2381,488. The ship, according to Senator Frye himself, could be built here for \$2,500,000. It would therefore be paid con-siderably over 10 per cent of its gross

UNRESTRICTED APPEALS.

Let All Have an Equal Opportunity

in the Courts.

PORTLAND, Dec. 13 .- (To the Editor.)-In The Oregonian of the 11th inst. you print a communication from Linn County, signed "Retrench," and put over the same this heading: "What the Lawyers Want-

Effort to Relieve Supreme Court Said to Have a Selfish Motive." In the communi-cation occurs this question and state-ment: "If the purpose is but to relieve

fession so averse to cutting off the ap-peal of minor cases to that court? The Oregonian has frequently pointed out

that easy remedy."

The legal profession is averse to cut-

ting off the appeal of minor or any cases to the Supreme Court because the legal profession believes that our form

ic records and delivers written opin

difficulty in correctly and justly deciding what are "minor cases." What is a case involving \$500 or \$5000 but a "minor

case" to a man or corporation worth 50,000 or more? The loss of such a case

amount of money involved in a given

case, but whether or not a citizen of the country has the right and the op-portunity to look to his Government for justice and the law that governs all citi-

zens alike. What is a government good for that cannot afford to furnish justice to its citizens? Why should our Govern-ment exist for the protection of the rich

and not for the protection of the mod-

erately poor as well? Why should the rich, who can afford to lose a considera-ble portion of their property be pro-tected in their large holdings by the

Government and the poor be not pro-tected by the Government in their small property? If appeals are to be cut off by the Legislature, cut off the appeal

or the rich. Each case that is litigated in the courts establishes the law and forms a precedent to decide many other cases without litigation. This is of value to the public. The right of appeal to the Supreme Court is very valuable to the public, because it tends to make the lower courts much more careful when considering and deciding cases, and thus does tend to do more exact justice is the lower courts of the courts.

nd to do more exact justice in the lowe

courts without an appeal being taken, and many cases are never appealed to the nigher courts on this account. It is im-

plied all through the letter of your cor-

respondent that lawyers want appeals of minor cases for the profit there is in it to the lawyers. As a usual thing a civil case must involve a considerable amount

of money or property in order for the lawyers to be paid a fee that is any where near a living wage for the actual time put in on the case. When a lawyer appeals a "minor case" he is generally

working hard for a poor client and gets very little or no pay. He is trying to get what he believes and what his client believes will be justice. The only ex-ception to this that I think of is where

The courts afford the only relief the poor have against the illegal exactions of the rich. Why should it be cut off? What will become of this Government when

one must be rich to be considered in the

court as the rich man has?

mit litigants to appeal cases to

urts? Is not the poor man entitled have his cause considered by as good

If retrenchment is to be the order of

the day upon the courts, the Legislature could repeal all statutes passed to per-

preme Court; also do away with the state

law library, and all other accessories of the Supreme Court, and let the Supreme Court exist without any particular busi-

The Legislature might also cut off ap-

al from Justices Courts to the Circuit ours, and thus it also might save more

quire an appeal from a Justice Court to the Circuit Court any more than it does

from the Circuit Court to the Suprem

laws providing for other parts of our state government and save more money. The courts are not the only source of expense in the state and county govern-

ments. They are among the smallest items of expense. The courts are the essential part of the state and county government. The courts alone could carry on the state and county government and

protect life and property. What sort of a

have without the courts?
RALPH R. DUNIWAY.

FOREIGN-FRUIT DISINFECTION

Instructions Issued to Portland

Importers.

WASHINGTON, Dec. 8.-Dr. Hill Has-

ings, assistant surgeon in charge of the Columbia River quarantise station at As-toria, has issued the following instruc-tions to T. M. Stevens & Co., importers

and shippers, of Portland, and to the Northern Pacific Steamship Company, rel-ative to the disinfection of fresh fruit products from China and Japan. The

of steamers from Hong Kong, and, after

the disinfection of Illy bulbs, yams, and salt eggs, packed in loam, last January, has not been shipping these articles as a

tion before they can be admitted, viz., water chestmus, salt eggs packed in loam, yams, lily bulbs, and similar fresh fruit products from China and Japan, unless

the same are accompanied by a certificate from the Marine Hospital Service officer at the port of departure, staling that these articles do not come from a district

where plague is epidemic, and are free from infection. If the certificate can not be obtained it will be necessary to disin-fect here, and I would suggest that such

articles be so placed in the loading of

the ship that they can be got at without

Train Wreck on Burlington.

