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ety. Lewis and Clark expedition and the celebration determined upon for Port-

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TODAY'S WEATHER-Fair, except threat ng during the forenosit, brick southwest to thwost winds, decreasing in force.

PORTLAND, MONDAY, DECEMBER 17

torical Society's connection with "some The Senatorial campaign now in proggreat library" are suggestive rather than specific. There is no such library in the state now, but there ought to be, ress is very gratifying for the entire absence of that bitter hostility which has been wont to mark similar epochs there must be. Inasmuch as the Uniin our state annals. Credit for this is partly due to the broad-gauge, statesversity of Oregon has been in the fore manlike manner in which Mr. Corbett historical work, many will see at once is conducting his fight, and also to the the desirability, if it can be arranged, altogether peaceful and amicable campaign Senator McBride is making for of establishing some such relation behis own re-election. We take it that tween the Historical Society and the the temper of the people of the state. sorely tried in the past by the violence benefactions, if not considerable state of our Senatorial disputes, is very much against another such display of the in order that the State University's listrenuous life as we had in 1895 or 1897. brary shall be worthy the state, and It is to the credit of each of the princiin keeping with the ambitious plans pal combatants that he recognizes and and devoted labors of our historical sturespects the proprieties in the case. Each of them, we fancy, realizes that by reason of the efforts being made by there is something else worth having in the University itself, and the present this world besides political preferment, and he will try to be neighborly with boards and faculty. The work done by his neighbors, whichever way the vic-President Strong and Professors Young tory goes. The first ripple of unpleasantness on this hitherto peaceful scene, is discovered in a simultaneous out all interested in Oregon's history; and break from several newspapers in the stale on the subject of the customary ing would be more welcome or useful Republican party caucus for the Sena than aid to the University's library. torial nomination, held in the early days of the Legislative session. bone of contention is over a proposal in the interests of Senator MeBride that

the vote in caucus be viva voce, instead of by secret ballot, as heretofore. The basis of the demand lles, of course, in the suspicion of the McBride forces. that some of their men have been captured by the opposition. So they say that if there is to be a caucus, let each man declare himself openiy, so the acquisitions of the Corbett camp may be known of all. This is something of an innovation in caucus procedure, and is obviously at variance with the tradi-

homes are happier, obligations more Alas, that one of such enterprise and certainly redeemed, hands more open refinement should come to the prosaic and ready in time of need, than theirs. end of arrest and detention in the Po-Here in Portland their men have added lice Court! His graces are such that to the city's metropolitan greatness, even his victims may share in the genand some of their women are adorned eral beguilement at the tales he tells. with virtues and graces that would The blot upon his otherwise unique caadorn any society. Yet they are ma- reer is its ending in this conventional ligned and contemned by those in fashion, like that of the most plebelan every way their inferiors. Education in the oneness of the race and the error might throw some light upon the habiof supposed differences is all that can eradicate the race prejudice upon which footpads, who are making night dreadthis injustice is based. Unfortunately, no people is free from the fault. It thrives even where we should expect amendments! its absence. Who should know and practice charity if not the Jew or the Catholic? And yet between these two

exists the most unjust and ungovern able intolerance. Every Oregonian should read the ac-

ceedings of the State Historical S.

tat and system of our precious brace of ed by belated pedestrians, and promoting a lively interest in proposed charter STEPS TO BE RETRACED. In another column an inquiring cor-

and prostitution, are not theirs. No timable gentiemen in the Pullman.

respondent is enlightened on the subect of the Cinyton-Bulwer treaty's in-

hibition against fortification of the Nicaragua Canal. The fact is that the ount in yesterday's paper of the probusiness-like way to proceed in the Nicaragua matter would have been to We have already alluded to the abrogate the Clayton-Bulwer treaty amicably with Great Britain, which probably does not care nearly so much land in 1995, commemorative of that about the canal as we imagine, and then the way to the Hepburn or some great epochal event in American history. Also of much interest and value similar bill would have been clear. the annual report of Secretary From this course we were deterred by Young, which contains important refer the overwhelming antagonism in Conences and suggestions in connection gress to such abrogation, which was with Oregon history. Pre-eminent per formally proposed in a bill introduced. haps is the showing of researches made we mistake not, by Senator Morgan, in original sources. Personal remints. and also by Secretary Hay's laudable cences of four notable pioneers have desire to achieve the neutralization of been put into print, and invaluable ma-

