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TODAY'S WEATHER.—Rain; continued snow sleet to high westerly winds.

PORTLAND, WEDNESDAY, DEC. 19

soldiers and thus for many years keep civilians off the rolls of the Government service. It is a curious fact that this bill was vigorously supported by Democratic Representative Baker, as the sponsor of its passage had been asked for by every Grand Army post in the country.

Representative Sulzer distinguished himself during the Presidential campaign by his desperate efforts to make the Bryanite spokes of "imperialism" and "militarism" walk. The campaign is over, and Representative Sulzer seeks to make his peace with his constituents of military antecedents by supporting a bill creating a military caste so vicious that the leading Union veterans of the House felt obliged to kill it.

JEFFERSON ON IMPROVEMENTS. The Oregonian has several times lately referred to the signal ease with which the Federal Government raises money through customs and internal revenue, contrasted with the burden of direct taxation under state, county and city governments everywhere, and has suggested that it would be advisable, wherever practicable, to transfer the labor and cost of state and municipal functions to the National auspices.

What farmer, what mechanic, what laborer, ever sees a tax-gatherer of the United States? The current expense of the Government, to fulfill contracts with foreign nations, to extinguish the native right of soil within our limits, to subsidize the interests of such a class as plus to our public debt as places at a short day their final redemption, and that redemption once effected, the revenue liberated thereby may be applied in time of peace to rivers, canals, roads, arts, manufactures, education, and other objects within the state.

Jefferson's idea of redistributing the Federal revenue among the states for use in internal improvements has been rendered unnecessary by the practice that has grown up of appropriating money directly from the Federal Treasury for such purposes; but in view of the fact that Congress is reducing the revenue while internal improvements of every kind languish for support, one is tempted to suggest its revival, if the distribution should be made upon a basis of inhabitants or representation in Congress. It is certainly regrettable that such easily raised revenue as we get through customs and internal revenue should be turned away, when so many localities are unable to afford, through direct taxation, improvement of their rivers and harbors, and reclamation of their arid lands.

Notice the comprehensive character of Jefferson's proposal. He would have the Government raise money from customs and internal revenue, not only for rivers and canals, but for roads, arts, manufactures and education. It is evident that the time is past for Government aid of manufactures, and that private beneficence is doing about all that is necessary for art, if we except, perhaps, the legitimate use of taxation for public parks, monuments, etc. But as to rivers, roads and canals, there is no doubt whatever that the Government is in a position to do this far more easily than local organizations, and can do it moreover, without fear of dangerous centralization. As to education, the case is not so clear. States support largely their universities, and to whatever extent this prevails, the work could be done far more easily by the Federal Government. The extent to which taxation can be judiciously applied in aid of educational facilities for the masses is very questionable, and probably such aid should in any event be restricted to providing buildings, apparatus, libraries, etc., where the pupil would be required to pay for his education, but where his advancement would still depend altogether upon his own industry and zeal. Nobody should board and clothe a student, or buy his books, or pay his tuition. Let him do this for himself. But the work of providing the bare facilities to which he may have access by paying for them must be provided by charity or taxation. No institution of learning, within the reach of the poor, if it is to have the books and apparatus which which the necessary knowledge may be obtained, can be supported by its earnings.

Thoughts like these, perhaps, were in Jefferson's mind. At any rate, he recurred to the topic in his sixth annual message (December, 1806), urging again the continuance of revenue laws, opposing reduction of tariff, so as to "give that advantage to foreign over domestic manufactures," and in his enumeration of desirable objects of aid through "these surpluses," puts the cause of education first, thus:

The action of Governor Pingree in pardoning William L. White one day after he began to serve a term of 10 years in the penitentiary has excited the just indignation of the whole people of his state. White was Quartermaster-General of the state during the Spanish War, and was a member of the Governor's political family. He was convicted of conspiring with members of the Henderson-Ames Company, of Kansas, to defraud the state of \$50,000 in the purchase of clothing for the state troops, and admitted his guilt. Governor Pingree now lets him out, on condition that he pay the state \$5000 in five annual installments of \$1000 each. Inspector-General A. L. Marsh was also

convicted on substantially the same charge, and he has been pardoned, too, on the same condition. The Governor's defense is that the civilian members of the conspiracy have not been brought to justice. On this plea President McKinley would be justified in pardoning Captain Carter. The outrage of the whole business is that Governor Pingree treats the pardoning power not as a public trust, but as a personal prerogative which he has a right to use to rescue an old personal friend from just legal punishment.

