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YESTERDAY'S WEATHER.—Maximum temperature, 74; minimum temperature, 55; precipitation, 0.00.

TODAY'S WEATHER.—Fair; northwesterly winds.

PORTLAND THURSDAY, JUNE 20.

WHAT WILL PORTLAND DO?

From all over Idaho comes the news that The Oregonian's recent articles urging construction by the Union Pacific of extension of its lines from Riparia to Lewiston has aroused among the people of that state a universal feeling of hope, expectation and enthusiasm. They understand, up there, what is involved to them in the construction of a railroad to follow the natural water-level route from the Clearwater country to the sea. They hope to see this long-needed and long-delayed work performed, and they are grateful to The Oregonian for its action.

But in a matter of this kind a newspaper alone can do nothing or very little. The arbiter of this important element in the destiny of the Columbia basin and the City of Portland is the Union Pacific, and the Union Pacific can get along without the aid or approval of any newspaper, however powerful. The force that can bring this just and proper concession from the Union Pacific railroad is the commercial community whose interests are vitally affected. If there is any capacity for united and determined action on the part of the business interests lying all along between Astoria and Lewiston, now is the time to exercise it.

WHAT IS THE COLUMBIA BASIN GOING TO DO, WHAT IS THE CITY OF PORTLAND GOING TO DO, TO INDUCE THE UNION PACIFIC TO BUILD FROM RIPARIA TO LEWISTON AND EVENTUALLY ON INTO THE UPPER CLEARWATER, AND RELIEVE THAT GREAT REGION OF THE GRIEVOUS HANDICAP UNDER WHICH ITS PRODUCERS LABOR FROM CIRCUITOUS ROUTES AND HEAVY GRADES TO PUGET SOUND, AND PROVIDE TO PORTLAND AND ITS IDAHO CUSTOMERS THE NATURAL CONNECTION TO WHICH JUSTICE AND COMMON SENSE ENTITLE THEM?

No exertion is too great for such a result. The effort should not be abandoned until every resource of entreaty, remonstrance, threat and action has been exhausted. This is the most important transportation undertaking now before the people of the Columbia Basin. The time is opportune for its realization, for the antagonism of the Northern Pacific to Union Pacific activity has virtually lost its terrors.

THE OREGONIAN DESIRES TO REPEAT, WITH ALL POSSIBLE EMPHASIS, EVERY INFLUENCE THAT PORTLAND CAN EXERT, THROUGH ITS ORGANIZED TRADE BODIES, THROUGH POPULAR ASSEMBLY, THROUGH INDIVIDUAL CITIZENS, OUGHT TO BE DIRECTED TO THE EFFORT OF URGING THE UNION PACIFIC TO PUT THE O. R. & N. RAILROAD INTO LEWISTON FROM RIPARIA, AND INTO THE GREAT PRODUCTIVE COUNTRY BEYOND. THE LONG-CONTINUED "BLUFF" OF THE NORTHERN PACIFIC AGAINST THIS EXTENSION IS IMMORAL. IT IS AN OUTRAGE UPON THE INTERIOR COUNTRY AND A WRONG TO PORTLAND, THAT OUGHT NO LONGER TO BE TREATED WITH ANY KIND OF CONSIDERATION.

"MACHINIST'S" MISCONCEPTION.

A machinist, in a letter printed the other day, undertakes to tell us that the reason why some strikes succeed is because of the good organization of the unions, and the reason why other strikes fail is because the unions are not well organized. "In other words," he says, "employers grant demands of strikers not because of just demands, but because it pays better to do so than to be without labor."

A more fatuous or dangerous error was never promulgated in the name of labor. It is absurd, because the success or failure of every strike depends in the last analysis upon the impression made by the merits of the case upon the public mind. It is dangerous, because if a union once becomes possessed of it, and enters upon a strike purely because it thinks through perfect organization to achieve unjust demands, its standing before the community will be destroyed and perhaps its very existence wrecked.

What won the recent barber-shop strike in Portland? The union was one of the shakiest that ever went into a struggle. Numbers of shops had no difficulty in running serenely along and nonunion men were plentiful as blackberries. But it early developed that the thing at stake was not so much a question of help as it was a question of customers. Most of the patrons of the shops were workingmen, either organized themselves or else in sympathy with the union principle and with justice to labor. They felt the barbers were right, and they stood by them. If they had felt that the demands made were unjust, the strike would have failed.

It is very important for the world of labor to get clearly in mind that public opinion is the real arbiter of its conflicts with capital. With a just quarrel, it is thrice armed. With an unreasonable demand, its defeat is assured. These are things the machinists of Portland seem not to understand, and the fact does not augur well for their success.

PRIVATE PENSION BILLS AND THE G. A. R.