The following articles require disinfec-

latter company has been running

and county government would we without the courts?

Then the Legislature could repeal many

Thus some money might be saved.

The Constitution does not

the rich. Each case that is litigated

government was constituted and is

Supreme Court, why is the legal pro

IT HAS MORE FEAR OF PORTLAND THAN OF SEATTLE.

What It has Accomplished and How It Did It-Advice That Is of General Application.

TACOMA, Dec. 12 .- (To the Editor.)-I would not reply to Major Sears' answer to an ancient letter of mine in The Ore-gonian, if he had not, to prove his theory, gonian, if he had not, to prove his theory, done grave injustice to Tacoma, showing by inference an absolute lack of knowledge of facts in regard to this city. I have no desire to injure Portland, if I could. My pecuniary interests, long and pleasant residence in that city and other usons forbid it.

If the people of Portland had in the past as much faith in the future of Port-land as I have had to the present moment, for 60 years past, they would not have been disturbed, as they have been, by dread of other cities. They would not waste their time and energy conjuring fear of the future greatness of Tacoma. storia, Scattle or in envying their rowth. Underestimating, however, is al-nost as bad as overestimating. I could write a chapter regarding Port-

I could write a chapter regarding rotalism's omissions and commissions along this line. En passant, I will say that if the people of Portland, like a great number of our population, until recently, had not joined in the great hallehijah for Section of the passant of the passa attle in the past few years, she would not be boomed quite as much as she is, nor would her reaction be quite as great as it will possibly be. It is said that, out of pure admiration for Seattle's advantage over Portland, that a Portland representative of the National Press Association offered to distribute Scattle boom printed matter at New Orleans. Some one re-marked at the time that it was not beenuse he liked Seattle more, but Tacomi dess. That is not the spirit which builds

Over 40 years ago, with the first money I earned as bookkeeper for H. W. bett, I made the first payment on a block of lots at Portland. I believed then that she had a great future. I have owned treal estate in that city ever since, but 30 years ago I bought land at the present site of Tacoma, believing that it had a better show for becoming a great metrop-cils than Portland had, or, at least, of

becoming a great city.

He has but little intelligence, or a poor imoviedge of the Coast, with its unequaled resources, its remarkable geographical position, the changes coming gapidity to the people of the Orient, which will, no doubt, affect all portions of the Coast, the enormous wealth enterprise. Const, the enormous wealth, enterprise, sush, intelligence of the American pe if he cannot see that on the Pacific Coast, and especially in the Northwest, condi-tions similar to those in the Atlantic States will speedily come; that places that are now villages will be thriving towns; that towns of the present will be thriving cities: that present trade centers will be cities; that present trade centers will be metropolitan cities. If Portland is not one of these future great trade centers, it will be the fault of her own people. That she will be the dominating city I do not believe, simply, if for one reason only, that the long-legged ship of the future cannot reach her. Tacoma is near a wider range of business, at a point where the largest vessel in the world can where the largest vessel in the world can come to her docks, at any time of the day or night, at any season of the year, at any stage of tide. Tacoma has unlimited coal, which Portland has not, enabling her vessels to economically reduce dis-tance. She is wonderfully situated as to adjacent rich mineral and other rerich mineral and other re-She has large water power at ner very door, enabling her to become a

her very moor, enabling det to become a large manufacturing city.

In very extensive travels, covering nearly all parts of the civilized world. I have found at no other place a combination, only a part of which I have named, which inevitably must build a great city. Other cities in the Northwest possess many of the same features, but not one of

sen for the interior of the continent, and freight from across the continent by rail for the various parts of the world by sea, average less distance and resistance en-pout than by any other port on the Coast. This is on account of harbor, average of distance, and cheap coal. How-ever, I am not worrying as to which city is to be the largest.\*I have more than I two become divorced. Can attent to an doing all I can to make Tacoma just as large as she is capable of becoming, and if every one will do his duty in that line, all the rival cities would grow wonderfully. The same genan attend to in doing all I can to make eral conditions will influence the growth of Portland, Astoria, Scattle and Tacoma. I would call the attention of Major Scars, at this point, to the fact that the

rn Pacific Railroad can shovel coal into the tender of its locomotives on its main line at a point not 1600 feet distant from the mouth of its mine, just where the greatest resistance commences on both sides of the mountains. I am perfectly free to acknowledge that

I have far more fear of Portland as a ormidable rival than I have of Seattle, Space will not permit me to state why, but if you will permit me, I will state some facts in reply to Major Sears' attack

come facts in reply to amore sears actical on Tacoma's present condition.