A STUBBORN CONTENTION. England has awakened to the fact that she still has a costly war on hand in South Africa. "Little Bobs" reckoned without his antagonist when he sent to the War Office the assuring tidings that the "war was over." Paul Kruger is the only Boer of prominence, up to date who has voluntarily abandoned the field and sought safety and sympathy in flight. While there can be but one result to this stubbornly contented fight, the final supremacy of England, this result can hardly be said to be in sight, certainly not in hand, as long as calls for troops to fill the sadly decimated ranks of the British Army continue, and a war budget of \$16,000,000 is made available by a special session of Parliament called for that purpose.

The judgment of the Boers as well as the quality of their humanity in continuing this hopeless, prostrating, devastating strife, may well be questioned, but the stubborn quality of their courage is undeniable. Courage of their kind that makes needless sacrifice of life; that inflicts all the woes and horrors of a plainly futile war upon the noncombatants of a country; that refuses to accept the inevitable, ceases to be admirable. Never throughout the years of their courageous contention for disunion were the people of the South so sublime in their courage as when they accepted the fact that the forces of the Union were victorious, and that the only hope of ending the war lay in their honorable surrender. Fighters to the death, as long as any hope of ultimate success remained, the Americans of the South were yet courageous enough and humane enough to surrender when this hope was utterly dispelled by the fortunes of war. The Boers might well take counsel of true courage when the people of the South in abandoning a hopeless cause, and in the prosperity that has followed the rehabilitation of that section under a new industrial regime encouragement for the future of their own land under a revised form of government.

By a tortuous method of reasoning the St. Paul Pioneer-Press reaches the conclusion that Senator Towne, of Minnesota, will "enjoy the distinction of having been the first Senator ever to ever held a seat in that body." Towne took his seat December 10, and his term will expire January 7. On January 7 he will have been a Senator for twenty-eight days. The Pioneer-Press deducts holidays and Sundays from this period, and figures Towne an actual Senator for only twelve days. A Senator of the United States is a Senator from the time he takes his seat until his term expires. Holidays and Sundays are as much a part of his term of office as are the days that he sits in his seat and answers roll-calls. Towne's term is short enough, but Oregon can go it several better. Delazon Smith took his seat in the Senate February 14, 1859, and went out March 3, 1868. He was a Senator for eighteen days, beating Towne's record by ten days.

One of the best examples of Montana enterprise that has come to our notice for some time is the sixty-page edition of the Anaconda Standard, which appeared last Sunday. The issue is the Christmas number of that excellent journal. The extensive and rich mining interests of the great State of Montana, and especially of that section contiguous to Anaconda, are described in a vivid and reliable manner. Other resources are also given deserved attention. The many other elements which hold out inducements for the permanent or prospective resident-occupy good opportunities are treated in a manner which will permit of an improvement. This might be well said of the entire number. It is a credit to its publishers, and, if we mistake not, will redound to the lasting benefit of the section and state from whence it issued.

Senator Vest, the Democratic-sage of Missouri, after a careful study of the situation, announces that not until 1912 will the Democrats elect a President, even if they are fortunate enough to secure one that year. This perspective settles Bryan, and is not in the line of probabilities that even his extraordinary wind-power will hold out through three more Presidential campaigns. It also looks discouraging for Hill, who, nothing loath, is being groomed for the race of 1904.

