries of the Pacific coast, The illustrations are both handsome and

Fighting That Wins.

Harper's Weekly.

Mr. Dooley's philosophy, as set forth in the Weekly, is of the soundest. He says, among other profundities: "Ye'll find, Hinnissy, that 'tis on'y armies fights in th' open. Nations fights behind threes an' rocks." The truth of this observation has been pushed in upon the English mind many times, both in this country and in Africa. This nation did much of its fight-ing against England behind trees and rocks. The mahdi did his fighting in the same way, and destroyed Hicks' army. The Boers fought thus at Majuba hill, and have been working on the same lines against Lord Methuen, General Buller and General Gatacre.

An Incredible Rumor.

There has never been much occasion to take stock in the reported alliance of Senator Clark, of Montana, with ex-Senator Quay, to secure places for both of them. This would be a combination which would bring with it weakness. It would combine the objections to each of them on the shoulders of both, which, it strikes us, would be inane policy. An obvious feature about it is the insult it offers to the sen-ate. It assumes that this body is prepared to condone bribery in the one case. and to disregard legality in the other, if the two can be brought together. We are not prepared to believe anything as bad as this of the United States senate.

NOTE AND COMMENT.

Quay's sins have found him out-of the

Let us hope that Kipling will take the Soldiers Three to South Africa with him.

Clark will make the third out, and it will be time for congress to have a new

If Nicholas wants to do a little good les nim go to Pretoria and open a peace

No duty is ever so pressing or sacred

that a man will not leave it to go to a good fire. A keg of nails costs more now that a barrel of flour. Still, flour will rise, as any

housewife knows. There are enough revolutions in South Africa to go round, but most of them fail

o revolve, just the same. Two new brigadier-generals have been ppointed. This will necessitate the enlistment of another private.

Polygamy is shockingly immoral, as is roven by the fact that a man who prace dices it can't get into congress.

He who fights and stands his ground May leave the battle safe and sound. But be who fights and turns to trek Will surely get it in the neck.

The Prince of Wales is the colonel of eight regiments. He probably didn't lead any of them to the Transvaal, for fear the others would be jealous.

Hoar says that it is ridiculous to think that Aguinaldo was influenced by his speech. The senator, however, has a higher opinion of Aggy's intelligence than most

"Brend for Song" is the title of a new oem. It has been known that posts are orn for song, but it has hitherto been cenerally understood that they couldn't be

red for it. In allowing General Miles to have anyhing to do with the ordnance bureau or any other department of the service, Secretary Root shows a surprising disregard of precedent.

Only a fragment of news of war, Whose mission is but to tell How, fighting as often he'd fought before, A British soldier feil. His name will be printed among the dead, But 'twill comfort one heart to know That the fight was won in the charge he led. When a bullet brought firm low,

Only a fragment of news of war For the eyes of a stricken lase; A missive of comfort, though nothing more: Pray, censor, let it panel

The Columbia River Packers' Association, or the salmon combine, as it is usually called, blds fair to become as big a ugaboo as Pennoyer's terrible gold standard. One day the combine is charged with designs on the fish wheels at the cascades. The next, an Astoria paper charges the combine with having driven four or five good men and \$1,000,000 out of Astoria to Puget sound within a year, and further states that Seaborg, Cook, George & Barker and Hanthorn are sorry they went into the combine, since they have discovered that Elmore and Hammond are "it." A Puget sound canneryman laughs at the idea of four or five Astoria cannerymen going to the Sound to but fortunately not to fill the office do business, and says it is too late in lamps. Until 1863 The Oregonian was the the day for anything of that kind, as there only daily newspaper in Portland, the is no room there for them, and, as far as Herald (democratic) being established that they are concerned, the combine might is no room there for them, and, as far as as well have driven them out ever the bar as to the Sound. There always has original proprietor, H. L. Pittock, and the been lots of fun in the sulmon business. editor, H. W. Scott, still remain in their and the combine seems inclined to in-

It was stated a day as two see that number of persons had ordered supplies of sulmon roe and proposed to go fishing for trout. As this is no time for fishing for brook trout, it was supposed that these persons intended to go down river to streams entering the Columbia to fish in tide water for sea trout, or fall or salmon trout, as they are called. Game Warden Quimby, however, says that he has received a number of letters from persons in various parts of the state, asking if they will be allowed to procure salmon roe and go trout-fishing, meaning, of course, to go fishing for brook or mountain trout, They should know, as he has informed them, that the close season for brook trout, or, as the card of the Oregon Fish and Game Association puts it, "trout of all species," extends from November to nereased to 407,283. The quantity of March, both months included. Brook trout are not fit to eat at this time of year, and no sportsman would think of catching them before April 1. Fishing for salmon trout with hook and line in tidal waters has heretofore been allowed at almost any time, but it is alleged that now fishing for any kind of trout during the dose season is illegal. It is not known that any one has caught any such trout of late, and the probability is that if it is found that any one catches any trout before April 1 he will be arrested.

Protecting the Railroad.

Chicago Tribune Since the beginning of the war the Brit-ish authorities have employed an army of men in watching the railroad from Cape Town to Port Elizabeth. The road is 840 miles in length and at every quarter of a mile along the whole length, a Kaffir is stationed with two flags. Altogether a total of 10,000 men is employed

God Loves the Man That Makes Us Laugh,

Denver Evening Post. The morbid man who wears a face Long as a mule's—his beauty brother-Who lets one chilling frown give place But only to pessent another; Who always is content to grope Along the path of care and bother And discontent, can haver hope To win the good will of the Futher. God has no use for solemn chaff. But loves the man that makes us laugh

The mushine of a merry smile, The music burn of rippling laughter, Are sent by heaven to beguile The tedious murch to the hereafter Their rays will pierce the darkest clouds And light them with a silver lining, Dispet the gloom that off enshrouds The dreary lives of the repining. Fun's golden cup is sweet to quaff-God loves the man that makes us laugh.

We were not placed upon the cirth To grovel in the dust of serror; Today should always ring with mirth Without a thought of the semorrow, And heaven has sent us cheery men To start and lead the merry chorus, To pierce with voice and pointed pen The earthly clouds that gather o'er us;

God loves the man that makes us ! We stronger grow upon our feet When fees of elinging care engage us If in our daily walk we meet
A man with smile that is contagious.
His face lights up the darkened soul, As nun-rays plerce the veil of sadness

Adds aweetness to the bitter bo And makes the heartstrings thrill with glad-

Shows us the grain hid in the chaff-God loves the man that makes us laugh