The Oregonian is glad to note that the G. A. R. of New York State, speaking through Joseph W. Kay, past department commander and chairman of the committee on legislation, declares its opposition to the passage of private pension bills by Congress. Mr. Kay says that the Grand Army organization, through its officers and committees on pensions, is not responsible for the private pension bills (sometimes to the number of 12,000 introduced in a single Congress), which take up the time of lawmaking to the detriment of other legislation. These private pension bills are not seldom based on the political "pull" behind those seeking them, usually in the ratio of two or three to each Senator and Representative; and 1391 such special bills became law in the fifty-sixth Congress, regardless of merit in most cases. This system works to the disadvantage of those more worthy without any influence or "pull" who must depend on the general law.

Further, Mr. Kay declares that the G. A. R. is not responsible for the "introduction of the bills, sometimes 10,000 to 12,000 to a single Congress, for the correction of military and naval records, which have remained unchallenged for thirty-six years or more." The power to correct such records in an exceptionally worthy case is possessed by the War Department, and no case should be permitted to reach Congress except when recommended by the Secretary of War. The Grand Army organization is not in sympathy with either special pension bills or with bills for the correction of clouded records of individuals in service, and it repudiates them, because in self-protection it must do so. An application for membership in the Grand Army of the Republic must have for its basis an honorable record of service in war between April 12, 1861, and April 9, 1865, verified by an equally honorable discharge. Without this discharge or a certificate from the War Department at Washington, making the title clear in event that the discharge was lost or destroyed, no one is eligible to membership in the order, in which there is no room for deserters.

This action and statement of the authorized voice of the G. A. R., department of New York, is greatly to its credit, and the G. A. R. departments in other states ought to be equally outspoken. The department of New York further says that "the pension laws are generous, and, if executed promptly, the letter and spirit of their enactment being observed, there would be little more desired until the Government was ready to pension for service alone," as is now done under the Mexican War pension act, enacted under the first term of Cleveland's Administration. This manifesto is welcome assurance that the more thoughtful and intelligent men in the G. A. R. are beginning to rule its counsels in some of the states. The G. A. R. could have prevented or modified some of the pension legislation that is perverted today to the endowment of unworthy men with a pension; that is, men who are entirely capable of easy self-support, but have taken advantage of the letter of the law to abuse its spirit. It could have prevented the passage of the arrearage of pensions act, and the disability pension act of 1890, in its present shape, under which a well-to-do veteran can obtain a pension upon the plea that he was incapable of self-support by manual labor.

The G. A. R. has reaped the benefit of its indifference or thoughtlessness in the past in an appreciable loss of public respect. No body of men were so deeply interested in seeing to it that the pension legislation should not have been so loosely drawn as to serve the interest of "soldier's claim" shysters, Army shirks and perjurers. The "soldier's claim" shysters, of whom Corporal Tanner is the perennial Boanerges, have been too often permitted to guide the action of the National Grand Encampment. The thoughtless members of the order begin to realize at length, when it is too late, that the evils they admit and deplore in legislation are not unnaturally charged to the influence or the indifference of the G. A. R., to whose indifference, if not influence, we owe our present loosely drawn pension legislation, under which a Vanderbilt, an Astor or a Gould, who had been a soldier in his youth, could draw a pension under the act of 1890, if he was no longer capable of manual labor.

TARIFF PRICES FOR WOOL.

It will be remembered that the Oregon Woolgrowers' Association attributed the slow demand and low prices for their product to the use of adulterants, such as shoddy and cotton, in the manufacture of so-called woolen goods, and adopted resolutions protesting against the use of cheap substitutes in woolens and demanding legislation which will compel the marking of so-called woolen goods with a description of the factors of the fraudulent blend. Secretary North, of the National Association of Wool Manufacturers, comes to their defense in the annual issue of the bulletin of the association, pointing out that anybody who wants all-wool clothes can get them by asking for them and paying the price, but cannot get them by refusing to pay more than what is asked for cotton and shoddy. The high price of all-wool goods has promoted the manufacture of cloth wherein cheap substitutes for wool are extensively used. In other words, the public are not disposed, after the free-wool prices of 1894-97, to pay Dingley tariff prices. The result is the manufacture of goods such as the people can and will pay for. Silk, says Mr. North, is a victim of cotton as well as wool, and "a good share of the intense depression which has recently marked the silk manufacture is traceable to the substitution of mercerized cotton for dearer goods. The modern method of finishing the cheaper fiber supplies a cheap imitation of silk, and people buy it because it is cheaper, knowing also that it is poorer." And so of wool and woolens.

The cheaper fiber is sure to be used when it can be made a tolerable substitute for the dearer. This is the natural tendency, even where wool has a free market, and when the price of wool is enhanced by high-tariff protection, the tendency away from wool to the cheaper fiber becomes more marked. If the public won't consume high-priced wool under protective legislation, they certainly cannot be driven into its consumption by legislation putting the stamp of adulteration on goods mixed with cotton and shoddy. Mr. North concludes his defense of the manufacturers by saying:

> Wool growers, least of all, have any right to complain of the manufacturer. The duty on wool was restored at their request. It was urged, when the Dingley tariff law was under consideration, that too high a duty would operate to restrict the consumption of wool, and would thus be injurious to the grower. It has operated in precisely that way. The responsibility for all this is not with the manufacturer.