The late Major-General John G. Parke was graduated from West Point in 1849; he was a division commander under General Buell at Roanoke Island and in his North Carolina campaign. He commanded the Ninth Army Corps before Vicksburg, in June, 1863, and was a corps commander under Grant before Petersburg.

The Prohibition vote will disappoint that party. It will little exceed, if any, 200,000 votes. In 1896 the two Prohibition tickets polled about 130,000 votes, but the increased vote of this year over four years ago falls many thousands below the total for 1892.

IRELAND ON THE CANTEN.

Post Exchange Problem as it Appears to a Practical Reformer. Chicago Tribune. No one will question the sincerity of Archbishop Ireland in the position he takes on the vexed question of the Army canteen. It is an important and such important work for the cause of temperance as the distinguished prelate. Himself a total abstainer, he has for years lived at St. Proba's, and both in and outside the church, to promote temperance and to minimize the evils of the liquor traffic. When he declares, therefore, that the canteen is an instrument of good, and that the temperance and good morals in the Army, his opinion is entitled to great weight, even among people who most radically differ from him.

It is to be observed that the archbishop does not speak from mere hearsay or rumor. His conclusion is the result of years of personal observation. Speaking in the name of the archbishop, Ireland's home in St. Paul, and he has there carefully studied the effect of the canteen on the soldiers. He has reduced the amount of drinking in the Army and has kept the soldiers from illegally obtaining liquor

and from participating in drunken orgies in St. Paul and in the low dives which formerly stood close to the military reservation. Especially significant and important was the question asked by Senator Burrows' question as to whether the Army canteen did not present a temptation to drink to young men who had never tasted liquor before entering the Army. "That sort of a man in the Army is a rare article," said the archbishop, "but if a man is found in the temptation of the saloon, he will, I think he will be able to resist the evils of the canteen."

Archbishop Ireland is a reformer, but he is a practical reformer. His views of the Army canteen and of the temperance question in general will meet with the indorsement of most practical people. He does not make the mistake of denouncing the responsible authorities that the world cannot be entirely reformed in a day.

DIVISION OF STATES.

Eastern Oregon and Washington Waiting Preponderant Population. Spokane Spokesman-Review. When Oregon laid the foundation of its state institutions, the eastern counties were sparsely populated, and all the public buildings were thrown to the western section.

The Oregonian concedes that division of Oregon is a probability, but thinks separation is far in the distance. It says: "The state may be divided some day, probably not this year, but the people of the Washington and parts of Oregon and Montana. As a matter of states, its birth pangs may not yet be over. Yet for the sake of its traditions, and for the sake of those to whom the whole state, with all its varied history, resources, and promise, is dear, we may wish the separation to be deferred as long as possible."

The United States Constitution has opened a way for the erection of new states from old. It is provided, section 4, article 4, that—"New states may be admitted by the Congress into this Union; but no new state shall be formed or erected within the jurisdiction of any other state, nor any state be formed by the junction of two or more states or parts of states, without the consent of the Legislatures of the states concerned as well as of the Congress."

Washington Letter Baltimore Sun. An imposing delegation of W. C. T. U. women visited the restaurants of the Senate and House today, and earnestly besought their appetites, but in reality to gratify their curiosity concerning the sale of wine and liquors in the Capitol.

W. C. T. U. War. Washington Letter Baltimore Sun. An imposing delegation of W. C. T. U. women visited the restaurants of the Senate and House today, and earnestly besought their appetites, but in reality to gratify their curiosity concerning the sale of wine and liquors in the Capitol.

Ascertaining that no wines or liquors were sold in the lobby of her self-conceit, she turned to the waiter and asked for the menu card which was being scanned by one of the waiters. Rapidly every table she approached she laid her hand upon the white-ribboned women and anger and indignation were apparent. A sensational scene followed. The committee leader, the Hon. Mr. Administration, which had lauded, declared it to be a singular example to the younger generation for the lawmakers of the land to openly drink the intoxicating traffic and conduct such outrageous proceedings as drinking in the very Capitol of the Nation.