And, second, the infamous system of fraud practiced by the managers and "Inside" friends of the management of the Northern Practic Ballyon Company, whereby confiding softs have been led to make investments in Tacoma property, cannot be too severely reproduced by landic systems of upbile confiding. Kahated by loudly expressed public opinion. Kaama was bad enough, but it may have been a mistake, after which Tacoma was a crime; a

letter in The Oregonian is in no way justsfied by the facts, as he could have easily

The original managers of the Northern Pacific Railroad Company have passed away. They were broad-gauged, brainy men, as are their successors of today. They originated a grand highway to unite the Atlantic to the Pacific, to control by the shortest route the great future trade of the Orient and to develop the re-sources of a continent. They were unbiased; they sought the point on the Pacific Ocean, as its entrepot, which best filled the necessary conditions. Every one conceded, before the selec-tion was made, that the point which

uld be selected would be the great city of the Northwest, probably of the Coast. Taroma was selected, but Portland's in-fluence prevented the building across the untains, but instead the road was built Kalama, in the interest of the O. S. Co. and Portland. It might as wel have been built from Portland to St. Helens, as far as any benefit accrued to Tana, for years. Then came the financia sh of 73, which destroyed for the tim the bopes for Tucoma. Times improved. The prospects of Tacoma looked brighter when the baleful influence of Henry Vil-lard, the enemy of Tacoma, the friend of Portland, unsettled men's minds tween Seattle and Tacoma; but Tacoma ards grow with Villard's influence the chief place on the Sound, when the panic of '60 came, and Tacoma shared the fate of Portland. Seattle, Spokane and all other places where confiding "softs" had been led to speculate on margins on

speculative real estate. Tacoma suffered more than her rivals because she was younger, because almost the entire place had been built, from the stumps to a beautiful city, in the short space of six years, and foundations na urally had not been well establishe Handreds of dwellings were vacate scores of stores were tenantless. Scattle was older, had three railroad; then came the first gold to her wharves. Newspaper men flocked to her for news. The Asso-clated Press was worked in her interests. and all the world, including Portland and Taroma, shouted for her "enterprise."

A VOICE FROM TACOMA Tacoma was supposed to be used one helped her; no one shouted her praises, but today she is as solld and rosperous a city of her size as there is the United States. There is no seaport of the name ppoulation where com-bined shipping and manufacturing is so great. Last month one-third of the re-ceipts of the Northern Pacific for its nain line were from business done at

The outward ocean cargo tonnage of the City of Tacoma for the past year exceeded 1,000,000 tons. This largely exceeded the outward tonnage of Portland for the

same period.

Tacoma is the quickest and cheapest ocean port in the United States. She is the coal port of the Coast, and with the coal she ships she can load a vessel of 2000 coast, work working does not she coal she ships she can load a vessel of 2000 coast work working does not she coal she ships she can load a vessel of 2000 coast work working does not she coal she can load a vessel of 2000 coast work working does not she can load a vessel of 2000 coast work working does not shall be coal to be co is every working day in the year. She is the lumber city of the state, sending by sea nearly 100,000,000 feet of lumber by sea nearly 100,000,000 feet of lumber last year, and nearly the same amount East by rail. She is the wheat port of the state by a very heavy difference. At the present moment, she is the importing and exporting city of the state. Her exports last month were greater than those of all the II ports of the state, including Seattle. In Oriental trade she is the ing Seattle. In Oriental trade, she is the third city in the United States. She is the manufacturing city of the Northwest. Tacoma has no vacant stores or dwell-