the canal As the Hay-Pauncefote treaty, howernment archives at Washington notaver, must be regarded as practically the reports of early Indian agents killed, we inevitably recur to the abroto the Interior Department and loggation of the convention of 1850. The books of early navigation in the Clayton-Bulwer treaty has, in fact, no Navy Department. It is a truism reference to existing conditions. Its now that newspapers" are the true object was to facilitate construction of sources of present history, and into canal, while existing conditions are this rich wein early Oregon dipped somewhat in setters from early plosuch that its practical effect is to prevent the accomplishment of that object, neers to their home papers in "the We can, of course, honorably terminate States." A monument is to be raised a treaty which would indefinitely bar at one and perhaps two historic sites the construction of a canal demanded of beginnings of Oregon, and a highway by our interests and the commerce of commemorative of the Oregon trail is recommended. Professor Young's refthe world. Repeatedly within the present century the powers of Euerences to the importance of the Hisrope have disregarded treatles on the ground of a material change of circumstances. In the Franco-German war of 1870 Russia gave notice that she ould no longer be bound by the provisions of the treaty of Paris of 1856 prohibiting her maintenance of a navy front of the plans and labors of this in the Black Sea. A treaty, of course, is not lightly set aside; but treaty stip

ulations are not permitted to survive their usefulness so far as to hamper national development and check the University's Hbrary, already creditable, progress of civilization. out pressingly in need. Sacrifices and A prime merit of 'he Hay-Pauncefote treaty is that it preserves so much of appropriations, will have to be made the old treaty as prohibits either power from extending its dominion over any portion of Central America. It would have been expedient for this reason to dents. The matter is of graver concern ratify it, but since it is not likely to be ratified in acceptable form to Great Britain, we shall be justified by Euro pean precedents in notifying Great efficient and earnest organization of its Britain that we shall no longer consider ourselves bound by the Clayton Bulwer treaty. A report of the Senate and Schafer deserves recognition from multice on foreign relations in the Fifty-first Congress, which was signed means must be found for some suitby John Sherman, William M. Evarts, able acknowledgment. Prohably noth-George F. Edmunds, John T. Morgan and William P. Frye, declares that the

construction of the Nicaragua Canal may justly and honorably proceed with-What is Portland going to do about out regard to the Clayton-Bulwer bringing Nehalem coal in here by rail? treaty, because of the repeated viola Several men of good judgment and retions by Great Britain of the provisions ponsibility, notably State Senator Fulof the treaty, which declaredton, wouch for the excellent quality of

That neither party to the convention should occupy or fortify or colonize or assume to ex-ercise any dominion over Nueragua. Costa Edea, the Mosquito Coast, or any part of Centhe coal, and Mr. Hammond, it will be remembered, once offered to build the railroad provided certain concessions tral America were made him. The assertion has The conclusions reported by the Senbeen made-perhaps it is exaggerated

ate Committee on foreign relations of somewhat-that the difference in cost 1291 are as follows: between a visit to Puget Sound and If these proceedings on the part of her Majent, in rea

New York water-front property, and his efforts against the bill must accord. ingly be strictly impartial. In his pamphlet he submits diagrams and comprehensive statistics which show in a

striking manner the false nature of the prospective "benefits" which are to result from the passage of the bill. An Interview with Dr. Robinson appears in another column.

Mothers of men and the Republic,

THE MORNING OREGONIAN, MONDAY, DECEMBER 17, 1900.

has to a very great extent disappeared. holiday recess. Four Sundays may be deducted from the working days, leaving Many, perhaps a yearly increasing number of business men and women, the new Senator about 12 days of actual witting in his Senatorial seat. For 12 days he will dazzle the Senate with his use bicycles, but the numbers of those who spend their leisure awheel and make leisure in order to spend it thus, have perceptibly diminished in the past

two years. Things of this kind adjust them-And he will enjoy the distinct selves. A boom in whatever direction is but a boom, and cannot, in the very nature of things, last. All that is useful or conducive to legitimate pleasure in the bicycle has survived. The bicycle craze has to a very large extent given place to bicycle common sense, and when bicycle manufacturers adjust their business to the new order, the few will have a prosperous trade

and the many will engage in other and more stable lines of business. Somebody asks, "What is a govern-