The committee finally retreated without saying a word, declaring that they would prepare resolutions expressive of their opinions. As the committee fled into the corridors, the pretty young woman gracefully lifted her delayed glass and smilingly said: "Here's to the health of the committee."

Like Mr. Hoar, He Loved Him. Washington dispatch to Philadelphia Press. A member from West Virginia, in relating some of his campaign experiences, told of a fellow-Congressman who came into the room and in the campaign by making speeches. This particular Congressman is known for his flowery language and fervid oratory. The West Virginian said his friend spoke for nearly two hours and never touched upon the issues of the campaign, but for all that time indulged in oratorical prolixity and extravagant eulogiums on the Republican party and its leaders. As a sample of superlative hyperbole the closing sentence of this orator's speech is given as follows:

"If I be the worm of an Atlas I would climb the Alpine heights, snatch from the rocky cliff a giant fir, and dipping it in the lava of Vesuvius, would write in letters of living fire across the azure vault of heaven these words: 'McKinley, I love you.'"

General Harrison Was Ticked. Washington correspondence Louisville Courier-Journal. The Democratic party that was, was "reorganized" here last night at a dinner party. One of the Democrats present made a stirring speech, in which he referred to the late President Grant who in 1894 on the ground that Hanna by that time would have had eight years' experience in the office, would certainly entitle him to the honor of being President of the country. Ex-President Harrison, who was present at the dinner, and at his best, laughed heartily at the palpable bit.

Chicago Times-Herald. Senator Hanna's speech in favor of the ship subsidy bill Thursday was the most effective presentation of his side of the proposition that has yet been heard in the Senate. It appealed to the only considerations that render the proposal to spend \$2,000,000 a year in the attempt to build up the American merchant marine tolerable to the American people—National pride and natural business instincts. In his own words, it was an "appeal to the American people for the re-establishment of the great shipbuilding industry."

"I want," said he, "to put it on higher grounds than mere dollars and cents. It is away and beyond that point in patriotism and pride in our National life. As to the popularity or unpopularity of this measure, I stand here to say that every line of it is in the interest of the American people. Upon that basis I make my appeal."

Senator Hanna's knowledge and experience was gained under conditions altogether different from those that prevail on the ocean. Nature has given to the United States a practical monopoly of the carrying trade of the Great Lakes. We have the coast line, the commerce, the ports and the cash. All we have had to do was to build the ships. What competition there is has been all among ourselves. Canada has not had the ports, the incentive nor the means to compete with us. On the Lakes the natural laws of supply and demand have been with us, on the ocean they are against us. While they favored us, our shipbuilding industry flourished and our flag floated on every sea and in every port. When, with changing conditions, those same laws were against us, our ships and flag gradually vanished from the foreign carrying trade of the world.

It was Senator Hanna's misfortune to follow Senator Frye's exhaustive two days' effort on the same side of the question, whose speech afforded all the material for the investigation of the ship subsidy bill need for answer to the appeals of the Ohio Senator. For instance, Mr. Hanna asks: "Why should we not put some of our idle capital into the building of ships and selling them for the benefit of our producers and manufacturers?" Senator Frye afforded the explanation when he said: "Our ships, costing 25 per cent more than those of England and Germany, with operating charges at least 40 per cent greater by reason of higher wages and better living, unprotected, are compelled to compete with those produced."

According to Senator Frye the following amounts were paid by the nations named annually to encourage their respective merchant marine: Great Britain.....\$1,875,000; France.....\$1,250,000; Italy.....\$1,250,000; Austria.....\$1,250,000; Spain.....\$1,250,000; Norway.....\$1,250,000; Sweden.....\$1,250,000; Denmark.....\$1,250,000; Japan.....\$1,250,000.

Note—These figures include mail subsidies and construction, navigation and fishing bounties. In 1899 the United States paid \$99,311 in mail subsidies. In order to show what an insignificant part "bounties," "subsidies" or whatever you choose to call it, plays in the building up of a merchant marine, it is instructive to glance at the following statement of the merchant navies in 1899 and 1900, of some of the nations mentioned by Senator Frye:

Table with 2 columns: Nation, 1899, 1900. Includes Great Britain, France, Italy, Austria, Spain, Norway, Sweden, Denmark, Japan.