ings. Real estate values are increasing. and yet, with these results, Major Sears wants the old managers of the Northern Pacific Railroad hanged, drawn and quar-tered. Has not Tacoma proved all that the old managers of the road promised? Is not the foundation of a great city sol-idly laid here? The Northern Pacific Railroad is one of

the most important roads of the United States, and can and does select the best railroad men that money will employ to manage its affairs. Mr. Mellen, the controlling spirit of the road, is conceded to be a brainy, broad-gauged man, the peer of any man in the business, the only man who has held Jim Hill level. There is no entiment in Mr. Mellen's administration of the affairs of the road. He is expected to earn money for his stockholders. He figures for results. He cares personally for Portland, Seattle and Tacoma only to the extent that they can help him to ob-tain those results. He would centralize his business in Portland if he thought that the company's interests would be best served by doing so. In view of this fact, what will Major Sears say when 1 tell him how Mr. Mellen and his asso-clates are deluding Tacoma "softs" at the present time. Prior to one year ago, the Northern Pa-cific Railroad has invested in terminal

properties and improvements at Tacoma over \$10,000,000. The facilities for handling a large trade in coal, wheat and Oriental goods was superior to anything in the Northwest. The constantly increasing trade warranted the building of additional facilities. Consequently, during the past year, it has added half a mile of wheat and Oriental warehouses. They are just being completed, and it is found that the trade has grown so rapidly that new warehouses must be built, new coal bunk-ers erected, and the timber is being placed on the ground for very large additions to the wheat and coal facilities. In addi-tion to the large amount of terminal grounds and water front the company owned, its purchases of additional land, made in the past 60 days and now being closed, amounts to nearly \$500,000. Mr. Mellen recently said to the public: "The harbor of Tacoma is, without question, the best on Puget Sound, and, with the plans we have in course of preparation, we will be able to care for all business that may be offered at the present or in the future." He said some other things quite as important, which space will not rmit me to quote.

I have not the theoretical knowledge that Major Sears claims, but for many years I have been a student of cities in the United States and the world at large, traveling for business or pleasure, and I believe that Portland and Astoria will be aportant cities, but I also think that in the period of five years following the time the census was taken, last June, that Tacoma will make more material prog-ress, have a more solid growth than ever was made by any city of the same size in the United States in the same period. C. P. FERRY.

Still Tacoma is asking Congress for an appropriation of nearly \$560,000 to improve Its harbor. The Northern Pacific's purchase of additional land in Tacoma comes through an adjustment by which that corporation "cushes in" its holding of stock

## PLIGHT OF DEMOCRACY.

Affords Striking Parallel to That of Job in Olden Times.

PORTLAND, Dec. 12.-(To the Editor.)-Much has been said, since the late Naional election, concerning the reorgan mation of the Democratic party. It is not likely that that party would take very kindly to any suggestion emanating from a Republican source; hence, it is not my purpose to offer any. I should like, however, to suggest a parallel that in its application, may not prove wholly uninstructive to an unbiased adherent of that political faith.

me thousands of years ago, we are credibly informed, there flourished of great wealth and power whose name was Job. So upright a citizen was he that Satan coveted him for his own, and challenged the Almighty to give him over into his hands. This was done upon the express stipulation that his life should not be touched. Then his humiliation began. First, his property was taken from him, then his children, and by reason of great bodily affliction, his life was a buren, and he fain would give it up also.

Now the parallel begins. Many years ago the Democratic party ected the policies of this country. directed the policies of this country. In the moment of pride it was delivered (probably by some dispensation of Provi-dence) into the hands of the devil. Then its humiliation began, and after being shorn of power and influence it was af-flicted with a chronic cutaneous disease, which manifested in an itch-for office, and for the spoils of office. When Job was in such sore straits because of sical toriure, he was visited by some him. But these comforters adopted such an exasterating style, and so greatly did they irriinte him, that he was moved to exclaim with fine sareasm: "No doubt but ye are the people, and wisdom shall die with you." (Job xii:2) The Popuits of the present day derive their name om the Latin "populus," meaning "peo-e." From the above quotation, we are

avinced that Job's comforters were sullists Note the parallel again. The Democratic party, in its political miliation and helpleseness, has been istening to the erratic counsels of its friends, the Populists, and it is at this writing so exasperated by the tenacity of their persistence, or the persistence of their tenacity, that it is crying aloud for oce and reorganization. Now note

the sequel.