Chicago Tribune. A London dispatch roports the arrival at the Civice of a shipment of 3000 fons of steel plates and angles from the works of the Carnegie company. Steel plates for shipbulking purposes have been sent from this country to Great British since 188. This is the largest single shipment thus far repored. Another dispatch announces that the Norwegian Government has awarded to American companies the enment good for which cannot furnish justice to its citizens?" It would be well for him to inspect his notion of awarded to American companies the en-tife contract-11800 tons-for steel rails for the state railways for this year. Last year the contract was divided between the United States and Great Britain. justice. Does that government which furnishes alleged justice to lifigants at expense of taxpayers furnish justice to taxpayers? "But what is a government The railroad and steamship freights on these steel plates mentioned did not fall below \$6.75 a ton and may have exceeded that figure. Yet in spite of the handloap of these freight charges the price ob-tained for the plates was \$5.50 a ton below good for which cannot furnish justice to its citizens?" When citizens must tax their neighbors, must make their neighbors pay in order to get justice for themselves, justice is as absurd and English figures. It is quite gratifying to know that American manufacturers west of the Alleghanies can undersoil in Glasinane as the Mars railroad. No man is just who compels another to pay taxes for his benefit. What justice is there gow their English competitors. This evidence of amazing industrial progre in making the so-called rich pay for

evidence of amazing industrial progress. That progress is not recognized in the metals schedule of the present tariff. If the plates which have just been sent to the Civide had been made abroad and im-ported by an American shipbuilder they would have had to pay a duty of not less than \$5 50 a ton. That is the "protection" which the Carnegic company enjoys now in American markets in addition to the alleged justice simply because they can afford it? Is there justice in taking away from a man because he has something? A man is sure to commit injustice who does not pay for what he gets. If the function of government is justice, that is the function of citizens towards in American markets in addition to each other. The surest way for a man to achieve justice is to keep out of litigation at expense of taxpayers, even if he is poor. Co-operation of lawyers to this end would assist in consummating it. And when we want to know what a government is good for which cannot furnish justice to its citizens, let manufacturers in the same business are using these high tariff duties to make American shipbuliders and railroad com-panies pay more for plates and rails than us include property-owners among its citizens.

-The Sacramento Valley and North-

foreigners are required to pay. Are these manufacturers by reason of ex-cessive protection to have two price scales, one for foreign and the other for domestic consumers, the faiter being the higher of the two? If so, no time should be jost in revising duties of which so bad a use is made. ern California, as well as portions of Nevada, have been visited by a drenching rain, which, while temporarily destructive in many minor instances, cannot fail to be productive of good results, both to the agricultural and stockgrowing interests of the state. A deluge of rain, beaten into the earth tic price. There is reason to believe that this has been true of steel plates. If the domestic price had been a fair one the Cramps would not be considering the adby a furious wind, is not a pleasant experience while it lasts, but it is fat preferable to a long season of dryness, from which the earth shrinks and be-

as to be able to get plates at a reason-able figure. The general Government has had to pay too much for armor-plate, and the shipbullders too much for the materials used by them, and the manfore which vegetation shrivels for days and weeks without hope of timely re-lief. Anything but drought, to the born-and-bred Oregonian, accustomed ufacturers have become millionaires. There are many men in Congress who have protested energetically against the exorbitant price that the Government has as he is to life-giving, never-failing While, therefore, we may moisture. sympathize with our neighbors to the south of us for the damage to property had to pay for steel. Nobody has pro-tested there against the excessive price caused by the storm, we may also con private consumers have to pay. No effort is being made to deprive the Carnegle gratulate them upon the rainfall so full of promise for the next harvest.

ompany or the other members of steel pools to which it belongs of the ower to exact subsidies from domestic consumers. Representatives who have a lively interest in the welfare of their con-tituents, would investigate this subject One of the most powerful arguments against the shipping subsidy bill that has yet appeared is a very comprehensive pamphlet from the pen of Samuel thoroughly and then legislate so as in make it impossible for American manu-facturers to charge unreasonable prices at home while demanding reasonable Adams Robinson, M. D., a prominent and influential cilizen of New York, who has come to make Portland his orices in foreign markets home. Dr. Robinson is a large owner of

made

steel rails is materially below the domes

visability of buying a large steel plant, so

efulgence and then slak below the hori-

SUBSIDIZED STEEL BARONS.

Abroadt

A RAILROAD ON REFORM. Barlington's Crusade Against Liquor

and Tobacco.

