

The Oregonian.

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TODAY'S WEATHER: Fair; southwest to northwest winds.

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.

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 \$240,000,000, 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.

It is suggested that this measure may hurry up the report of the Nicaragua commission, and may smother out the new Panama Canal Company, so it may be known whether formation of the company is an undertaking in good faith, or only a matter of schemes.

Work is in progress on the Panama canal, but not with so much vigor as heretofore, for funds are running low, indeed are practically again exhausted.

The route of this canal has been managed in several places from the old route of the Lesseps' plan. The canal is to be divided into six reaches, a main channel is to be formed on either side, and these channels are to be connected by four intermediate pools of varying lengths. The bottom of the summit level on the present plan will be nearly 300 feet above the sea level; but the canal can be brought down to sea level whenever the conditions warrant the expense. It will be remembered that it was the Lesseps' plan to cut it to the sea level, and this was undertaken with this purpose in view.

The distance here across the isthmus is 42 miles as the crow flies, and 46 1/2 miles, measured on the line of the canal. But the United States should push the Nicaragua canal, and leave the Panama canal to those who have undertaken it.

It has been reported that the British government has notified our department, to state that the conditions of the Clayton-Bulwer treaty will now be waived by Great Britain. Inquiry by authority of the senate will determine whether this is true. We should be willing to make an agreement to keep the waterway open to the commerce of all nations on the principle applied by Great Britain to the Suez canal. But, as Great Britain declines the same interest to other nations, in case her interests in war are threatened, we should do the same with the Nicaragua canal, in like circumstances. We must control the territory through which the canal passes; and Great Britain is willing, as reported, to waive her claim to joint control, here can be no further obstacle from that quarter. It is assumed that we shall be able to secure control of territory from the canal from the Central American states; but the bill provides that unless or until we do get such control, no further action shall be taken.

THE QUAY-CLARK ALLIANCE.

Quay, the Pennsylvania boss, has so managed it that he backs but one vote having a majority of the senate's committee on elections in favor of seating him in defiance of the numerous precedents which the senate has made, through Michigan is the only republican senator on the committee who has joined in the report against him.

This indicates that the vote in the senate may be close. Possibly the senate, after all, in defiance of its own precedents, may seat Quay. The influence of the administration is said to be in his side.

There is a very interesting statement in the Washington on the Quay case, and the Clark (Montana) case, which is obtained wide notoriety. It is a part to the effect that Messrs. Quay and Clark have united for mutual support. This, it is supposed, would make peculiarly strong combination. One special part of the capital would be furnished by one of these gentlemen; another special part by the other. It is assumed that this combination might be, in its possibilities and potentialities.

Between such men as Quay and Clark, moreover, there are natural affinities which are very powerful. For each will find Quay senators voting for Quay, and Clark senators voting for Clark. Party lines will cross, in an extraordinary manner; and it is

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 the position of these advantages, which are not lightly to be set aside.

The ordinary map gives a distorted idea 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 will take 4663 miles of cable. To Japan by way of Honolulu and Guam will take 3175 miles of cable. To the Philippines the northern route involves 4963 miles, and the southern involves 5137 miles.

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 failed to discover it. As to cost, he figures that the northern route is about one-third as costly as the southern, and that, 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 Gray's Harbor, in order to avoid the rocky formation and stormy conditions of Cape Flattery, making stations at Sitka, Kodiak Island, Dutch Harbor, Attu (the last of the Aleutian Islands), the Japanese-Russell bank, Formosa and the Philippines. This gives a total length of 5550 miles between Cape Flattery and Manila. The corresponding lengths on the southern route would be: San Francisco to Honolulu, 2403; Honolulu to Midway Island, 1311; Midway Island to Guam, 2839; Guam to Yokohama, 1856; 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 cable steamer at Dutch Harbor, midway of the line, for repair purposes. The Hawaiian line would require four different types of cable and two repair ships, one at each end of the route. The long reaches and abyssal 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, lies abandoned at the bottom of the ocean. A French cable was repaired, but 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 line on the northern line means less than \$200,000. A majority of the longest link on the southern line means nearly \$4,000,000.

As to revenue and business, Mr. Emerson's comparisons are equally impressive. We should bind Alaska to us. Sitka and Kodiak Island are centers of business of great extent, within easy connection with Juneau and Skagway. Dutch Harbor is already a busy port through which a large amount of trade comes. It is a world's business of its own in and out of the Alaskan gold fields, deriving a sure support from this source of revenue alone, 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 an understanding that responsible promoters of the proposed northern cable stand ready to meet the challenge of a government subsidy, whereas a part of the southern plan is a government 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 positions in the regular army are handed over, through the 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 bombproof 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 major, assuming 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 1865 to 1898; was getting old, and was entitled to an easy place, compared with a man who had been a free and active 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 unknown to history.