We read (Job xill:16): "And the Lord turned the captivity of Job, when he prayed for his friends," and after his captivity (to the devil) was turned he was restored to great power and influence, and his possessions were doubled, as pared with his former prasperity. Theo-ogians teach us that prayer, to be effect-tive, must be accompanied by penilence, confession of sin and a forsaking of sin. Before Job prayed for his friends he re-pented in sackcioth and ashes. The par-allel in the above sequel is not yet ap-parent; but the foregoing is recommended to the consideration of true Democrats who are yet in captivity, but who place principle above party, and to them the hint may be suggestive.

If you wake in the morning with a bit-ter taste in the mouth, coated tongue, perhaps besidente, your liver is torpid. You need Carter's Little Liver Pills.

# SUBSIDY BILL TO DATE on the whole ship, without regard to carso, the only test being "capacity for carrying commercial cargo." The opinion is expressed generally by

HOW IT STANDS WITH THE SENATE AMENDMENTS.

Framed for Big Liners, and No Vessel Need Carry a Cargo to Draw Money.

Washington special to Chicago Tribune, Dec. 9, One of the significant things about the progress of the ship subsidy bill is the fact that it has been patched and amended so that the measure of today would be scarcely recognizable by its authors if they were not the same persons also who did the amending. The bill was first drafted by a committee of interested shipbuilders in 1897, three years ago, and ace that time it has been amended so often that all the earlier reports upon it are practically useless. Whenever a criticism has been offered an amendment has been made promptly.

and the sponsors of the subsidy schem have pointed to these repeated changes as an evidence of their fairness and will-ingness to meet all proper criticism. Inasmuch as the bill has been so often changed it is manifestly impossible for its opponents to meet it, for amendments are made rendily, but are not always cal-

ulated to cure the evils complained of. The bill, it should be remembered, was drafted by a shipbuilders' committee, the president of which was C. A. Griscom, of Philadelphia, president of the Interna-tional Navigation Company, commonly known as the American line. Yet now, three years later, the subsidy bill has been amended deftly in such a remarkable manner as to change its provisions seriously, and this change was made for the express benefit of the mail steamships on the Atlantic, and particularly for the personal benefit of the American line. Senator Frye made this announcement himself on the floor of the Senate, but it was not until yesterday, when the latest draft with the new committee amend-ments was laid on the desks of the men-bers, that the actual enormity of the proposed change was appreciated. The have been so frequent as to furnish an excellent reason for not passing the bill this session, but the actual change that has just been made openly for the benefit of Mr. Griscom is alone important enough to kill the bill

To explain the meaning of the change now made it is necessary to go into the construction and purpose of the bill a lit-de. The subsidy bill was proposed to build up the American marine, and particularly to have American exports imports carried in American ships committee which framed the bill set ce sternly against any scheme of disiminating duties which would help

freight but not passenger traffic.

The committee wrote a bill which, as it stood a week ago, divided the subsidies into two parts. One subsidy under sched-ule A provided for a payment of a cent and a half per gross ton for each 199 miles traveled up to 1500 miles, for each trip up to 15 in one year. This payment was clearly and wholly a subsidy for freight. The paragraph required that no payment should be made to a vessel unless it cleared from the United States with a cargo of at least 50 per cent of it. ross tonnege.
There is another subsidy known as

clause B, especially intended for mail steamers, by which steamers alone are paid per gross ton for each 100 miles , sums ranging from .5 of one cent to 2.2 cents, according to speed sione to 2.2 cents, according to speed alone.

In estimating the percentage of cargo required for passenger steamers it was provided that the space permanently devoted to passengers and mails should first be taken from the gross tonnage, and then the cargo must be 50 per cent of the remainder.

When the International Navigation Company through its president of a

Company, through its president, C. A. Griscom frew up the subsidy bill it supposed it would catch the money from the Treasury both coming and going. Senator Frye admitted that the St. Louis would receive \$108.448 annually from the tonnage subsidy under clause A and \$173.540 under the speed subsidy, or a total of \$281,488 per annum for this single ship of

seems, however, that the American rican
trap.
trap. poration "cushes in" its holding of slock line people were caught in their own trap.