Chicago Times-Herald. Persons who are inclined to regard the w order of the Burlington Raliway system against drinking and smoking among the employes, while on duty, as unnecess-sarily harsh need only to ponder for a moment upon the great and unusual reof France, which has very much such a law as this, complain that the shipbuild- ing their stay here they indulged in no ers have marked up their prices and got sponsibilities that are imposed upon rail-

SEVENTEEN HITS ON SUBSIDY. New York Journal of Commerce.

First-It is voting money raised by taxtion to persons who are conducting business for their own profit.

ton, heaving it in darkness. This is bad for the Senate, but it is enough for him. Henceforth in popular pariance he will be Senator Towne to the end of his days. Second-The limitation of the amount to be disbursed to \$9,000,000 is a deception. ion of hav At the hadring before the House commiting been an actual Senator for probably a shorter period than any one who has ever had a seat in that body. tee the chairman, General Grosvenor,

said: "I presume that we may assume that if the \$9,000,000 is exhausted and the result has been very beneficial that our successors will have intelligence enough Why Can't They Compete at Home as to increase"-"Undoubtedly," interrupted ex-Semator Edmunds, the attorney for the shtobuliders.

Third-On the other hand, if it does not

greatly stimulate shipbuilding there will be agitation for a larger subsidy, just as this measure is urged on the ground that the postal subsidy of 1891 was not

sufficient, Fourth-Much the greater part of the \$9,000,000 will be absorbed by ships in existence and those under contract; there can be no considerable increase of our shipping without running over the \$9,000,-000 or reducing the rates of subsidy, which are stated to be now as low as possible to put our ships on an equality with those of England.

Fifth-The subsidy assures the country of no additional shipping facilities; it is a bonus for business most of which is now carried on for private profit. This is

Sixth-it offers no promise of lower freight rates; its purpose is to meet what are alleged to be additional expenses. Therefore it is of no importance to American shippers.

Seventh-As shinning is now offered as fast as the need of it arises the value of foreign markets is no excuse for this the measure.

protection afforded by ocean freights. It is evident that the Carnegie company has more protection than it would need even if the cost of production of steel Eighth-A committee of the National Association of Manufacturers has certified that in the case of South America all the shipping we can use is offered to us were to decrease somewhat in England or Germany and increase somewhat in this country. The serious question is, how-ever, whether that company and other now. In other directions we are generally better supplied than we are in the direction of South America.

Ninth - The International Seamen's Union, in its recent convention in Boston, said there was nothing in the bill to increase the number of Americans who would go to sea.

Tenth-There is no protection of the Government if, in the event of war, it. should need steamers; the owners may demand any price they can get the Government at a moment of desperate need known that the export price of

to pay. Eleventh-The steamers that will be built under the influence of this measure will be of little or no service to the

United States as armed cruisers "We know as practical men that the 21-knot ship is a bad ship for the shipowner, and we know from the inquiries we have made as to what ships will be built in this bill is passed that all the vessels contemplated will be vessels of moderate speed, none of them exceeding 17 knots." Testimony at the Senate hearing.

Twelfth-The greatest share of this subsidy, amounting to \$300,000 or \$400,000 per ship per annum, will be paid to a few express passenger steamers, which carry

very little freight. Thirteenth-The highest rate of compensation would be made to the class of steamers of least value to the Government and the most economical to their owners "i should say offhand that the 14-knot ship of the largest possible size -that would carry about 10.000 tonswould be the ship that under that (subsidy) bill would get the best compensa-tion. . . That is, 14 knots is about the speed that we think is eco

speed to do the business."-Testimony at House hearing.

Fourteenth-There is nothing in this bill for the Government and nothing for

the producers of our exported merchandise; the sole beneficiarles are the shipowners and builders, and the shipowners

NOTE AND COMMENT. Here's hoping that Bryan will have more luck in journalism than he did in politics.

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McKinley is not writing the Constensional Records, although he did write the President's message.

A white man narrowly escaped lynching in the South Saturday. Color-blindness can do a good deal of mischlef sometimes.

If we had to choose the man who is serving his country the more, Kruger or Dewet, the choice would be easy and immediate.

A Philadelphia dry goods clerk committed suicide by driving a pair of scis-sors through his neck. Of course the act was one of shear madness.

A Free Silverite may refute that he is either a knave or a fool, but the ex-ample of Bryan, the criterion of Silverites, does not strengthen the refutation.