Now, to speak frankly, Major Watrous for more than thirty years, by his

own statement, had his free whack at 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 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 Egan was one of those "others" who imposed himself upon the army for life; and that is the plea of every superannuated military 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 yards of what may be termed "knocked down" vessels, the parts of which are shipped to France and put together in French yards in 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 construction. Gradually, as the French capitalists learned that a merchant marine was a "proposition" that could not lose, the demand for parts of vessels increased, until now Great Britain is not only building all parts of sailing vessels 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 bill? 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 taxpayer, who has made 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 handsome profits for their owners.

AN URGENT NEED.

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 interior and inland passages. This will afford quite a measure of protection to shipping, but it should be supplemented with telegraphic communication. 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 appraising 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 highways, the government certainly has interests with which it should be in closer touch.

The mineral fields or mountains of Baker county bid fair to astonish the world. Though not the richest of gold mines, i. e., the so-called "man's pickings," in which any man with a dig, 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 then 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 population 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 then face 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. The opportunity to realize upon industry is not here, or there, but all along the line.

The Armored Train and Motor Car.

The constant reference to the reconnoitering of the enemy's position by the British armored train have created considerable discussion among military engineers and officers as to the actual value of 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 from British camp and plunged down upon the Egyptians, who, based 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 services 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 dazzlingly effective Boer force in a few sections of the rail in the rear of the train, and it was then put completely

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 not 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 practically 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 greenbacks—against 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 jail in Eugene awaiting the investigation by the grand jury of a charge of theft from his employer. While his case is one of heredity, it 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 will be 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 of heredity which says, "I 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.

DON'T LIKE M'KINLEY.

But Can Bryan by Any Possibility Be Elected?

The canvass which William Jennings Bryan has been making since his nomination and subsequent defeat for the presidency in 1896 has been without precedent in the political history of the country. There have been men before, prominent in public life, who have been persistent candidates for the presidency and who have enjoyed the support and confidence of great numbers of voters. The late president had fallen 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 the gratification of his own personal ambition every consideration of the public good, even to the sacrifice of thousands 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 nomination. But after the nomination comes the question of election. That is a question which neither of the prospective candidates, nor their friends, nor those who have heard the success of the great parties 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 the result in 1896, or is it to be 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 himself is so consciously or unconsciously aware of this, or that he desires to bring disaster either upon the party which has already so highly honored him, or upon the principles which he professes, and, we do not say, which he has so ably defended.

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. Bryan may gain in the Southern and Western states which voted for him in 1896. No increase 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 to win the presidency vainly—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 own party. No man can say how great a loss to 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 outcast, but a prominent 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—his sense of responsibility for the responsibility for the position which he is to occupy in the coming contest for his chance of victory or defeat. It is a 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.

Intelligent, sober-minded people do not get frightened when smallpox is introduced into the community. They simply go and get vaccinated, see that their children are vaccinated, and keep away from the vicinity of hotels, lodging-houses and the pesthouse, and leave the rest to the city physician and the board of health. Nobody wants to take any chances of contracting this loathsome disease, and these simple 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 secureable from burglars 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 attending 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 use people pay it without demur or hesitation, conscious of value received.

A letter written from Utah, marked "personal to the president," was handed about the departments, read by nobody upon whom it made any impression, stopped away somewhere and forgotten. If its fate had been different, some polygamists might not have been appointed to office; but a fine objection would have been lost to letter-writers.

Senator Hoar's Self-Debasement.

Senator Hoar chest himself. A very simple test will show his strange self-deception. 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 by force, 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 Tagalos 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 observers believe a majority, before the American troops began to penetrate the interior.

The Warning for the Senate.

If the (Montana) bribery case already made is not demolished by counter evidence, the country will look on the case as proved, and if the senate still votes to seat the man against whom these charges are made and this evidence is brought, the senate will preserve a record 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 case will be a permanent stain upon the honor of the senate, and will not be dealt with by the people will become too strong to be resisted. The looks unlikely that the senate will be able to swing all before them in the past 30 years when the public once saw their necessity.

at their mercy when the artillery was brought up. The armored motor-cars have also been sent to South Africa for experimental work. These ironclad motor-cars are proof against the bullets of the enemy, and of right to some extent they are in the position it would be impossible to get the range on them with artillery. They are not dependent upon railroad tracks for a retreat. But at least fair roads are considered as essential to their successful travel over the country, and among the mountains they would be of no use whatever. On the verdict they may settle the disputed points as to the relative merits of army bicycles, motor cars and similar inventions, the names of which are legion.

Wonderful Advance in Journalism.

Lynn (Mass.) Item.

We acknowledge with pleasure the receipt of a New Year number of The Morning Oregonian, of January 1, 1900, comprising 60 pages, which contains more than 50 beautiful half-tone illustrations, handsomely printed on the finest enameled paper. These views, which embrace 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 Portland, 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 thrasher in operation, and at one shipping point, Columbus, near The Dalles, on the Columbia river, are noticed 30,000 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 churches and attractive residences of the city are also finely presented. Twelve miles from Portland are the Willamette falls and locks, also the plant of the Portland Electric Company, which controls the power obtained from the falls and furnishes it for lighting and business purposes to the metropolis; it is said that this was the first long-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 beauties of this progressive country.