In the Tacoma Land Company, and the The cargo capacity of the St. Louis really is only at the most about 1490 tons. rated at 11.62 gross tons. Subtracting the space used for passengers and malls, there will still remain so large a net tonnage that the ship could not possibly carry enough freight to earn any subsidy at all

A meeting was held a week ago yester-day between Mr. Griscom and other ship-owners and Senator Prye, at which this mistake was pointed out and a scheme was devised to permit the American line to grab off both subsidies, as had been rigiually intended.

Nothing could be imprined more convincing of the often repeated charge that the whole subsidy bill was arranged for Mr. Griscom's benefit to offset the tide of travel which had turned toward the larger and faster North German Lloyd ships. There was nothing underhanded about the way in which the amendment was slipped into the bill, but it is now there with several pages of other new changes. The paragraph which provided that no vessel should be entitled to comnsation unless it cleared with a cargo of 50 per cent of its gross tonnage deftly changed so that it now reads "50 per centum of the capacity for carrying commercial cargo." This makes a change

of such vast importance as almost to de-stroy the original intent of the bill.

The subsidy is based on the gross for-nage, just the same. In the case of the St. Louis it will be given a cargo subside 11,000 tons every trip it makes, the ar round, provided it carries a cargo of essed beef, or something of that sort, of a little over 700 tons. Senator Frye

aid the cargo capacity of the St. Louis s only 1400 tons. Under the amendment, if the St. Louis any other ship, either sall or steam desires to cut down its cargo capacity to 10 tons, it would only have to carry five tons and yet still collect subsidy on 11,000

Every mail steamer will collect not only its speed subsidy, but its freight subsidy as well, and it will not be obliged to bother itself with any cargo at all to speak of, for under the terms of the bill, if it had no "capacity for carrying commercial cargo," of course it would be easy to carry 50 per cent of nothing without esening the subsidy.

One of the funny things about the sub-

sidy bill, of which this latest change is an example, is the fact that the amendments overlap each other in significant fashion As originally drawn, the paragraph know As originally drawn, the paragraph known as clause A merely provided a subsidy based on tomage, regardless of speed, but paid on each trip, not exceeding 16 per year. Then the objection was made in the Tribune and other papers that this would permit ships to sail out with empty holds, doing no possible good to American commerce, and yet receive the

besidy or their gross tonnage.
The sponsors of the bill met this ob-ction with one of their amendments. It made the requirement that the cargo n be 39 per cent of the tonnage, and this amendment was offered as a complete an-swer to the objections made. Now the whole amendment is wiped out, and the new print of the bill shows that 22 lines have been eliminated out of 25, while the insertion "capacity for carrying commercial cargo" entirely destroys the whole section as originally intended. under the new amendment, which was submitted by Mr. Griscom himself at the conference one week ago yesterday and offered in the Senate on Thursday, it would be possible for Black Jack Yattaw's bumboat to go into the foreign trade, devote about all of the boat to a dancehall and bar and draw a substitute.

BURLINGTON, In., Dec. 12.-The Chi cago, Burlington & Quincy Rallway's fast caso, Burlington & Quincy Rallway's fast mall. No. E. wrich left Chicago at 8:15 last evening, was wrecked two miles west of Kirkwood early today. Fireman Shannon was killed and Engineer Samuel Doye was badly hurt. The engine jumped the track and was demolished. Two mall-cars with their contents were burned. The mall clerks were not injured severely. dancehall and bar, and draw a subsidy mail clorks were not injured severely. gated the thought that self-examinations fit First Ave., Seattle, Wash.

## A PECULIAR

The opinion is expressed generally by
the few people who have studied the latest draft of the bill, that this new Griscom amendment, properly understood, will
either kill the bill or be withdrawn.
Senator Frye's speech in the Senate has
given the opponents of subsidy some figures they were looking for. It shows
that the St. Louis, for example, would get TACONA HARBOR WORK SO PLACED BY CAPTAIN TAYLOR.