A war between Portugal and Holland will mean the eventual expansion of some of the larger powers of Europe. As for Portugal and Holland,-well, they never would be missed. -

Somebody presumes to complain of obstructed sidewalks and to ask for what reason sidewalks are not available to pedestrians. Why, simply because, Isn't this reason plain enough?

The sum total of knowledge has been so augmented of late by sundry and divarse contributions on evolution and Christian Science that these formidable subjects now actually are beyond the stage of comprehension.

The genial temperature, with the boys bathing in the river, birds whistling in the gardens and the house fly refusing to go into Winter quarters, makes it hard to believe that Winter is really here. The howling wind and driving rain Saturday night sounded wintry shough but yesterday morning the sun shone out, at odd spells, with the warmth and brilliancy of May, and robins were heard whistling and calling to each other in all the gardens about the city as blithely as if they had just returned from their Winter's migration. Flowers of many kinds are still blooming in the gardens, and those who have been anticipating a hard Winter have come to the conclusion that the chances are more favorable for an old fashioned "Oregon Winter." There is, however, still plenty of time for enough hard Winter to satisfy

anybody.

"People who own boarding-houses in Portland have what is called a 'good thing,' a 'cinch,' compared with the way boarding-houses are run in the East," said a Massachusetts man, who has been living in Portland for about one month. "Why? There is more money to be earned in the business here. In most of the Portland boarding-houses, the proprietor serves only two meals on Sundays. Now, I've been educated to belleve that a live man must get three square meals every day. There are some men, of course, who do not get any meals at all, but they are dead. Imagine what a proprietor of a boarding-house having. say, 30 boarders, can save, who only gives his boarders two meals on Sunday. No wonder he wears diamonds." As the man with the grievance finished, a little man with a quiet voice, suid: "Mister, it

seems to me that you had better change your boarding-house." The company of apprentices of the North German Lloyds, who have been visiting this city on the ship Hernogian Sophie Charlotte, have created a very favorable impression. Such a fine looking, well behaved, gentlemanly and digntfied lot of young men, so neat and clean looking in their nicely fitting uniforms, would be a credit to any country. Dur

unseemly pranks and got into no scrapes

tions of that ancient and not always honorable institution; but we do not adwert to the proposal for the purpose of condemning It, as its acceptance fection is purely a matter for the Republican members of the Legislature, It is easy to see where an advantage might through it accrue to the Corbett side, and a disadvantage to the Me Bride side. As a bone of contention let it be recognized, accordingly, but let the contention be dignified and in good temper. Perhaps a compromise may be effected by agreeing for the presiding officers of the two houses to announce a Republican caucus, as they announce the organization caucuses, leaving it to the free choice of members to attend or stay away, and avoiding the sometimes annoying proceeding of a caucus "call," signed by the majority and grudgingly accepted by a reluctant minority.

Portland can raise this amount in sub-In view of recent occurrences in scriptions to stock, easily, if some ex-Portland, it may be an appropriate erienced callroad builder is put in time to repeat the truth that race and charge of the work and if the scheme religious prejudices, such as the Jew s promoted with something of the vim and the Catholic labor under, are relies nd determination our good friend Dan of base, blind superstition, which can McAllen has shown in the matter of a only be eradicated by time and educa-World's Fair. The little City of Salem tion. Some Catholics are bigoted and has refunded its debt in 4 per cent call ignorant, but so are some Protestants. bonds, all taken by its own residents. Some Jews are mercenary, coarse and vulgar, but so are some Gentiles. Man-Certainly Portland can float \$1,500,000 in railroad bonds to bring coal in here and kind invariably regards the unfamiliar establish impregnably the city's comwith aversion and dread. The monmercial and manufacturing supremacy, strous pictures early navigators drew It is the purpose of The Oregonian to of the Indians were fully as grotesque pursue its investigation of the coal and superstitious as the awe which problem, and it invites the aid and comoved the Mexicans to kneel down and operation of any who are qualified to worship the first arrivals from Spain, assist. -