But in nothing has Portland advanced more 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 shanty stores. Now, it is stated that The Oregonian Publishing Company has the "tallest office in Portland, absolutely fire-proof and modern in all its appointments," and the imposing 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 same circumstances, he became second foreman, and later on 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 compositors; price of composition, 60 cents per thousand ems, in gold, greenbacks then at 75 cents. The press was a single cylinder Hoe, and the ink was made on the premises. Kerosene lamps and kerosene did the lighting, one of the foremen's duties then being to keep the five-gallon oilcan full, but fortunately not to fill the office lamps. Until 1868 The Oregonian was the only daily newspaper in Portland, the Herald (democratic) being established that year in the same building. Single copies sold at one bit—two for 25 cents. The senior proprietor, H. L. Fitch, and the editor, H. W. Scott, still remain in the respective and responsible positions in The Oregonian Publishing Company.

The many residents of Lynn and vicinity 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 satisfactory 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 1899 there were 313,767 persons in the state; in 1900 the number had increased to 497,533. The quantity of wheat produced was 23,645,200 bushels. The Morning Oregonian, of Portland, celebrated the great progress which the state is making by issuing on January 1 a great paper of 60 pages, in which the leading facts connected with all the state industries are clearly set forth, and an idea is given of the extent and variety of these products. The paper is, of itself, a 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 be congratulated on its enterprise, and Oregon can be congratulated on having such a valuable journal.

A Work of Art.

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 instructive.

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, Hinnahy, that 'tis only arms 'nights in 'th' open. Nations fight behind three 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 fighting against England behind trees and rocks. The mahdi did his fighting in the same way, and destroyed Hicks' army. The Boers fought at Majuba hill, and have been working on the same line against Lord Methuen, General Buller and General Gatacre.

An Incredible Remark.

Boston Herald.

There has never been much occasion to take stock in the reported alliance of Senator Clark, of Montana, with ex-Senator Quay, to assure a place 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 insane policy. An obvious fact about it is the result it offers to the senate. It assumes that this body is prepared to condone bribery in the one case, and to disregard legality in the other, if it would be broken together. The senate is not prepared to believe anything as bad as this of the United States senate.

THE OREGONIAN'S ANNUAL.

Wonderful Advance in Journalism.

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We acknowledge with pleasure the receipt of a New Year number of The Morning Oregonian, of January 1, 1900, comprising 60 pages, which contains more than 50 beautiful half-tone illustrations, handsomely printed on the finest enameled paper. These views, which embrace 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 Portland, 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 thrasher in operation, and at one shipping point, Columbus, near The Dalles, on the Columbia river, are noticed 30,000 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 churches and attractive residences of the city are also finely presented. Twelve miles from Portland are the Willamette falls and locks, also the plant of the Portland Electric Company, which controls the power obtained from the falls and furnishes it for lighting and business purposes to the metropolis; it is said that this was the first long-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 beauties of this progressive country.

But in nothing has Portland advanced more 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 shanty stores. Now, it is stated that The Oregonian Publishing Company has the "tallest office in Portland, absolutely fire-proof and modern in all its appointments," and the imposing 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 same circumstances, he became second foreman, and later on 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 compositors; price of composition, 60 cents per thousand ems, in gold, greenbacks then at 75 cents. The press was a single cylinder Hoe, and the ink was made on the premises. Kerosene lamps and kerosene did the lighting, one of the foremen's duties then being to keep the five-gallon oilcan full, but fortunately not to fill the office lamps. Until 1868 The Oregonian was the only daily newspaper in Portland, the Herald (democratic) being established that year in the same building. Single copies sold at one bit—two for 25 cents. The senior proprietor, H. L. Fitch, and the editor, H. W. Scott, still remain in the respective and responsible positions in The Oregonian Publishing Company.

The many residents of Lynn and vicinity 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 satisfactory 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 1899 there were 313,767 persons in the state; in 1900 the number had increased to 497,533. The quantity of wheat produced was 23,645,200 bushels. The Morning Oregonian, of Portland, celebrated the great progress which the state is making by issuing on January 1 a great paper of 60 pages, in which the leading facts connected with all the state industries are clearly set forth, and an idea is given of the extent and variety of these products. The paper is, of itself, a 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 be congratulated on its enterprise, and Oregon can be congratulated on having such a valuable journal.

A Work of Art.

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 instructive.

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, Hinnahy, that 'tis only arms 'nights in 'th' open. Nations fight behind three 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 fighting against England behind trees and rocks. The mahdi did his fighting in the same way, and destroyed Hicks' army. The Boers fought at Majuba hill, and have been working on the same line against Lord Methuen, General Buller and General Gatacre.

An Incredible Remark.

Boston Herald.

There has never been much occasion to take stock in the reported alliance of Senator Clark, of Montana, with ex-Senator Quay, to assure a place 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 insane policy. An obvious fact about it is the result it offers to the senate. It assumes that this body is prepared to condone bribery in the one case, and to disregard legality in the other, if it would be broken together. The senate is not prepared to believe anything as bad as this of the United States senate.

NOTE AND COMMENT.

Quay's aims have found him out-of-the-senate.

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