Main Objection in His Report Will, However, Be Basily Met-Washington Rivers and Harbors.

siderably over 10 per cent of its gross value every year. People could borrow the money to build an ocean greyhound at 5 per cent, which the subsidy would pay for them and have 5 per cent more toward deterioration and toward general expenses, which the subsidy would also pay, and then could take their chances for profits out of the ordinary business. WASHINGTON, Dec. 9.- The Tacome MASHINGTON, Dec. 8.—The Tacoma harbor improvement is placed in a peculiar light before Congress by the report of Captain Harry Taylor, Corps of Enginees. United States Army, who, until a few weeks ago maintained headquarters at Seattle. In Captain Taylor's report to the Chief of Engineers of the Army, he admits that Tacoma's growing commerce warrants the desired increase. commerce warrants the desired improve-ment but he raises doubts at the outset by referring to a contract which has been secured for the filling in of tide-lands under the state laws and which purports to open up the same waterway that the people of Tacoma are anxious to have the Government improve. Should the Government do the work

which the state has already let a con-iract for it is feared, according to Cap-tain Taylor's report, that the contrac-tor and the state may seek damages. It is presumed that the contract to ex-cavate and fill tide-lands is worth some-thing, otherwise it would not have been sought. Therefore, if the Government steps in and does the work it is inferred that the interested parties may demand heavy damages.

As a matter of fact, nevertheless, it has

been understood among those interested in securing the improvement to the Ta-coma harbor, that one of the objects sought, as a rule, by those entering into a contract with the state to excavate and maintained to furnish justice and pro-tection to all its citizens, and they fur-ther believe that the right of appeal to a Supreme Court which has written pubfill tide-lands is to utilize the earth thrown up by the Government contractor and not to actually make the improve-ment which is apparently contemplated which opinions are published in a public and permanent form, is the most perfect method yet discovered to carry out the purpose of our government. There is also on the face of the agreement between the state and the would-be-tide-land im-prover. In this case it is presumed the entractor would gladly surrender his rights to the Government contractor

Another point raised by Captain Tay-ior is that a great portion of the water-front land in Tacema along the pro-posed waterway which the Government sou, one or more? The loss of such a case to such a person will make no real difference in his or its worldly prosperity. A case that involves \$300 or less to a man who has but little property is an important matter to such a person, and materially affects his worldly prosperity. The important consideration is not the amount of more involved in a person involved in the second section. is asked to create belongs to the Tacoma Land & Improvement Company or the Northern Pacific Railroad, For this reason, and the fact that the state entered into a contract to have a por-tion of the harbor improved, the ques-tion is raised as to who should make the improvement, the Government, the con-tractor who desires to fill in tide-lands and secure 5 per cent from the state on the investment, or the private or corporate landowners. In raising this ques-tion the necestiles for harbor improve-ment in order to accommodate literas-ing commerce is for the time over-looked. Regardless of ownership o. adjacent lands Captain Taylor admits that the commerce of the port of Tacoma warrants additional improvements. Some members of the House river and harbor committee approve harbor improvements within city

limits, as is the case at Facoma.

If the Government is to make the improvement Captain Taylor holds that the state as well as the contractor should release the Government from any dam-ages that might be claimed. Under the circumstances the desired release is prom-

The estimated cost of improving the west waterway at Tacoma, which is alongside the Northern Pacific's new wheat warehouses, is \$444,000, the cost per yard for excavating being placed at 15 cents. The depth at low water would be 25 feet up to the Eleventh-street bridge and 13 to 15 at low water at points nearer the head of the bay.

Other Rivers and Harbors.

An effort is being made by the Washington state delegation to secure an appropriation of \$80,000 for the New Whatcom harbor, \$15,000 for the Okanogan River, \$20,000 for the Pen d'Oreille River, \$125,000 for the Lake Washington Canal, \$25,000 for Puget Sound and tributary waterways, \$30,000 for the Swinomish slough, \$5000 for the Cowlitz River, \$9000 for the Lewis River, and \$5000 for the north branch of the Lewis River at Etna, \$25,000 for the Olympia harbor improve-ment, \$2000 for the Chehalis River, \$1500 for Neah Bay, and various other minor items, in addition to large sums for continuous contracts at Everett and Gray's

rived, having been detained by illness in Iowa. The other members of the Republican members of Congress from Washington, Senator Foster and Repre-sentative Jones, have presented the va-rious items referred to to the House committee on rivers and harbors. They prefer an appropriation of \$600,000 at The Dalles for a portage road with a view to utilizing the same in connection with the construction of a canal. Another proposition in this connection is the ex-penditure of \$400,000 without reference to utilizing the road in the construction of the proposed canal. There is an additional \$200,000 which could be diverted for this project, and if the work is to be undertaken in accordance with the plans of the chief engineers, it is thought best that an additional \$500,000 be asked, as above, to which the \$200,000 referred to could be added, making a total of \$800,000.