This instinctive dread, inherited from

Our gentleman burghr contributes a our brute ancestry, and a beneficent new type to local criminal annals, and instrument of protection throughout the whole animal kingdom, has been foswill doubtiess show the detective world tered and perpetuated by the sacred that it is never too old to learn somewritings of every nation, which naturthing new. Here is a man who sets at definince all the traditions of crimally imbibed the racial sense of supericrity and dread and stereotyped it in inclogy. The crock is always known literature, where it became a constant by his haunts. The detective genius and pervasive force to nobody knows tracks him to his lair. He loaves his what distant future. The Jew still retelltale evidences behind him in pawngards himself as one of God's chosen shops, saloons, brothels and gambilngpeople, and up to our Civil War the places. He consorts with bartenders South still quoted the ancient animadmacquereaux and confidence men. He version against Ham as a defense of buman slavery. The Presbyterian spends money freely, he has mysterious conferences, he has suspicious absences Church, in its Westminster Confession, and periodic departures. But with Mr. still perpetuates the fancy of the Apoc Nicholson, so-called, now of the City alypse that the papal power is "anti-Jall, all these familiar clews went Christ," and many among us find When he should have been amisa. shaking dice and shooting craps on Burnside or Everett street, he was pleasure in denying to God any love or mercy for the millions born beyond comparatively narrow pale the. 10 wearing kid gloves and chatting at the boarding-house table like the high-minded gentleman he is. He entered Christian preaching. The strength of this primitive instinct is accurately measured by the evidence it stubbornly houses like a man, through the front sets aside, especially in the case of the Jews. There is no more impressive fact in ethnology than the eminence of their domestic, philanthropic and their charity, after tically none, and their charity, after providing for their own, overflows into every elecenceynary treasury. The sins that blacken our National life, dishont marks fashion and sat with other essets aside, especially in the case of the

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one to the Columbia River, growing out I the price of coal at the two pinces s, to a trans-Pacific steamship, \$1500, In absolute opposition to it, do not discharge the United States from all and every of their declarations and engagements stated in that These figures could be snaved down considerably, and still leave a margin investion, it is impossibly to convelve what of great incentive to the development 15700 In view of all these considerations, the comand delivery of chenp coal for Portland. It is evident that the project is getting attention in railread circles, and it may yet be carried out by some existing railroad company. But if it is not, then Portland must lised investi gate the Lower Nehalem coal, and if its quality and quantity prove as alleged, open the mines and build the railroad. Mr. George T. Myers recently

Our relations with England have undargone some change since 1891. We are in honor bound to treat her with courtes, and respect. How far that oboffered \$25 to start a subscription to investigate the coal problem. This is not enough to do much with, but we ligation would interfere with outright depunciation of the trenty is uncertain. have no doubt that Mr. Myers will give but could be easily ascertained through many times \$25 to help along the coal problem if we are sure we have found the usual resources of diplomacy. Evidence accumulates that our monkey the right coal. It will take something like \$1,500,000 to build the railroad. like gyrations on the canal are not worrying Great Britain nearly as much as they are making us look like a parcel of ignorant and vaciliating schoolboys. -

DECLINE OF BICYCLE INDUSTRY.

In quick response to the demands of the bicycle craze, beginning about 1895 and running wild for two or three years, enormous sums were invested in bicycle manufacturing plants. The inevitable has quickly overtaken this in dustry. Overproduction, combined with the drop of the bicycle to a basis of has worked disaster in this utfilty. business, not only in a considerable degree, in this country, but in Germany

as well. Consul Talbot J. Albert reports from his consular district, of which Bruns-

wick is the center, that a number of bloycle factories therein have gone into save themselves, within the past sea-Some have undertaken the manufacture of other machines, thus relieving the market from a surplus production of inferior wheels and slightly increasing prices.

Taking the Victoria bleycle works, at Nuremberg, as an example, it is shown that this company was founded in November, 1895, with a capital of \$297,500; immediately the subscription price of shares rose 160 per cent. During the first year dividends of 15 and 17 per cent were distributed. At the end of July, 1897, new stock to the amount of \$80,000 was created and offered to they old shareholders at 199 per cent. In 1897-98 the dividend was reduced to 19 per cent. The year 1898-59 closed with a loss of \$21,420, and the present bushness year will close with a still greater

swaying mighty destinies of the Nation. ctant subjects of the convention and not the little destinies of the home; bawling politics from the stump, rejoicing in factitious crown of glorious omanhood, chattering to assemblies of

In view of all these considerations, the com-mittee is of opinion that the United States is at present under no oblightion, unsavired either by the terms of the convention, the principles of pathlic law or good morals, to refrain from presenting, in any way that it may down best for its just interests, the construction of this consil without regard to anything cintained in the convention of 1859. fetid, ribaid hearers, and breaking men in aspect, gesture, stride and voice

in all except the female fact; all this another good and wholesome argument gone wrong in the domestic calm of Mrs. Lease.