These two tables, taken together, prove that the enormous subsidies paid by France have been ineffectual to retain her proportion of the carrying trade of the world, while the merchant marine of Norway, Sweden and Denmark, with insignificant government aid, have moved up, until combined it occupies a second place to that of Great Britain.

What is the explanation of this? Senator Frye, in a single sentence, furnishes the only true and incontrovertible solution, to-wit: "The Norwegian ships can beat the world today in cheapness of carrying." If the operating charges of American ships are at least 40 per cent greater than those of England, Germany or any other nation, it is not surprising that the American ships, which show have to compete with Norwegian ships, which cost 25 per cent less than ours, and can be operated cheaper than those of England, Germany or any other nation.

But Senator Frye is also authority for the statement that the effect of American competition, when subsidized, on the carrying trade of the world would be to reduce freight rates 25 per cent, and that the Atlantic cable are carrying, or two years ago were carrying, as low as they could profitably.

He also said: "It has been utterly impossible for an American citizen under existing conditions to invest his money in American ships to engage in the foreign carrying trade." In short, investment in American ships is not profitable under natural conditions with normal freight rates, and yet Mr. Frye would have us attempt to make it profitable by taking \$2,000,000 a year out of the treasury to foster a competition that would have the immediate effect to reduce the present unprofitable freight rates "at least 25 per cent."

This is a conclusive reply to the strong appeal of Senator Hanna for some legislation that will restore our merchant marine on the ocean. The only solution is one toward which the great West, which has not a dollar to invest in the shipping industry, would gladly contribute if it assured of some practical plan to effect it. The West thoroughly appreciates the desirability of carrying American commerce to the bounds of the uttermost sea in American ships and under the American flag. But the West objects to pouring millions of the people's money into what is practically an industrial sieve.

There are two things that forbid the attempt—the cost of building American ships and the cost of hiring and feeding crews on American ships. As Mr. Frye says, the wages and fare of foreigners on American ships have to be on the American scale, and we of the West would not have it otherwise.

In the matter of voting money for building a navy the West, which has not an inch of coast to protect, has proved its National spirit by supporting every appeal for "subsidies," but it balks over a proposition to take money from the National Treasury to render the conditions of a self-supporting merchant marine more unprofitable than ever.

NOTE AND COMMENT. In spite of the general prostration, the shortest day of the year is approaching. The heirs of Charles Hoyt have been fighting over his estate. Where there's a will there's a row.

Now there is an Eskimo dog trust, but this is only to be expected. The Eskimo dog is well known as a trusty animal. John Bull every day is obliged now to say: "I regret with regret that I've just met Dewey."

If the fool-killer skipped any maker of free election bills he can get them while they are making New York's resolutions.

The fact that W. J. Bryan is going to start a paper indicates that the magazines have been refusing some of his copy lately.

George Gould has sold his yacht also. With the proceeds he will perhaps be able to keep his brother-in-law a week or two more.

The British won a battle in the Transvaal Monday. It really begins to look as if the Boers are having a hard time in winding up the war.

Dr. Parker, a London divine, has started a newspaper. He has not yet felt the need of asking the advice of Rev. Charles M. Sheldon as to the manner of conducting it.

The Sultan of Turkey has sent the crew of the Kentucky a supply of cigarettes, but he will let them have them some quaker poison if he wants to get rid of them before the end of the year.

When the new University of Chicago, a few years ago, was drawing on Eastern college faculties for its staff, one of the men whom it obtained was W. G. Hale, professor of Latin at Cornell. Professor Hale's family packed up their household goods and prepared to migrate. The 5-year-old daughter of the house was in tears at parting with her playmates and seemed to feel that the foundation of everything was being shaken. When it came to the family's last night in its dismantled home, she knelt at her little bed to say her prayers. When she came to the "Amen" she uttered a fervent "Good-bye." "Why do you say good-bye?" her mother asked. "Why, mamma," was the reply, "of course God knows that we are going to Chicago tomorrow."