### INCORRECTLY ADVISED. Georgia Paper's Fusillade at Long Range Across the Country

Under the heading, "The Youngster in Oregon," the Macon (Ga.) Telegraph thus

The Oregonian, of Portland, Or., be comes quite hysterical over certain post-election utterances of the Telegraph. Since the days of the war period we have seen no such bitter vindictiveness mani-fested against the South. If this fellow could bite as viciously as he barks, 13 states in the Union would be thrown into deadly hydrophobia on the change of the

Old Colonel Scott, the editor of the paper, was in New York attending the n ing of the Associated Press when this diatribe found the light of day in the columns of his newspaper. We may fairly presume that some prentice hand turned out this work—some victous youngster, unlearned, untraveled, unhung, who imagines that Portland is the center of the universe because the apex of the blue dome is directly above him, and because he can see with his own natural eyes, without the use of opera glasses, that it is equidistant to all points of the compass where earth and sky meet. Probably he got his impressions of the South and the Southern people from his nurse, who, on occasion, would frighten the youngster into being a good boy by warming over Wayback ante-election tales about the danger of the "rebel horde" rising again, and invading even to Portland, Or. If this youngster would learn truth, he

should take ten days off and journey across to Chicago and Interview Dr. Frank Gunsaulus, who, after a short visit to the South recently, said to the Telegraph that the trip had knocked out of him a wagon-load of dogmatic informa-tion, for which he was very thankful. As a sort of rare specimen, we print elsewhere the remarks of this young man. elsewhere the remarks of this young man. Our readers will recognize the tissue of false statements throughout. It is wholly unnecessary to attempt a serious answer. It is not worth the lather to shave this ass. If we had known that he was in the woods up in Oregon we might have delivered over to the office cat the article which so stirred the very bowels of his head, and spared the country this infliction.

The Telegraph is conscious of some of the shortcomings of the Southern people (which are no greater than the shortcom-ings of the Northern people), and it has invariably held to the idea and promut-

and candid confessions were helpful to any people as well as any individual. In the article criticised by The Oregonian the Telegraph made it clear that the Southern people were a "peculiar people," not because they were any better or any worse than any other people, but because of "peculiar" environments—because of local conditions utterly unknown to shallow pates in the woods of Oregon. The article criticised was addressed to the people of the South—to those who had been led away from the faith of the fathers of the Republic, as the Telegraph had taught and believed during two Presidential campaigns. Its purpose was to bid them come back to a better and truer Democracy, and to stimulate a desire to stir up the cranks and spitfires of sectionalism. The Telegraph is National in spirit and in its aims and objects. It believes in Great America and in Greater America. It would pour no irritating letion upon the wounds of the past. On the contrary, it would heal them all and tion upon the wounds of the past. On the contrary, it would heal them all, and forever. But no sane man who knows anything of the conditions in the South can shut his, eyes to the fact that there are "peculiar" conditions here, unlike those in any other part of the civilized world. These conditions make our politics "peculiar," and this is the spot that touches the raw, but we cannot help it. We of the South did not make those con-ditions. We are trying in the light of reason and with the help of God to cor-rect them. We have made some mistakes -for one, the mistake of following blind-ly the lead of Northern men who have carried us through devious paths, even to the cave of Adullam. It is against to the cave of Aduliam. It is against
this craven abjection that the Telegraph
has rebelled. It is weary of following
political masters who are trained in the
school of ultra-Populism and anarchy.
The Southern people do not fit the joint,
Nothing but the hope of greater relief
from negroism could have induced them
to follow it at all. But the temporary
band is broken and we are casting about nd is broken and we are casting about for the best course to pursue. If the 12 Southern States are not lynched by the young man from Oregon, we will go on working out our destiny, trusting in God and praying for leaders,

The article of which the Telegraph complains was written by a veteran of the Civil War, who is no stranger to the South. The Telegraph agrees that the South has wandered after strange political gods, and its differences with The Ore. gonian are therefore more apparent than

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