Bryan says an election is not necel sarily conclusive on any question: If this is the only comfort the poor man gets, let him enjoy it. Perhaps the election would have been more conclusive if it had concluded the other way. However, it was more conclusive than dares to think, therefore he does not think.

Bryan will start a paper in order to get into touch with social, political and conomic problems. Nothing would succeed like success if he could succeed If this enterprise shall succeed in getting him into touch, it will be very much like success.

Suggestions to Governor Geer for se lection of a text-book committee have been so heterogenously liberal that probably he will have to follow his own judgment, after all.

The legal profession is said to be averse to limiting appeal of cases to the Supreme Court. Obviously. The liquidation or limited their output to legal'profession is very much heard on this matter.

> The pace of the six days' bloycle race at New York was killing. Not, however, so killing as we could wish. -

China will accept the terms imposed. New terms are now necessary.

Towne Cut Short.

St. Paul Pioneer Press. Charley Towne will enjoy the proud privilege of being a United States Sen-ator for just four weeks. For the point made by Senator Chandler when he pre-sented his credentials is perfectly well taken. The Governor's certificate says that he has appointed Towne to serve until his successor is elected and quali-fied, but as Senator Chandler pointed out the Constitution provides that if vaout, the Constitution provides that if va-cancice in the Benate "happen by resig-nation or otherwise during the recess of the Legislature of any state the Ex-

sponsibility may be gained by the passanger who retires for the night in a on the "Denver flyer" if he "sleeper' "neeper on the 'Denver nyer it he will but take a little time to reflect upon the absolute manner in which he com-mits his fife to the Reeping of train-men and train disputchers. His safety, as well as the safety of hundreds of others, depends not only upon the clear-braited men in charge of the train but wear the more who onervice the sizebat brailed men in charge of the train out upon the men who operate the signals, who issue orders and who take what may be regarded as a minor part in the up-eration of a great system. As a matter of fact the inhibition of smoking and drinking of intoxicants by employee while on duty has been in force on the Burflueten siztem as well as

Some

on the Burlington system-as well as upon several other rallway systems-for some time, but new force is given to it just now by the appearance for the first time of the following in the new printed book of rules issued by the Burlington

book of rules issued by the Burlington Company: "The use of intoxicants by employes while on duty is prohibited. Their habit-ual use of the frequenting of places where they are sold is sufficient cause for their diamissal. "The use of fobacco by employes when on duty in or float passenger stations or on passenger cars is prohibited." The traveling public will heartly and unqualifiedly commend these regulations, and no employe who has a proper con-portion of his responsibility as a mart of

ception of his responsibility as a port of a great transportation system will object to them. The railway company, it will be observed, does not assume any right be observed does not assume any right to say how employes shall conduct them-selves when off duty, but no right-minded person will dony the fact that a man who is 12 the habit of frequenting saloons when off buty is an unit man to have any serious responsibility which in any way waterns the operation of trains. The edict against smoking in trains or in depoits is equally commendable, not only from the standpoint of decency and clean-iness, but in the interest of a higher efficiency on the part of employes, many of whom are not at their best when under the soperific influences of alcoine.

Canal for Ships, or a Canal for Guns. Now York Times.

Now York Times. The Administration wishes to construct the Nicaragua Canal in order that ships may pass through it from ocean to ocean. The enemies of the Hay-Pauncetote treaty and of the principle of neutrality wish to construct a canal for forts and guns. They want a chance to exhibit the milliary power of the United Sintes, a place where we can show our reset to the place where we can show our teeth to the nations.

We do not think the American people will care to spend \$200,000,000 for a canal and then spend \$200,000,000 more for fortifications, guns, and garrisons. They have not yet shown themselves willing to spend money enough for the construction and equipment of const deconstruction and equipment of coast de-fenses for their own seaboard. They might disappoint the canal fortification party by decining themselves content to use the canal as a commercial waterway without going to enormous expense to secure by the building of forts what they can get for nothing under the treaty.

conception of this reall the bounty away from them. Fiftcenth-This bill was confessedly prepared by the men who expect to get the money and who have employed counsel, Mr Edmunds, to persuade Congress to vote it to them.