This has been a good year for cider-making in this state and a great deal of very good quality has been made, and still it is no uncommon thing to see barrels of cider for sale in the grocery stores labeled "Old Kentucky Cider." There is but little cider used for drinking here except in a sweet condition. The days of drinking hard cider are past for the reason that there are so many other and harder things to drink. Cider can be bottled and kept for drinking and if properly treated is about as good as champagne. A few persons put up such cider, but occasionally they do not drink it. One well-known citizen put up a couple of barrels. He hung bags of mustard seed in the bungholes of the barrels and every few days he took off the cider into another barrel, burned sulphur in the first one and then after a few days siphoned the cider back into it. This he repeated a number of times and finally had it bottled and the corks wired in all the same as the corks in champagne bottles, and the older placed on racks in his cellar. All went well for a few days and then gas began to generate in the bottles and they began to explode. It was seen that the older had not "trapped off" often enough and the disaster was impending, but nothing could be done to prevent it. The bottles continued to explode more frequently, till it seemed as if a commando of Boers with a lot of pompons had taken possession of the cellar and the flying glass and spouting cider rendered it impossible for anyone to go into the place. This circumstance is not calculated to encourage the bottling cider, as it would be cheaper to buy champagne, and less dangerous.

PLEASANTRIES OF PARAGRAPHERS.

And He Did—He-Do you think it is proper etiquette for a gentleman to take a lady's arm? She—Not that much, but her hand—Philadelphia Evening Bulletin. Sportman (to Smith, who hasn't brought down a single bird all day)—Do you know Lord Peckham's English setter? He—Yes, I've shot at his house. Sportman—Ever hit it?—No.

A Failure in Quantity.—"Ma, I bought you some candy down town." "That was kind, but the wind-bell was in your hair—Gold bar against a sapphire sky! When Autumn came, with leaves that fly before the storm, across the plain, you did from me a merry dance—My Love returns no more again!"

My Love returns no more again! Here, in my castle of Despair, I sit alone with memory; The wind-bell wolf has left his lair, To keep the outcast company. The brooding owl he boots hard by, The hawk shall kindly on thy heartstrings, The Rhymer's southeast prophesy—My Love returns no more again!

Ballade of Autumn. Andrew Lang. We built a castle in the air, In summer weather, you and I, The wind and sun were in your hair—Gold bar against a sapphire sky! When Autumn came, with leaves that fly before the storm, across the plain, you did from me a merry dance—My Love returns no more again!

The windy lights of Autumn days I watch the moonlit sail go by; I marvel how men toil and fare, The weary business that they ply Their wringing vanity, Their love returns no more again! And all the winds of Winter cry, "My Love returns no more again!"

Here, in my castle of Despair, I sit alone with memory; The wind-bell wolf has left his lair, To keep the outcast company. The brooding owl he boots hard by, The hawk shall kindly on thy heartstrings, The Rhymer's southeast prophesy—My Love returns no more again!

AVE MARIA. ENVOY. Lady, my home until I die Is here, where youth and hope were slain; My life the ghosts of my July, My Love returns no more again!

Ave Maria. Byron. Ave Maria! blessed be the hour! The time, the clime, the spot, where I so oft have felt that moment in its fullest power! Sink o'er the earth so beautiful and soft While swung the deep bell in the distant tower. Or the faint dying day-hymn stole afar, And not a breath stirred from the roof, And yet the forest leaves seemed stirred with prayer.

AVE MARIA! 'tis the hour of prayer! Ave Maria! 'tis the hour of prayer! Ave Maria! May our spirits dare! Look up to think and to thy Son's above! Ave Maria! Oh, that face so fair! The dawn-gleam eyes beneath the Almight Dove. What thought 'tis but a pictured image—strike—strike—is no idol—'tis too like.