Sixteenth - Commissioner Chamberlain admits that under the Senate bill eight tankers of the Standard Oil Company will get over \$11.000 a year, but it is believed that there are 25 of them which can be brought within the provisions of the bill and will get \$100,000 a year. Seventeenth-Subsidies have been de.

fended on the ground that they constitute a logical part of the protective system. This is not true. Mr. Cannon, of Illinois, Republican, defeated the renewal of Roach's Bruzilian subsidy on the ground that it increased our imports very much more than our exports. Henry C. Carey expressed the wish that the Atlantic were a sea of fire, so that it could not be crossed. Horace Greeley said: "When takes the wheat, the flesh, the corn and, the cotton to a distant manufacturing center, a locomotive is an exhauster, its smoke is a black flag, and its whistle is the scream of an evil genius." How much more is the smoke of a steamer carrying these things out of the country

a black flag. Professor Robert Ellis Thompson, of the University of Pennsyl. vania, says it would be better to hang a map than to make a common sallor him, and that "John Fitch's application of steam power to navigation has readered no greater service to mankind than this, of reducing the number of those who are required to conduct the interchanges

of commodities between nations." And the Property lies

No Fortifications on the Canal.

GARDINER, Or., Dec. 12.-(To the Edi-tor.)--Will you kindly publish that part of the Clayton-Bulwer treaty which at present seems to stand in the way of the Chayton-Bulwer treaty which at present seems to stand in the way of the construction and fortification of the Nicaragua Canal be the Touton of the Nicaragua Canal by the United States Govornment? CITIZEN.

The Governments of the United States and Great Britain hereby declare that either the one not the other will ever obtain or maintain for itself any exclusive control over the said ship canal, agreeing that neither will ever erect or maintain any fortification commanding the same, or in the vicinity thereof, etc. Claston-Bulwer trenty, Art. I.

The Mother Sainted

James Whitcomb Billey. And yet she down not atta-Buch attenno weighs in her We hear the drip Of teardrops as we press Ofr teardrops as we press Ofr teardrops and the Ofr teardrops at weights

Not even the yearning touch Of tips she lowed so much She made their breach One with her own, will she Give answer to and be Wooed back from Death.

And though he kneel and plead Who was her greatest hield, And on her cheek Lay the work they face in its old feating place, the set of the statest She will not speak.

while on shore leave, as might have been expected from a lot of healthy boys released from the restraints of life board ship, They visited the city mu seum, marched through one of the large department stores and, in short, went everywhere and saw everything worth seeing, and under all circumstances conducted themselves with propriety. They show the good effects of proper training and discipline on the young, and many who met them say it would be a fine thing if a training ship of some kind could be provided for a large number of boys here who have the makings of good men in them but who, owing to lack of estraint or discipline of any kind, are deconcrating into hoodlums, prowlers of the streets by night, breakers of wire dows and not infrequently worse, and who are on the down grade to a bad ending. There is crying need of bright young men for the Navy, and there is plenty of raw material at hand and all that is needed is some way of securing the training necessary to make the boys respect themselves and respect others, in order to become a credit to the state

and Nation. PLEASANTRIES OF PARAGRAPHERS

Inte Father-I never gave my father im-oudence when I was a boy. Son-May be your pudence when I was a boy. Son-Ma father didn't need it .-Harlem Life.

Young Lady-What! I shell only have one husband all my life? Gipsy Woman-Well, what can you expect for a shilling, miss?-Tit-Bits.

Tit-Bits. Her Idea.-Ugiy Husband (snarling)-Tou married me for better or worse, didn't you? Wife (bestratingly)-Yes, but I supposed I would have some variety -Debroit Free Frees. Great Expectations -Jack Bachelor-So you bave named him after a Vice-President? Ned Nowpop-Yes; we want him to start out in life totally unknown, and make a mame for himself -Judge.

Fixed .- Judge-Now, my boy, you are on Fixed.-Junge-Now, my boy, you and the means? Witness-Why er-I den't jest-er-reckos- Junge-Do you know what you're expected to inil? Witness-Oh, yes, the inv-yer that hired me wrote R all down so that I could learn It by heart.-Philadelphia Frees.

I could learn it by mert-remaining the set of the set o

When You Are Old.

W. E. Teats. When you are old and gray and full of sheep And nodding by the fire, take down this book, And showly read, and dream of the soft book Your eyes had once, and of their shadows delp;

How many loved your moments of glid grace. And loved your benuty with love false or true; But one man loved the pfigrim soul in you, And loved the sorrow of your changing face.

And bendling down beside the glowing bars, Mutmur, a little sadly, how love field And placed upon the mountains overhead, And hid his face amid a crowd of stars,