MERE QUESTION OF PROFIT.

The pioneer vessels of the Chicago trans-Atlantic line, which recently arrived at Hamburg, were thirty-five and forty-five days in making the run. Of this time, nineteen days were put in between Chicago and Quebec, the first point where "deep water" was encountered. The distance from Chicago to the mouth of the St. Lawrence by the route traversed by these vessels is about 2250 miles, so that it is apparent that there is considerable time lost before the ocean part of the voyage is actually begun. The difference in the level between Chicago and the mouth of the St. Lawrence is about 600 feet. Going westward, forty-nine feet have to be overcome by working against a current which at one place is so strong that a tug is required to help the steamer. Between Montreal and Kingston are seven canals, with a total length of fifty miles and a total lift of about 225 feet. The Welland Canal, which is entered at Port Dalhousie, is twenty-seven miles in length, with a total lift of 327 feet, effected by twenty-seven locks. As there are always delays incident to the use of locks, and as the speed through canals is necessarily low, the voyage westward is slower than that eastward; for on the eastward trip it is not necessary to use some of the canals, not to mention the fact that the current helps instead of hinders progress.

These long delays will not commend the line for handling fast freight, but for commodities where time is not so much of an object this would not be a detriment to the shippers. Expert opinion seems to reflect a doubt as to the ultimate success of a line that must be operated under such a handicap, where a part of the cargo must be discharged and reloaded to meet the requirements of the 14-foot channel in the Canadian canals. The projectors, however, express themselves satisfied with the experiment, and there are reports that it will be only a matter of time when the 14-foot channel will be replaced by one carrying 21 feet of water, a depth which would float most of the largest carriers on the Lakes when loaded to their fullest capacity.

A syndicate was organized nearly a year ago for the purpose of putting in a 21-foot waterway from Georgian Bay to Montreal by way of the French River, Lake Nipissing and the Ottawa River, and it is not beyond the range of probabilities that the Canadian Government will guarantee the bonds of this syndicate and the water will be deepened. This project has aroused enough interest in New York to bring forth an earnest request for a similar highway from Lake Erie to the Hudson, and if the Canadian project is carried out it is almost a certainty that New York will be obliged to protect her commerce by similar facilities. The promoters of the new steamship line may not make an unqualified success of their venture, with a 14-foot channel through the canals, but the results achieved may be sufficient to warrant an improvement which would eventually do away with the present expensive rehandling of freight at Buffalo and New York.

There is a growing interest in water transportation, and as these highways of nature can never be cornered, any improvements made are for the direct benefit of large numbers of producers who are interested in competition which is necessarily restricted where railroads have full sway. If the Chicago steamship men have made a partial success in working their vessels through a 14-foot channel, it will not be many years before they will have one enough deeper to show a profit on the operation where a loss is now feared.

DEATH TO THE MOSQUITO.

The case of our old enemy, the mosquito, is becoming desperate. For years without number he fed fat the ancient grudge he bore the human race, and incidentally acquired a fair round belly, the while he remained, as a race, immune from extermination. Now and then, it is true, overgreedy members of his tribe remained too long at banquet and were hurried into eternity by a vicious slap from the hand of the infuriated provider thereof, but such mosquitoes as were wise usually escaped with their loot, having left in exchange an allopathic dose of irritant, and went forth to lay eggs innumerable and replenish the rain barrels with wigglers, which in turn again became mosquitoes, and so perpetuated their kind while the centuries rolled on.

So long as the mosquitoes were content merely to poison the cuticle of men they were safe. They became the subjects of harsh comment, they were made the targets of savage uppercuts and full-arm swings, but beyond inventing mosquito bar to prevent their disturbing the slumbers of their betters, no concerted action was taken against them. But their safety was their undoing. Finding that they were secure in their labors of making things unpleasant for the human race, they concluded that man had no power to harm them, and, resenting his efforts to escape their bills, they determined to go further than they had yet gone—in fact, to exterminate man from off the face of the earth. The means they chose to carry out their intention shows their remarkable sagacity. In the swamps in which they originated they found millions of typhoid germs, and, arming themselves with these, they went about doing harm. For a time they were successful. Pestilence spread right and left, and no man knew whence it came; but finally a Sherlock Holmes among scientists, microscope to eye, found a clew which he followed relentlessly until he arrived at the door of the mosquito. Then the murder was out and the doom of the little insect was sealed.

The amphibious origin of the pest was already known, so that there was no difficulty in tracking him to his lair. All that remained was to find a weapon to destroy him, and accident happened in to show this to be kerosene. So kerosene was spread on some Jersey ponds where the mosquito broods were incubating, and the crop was short by just that many ponds full. It was floated on the surface of a reservoir near Fort McHenry, and the soldiers stationed there wasted no more time slapping their bronzed countenances. Wherever the pungent odor of coal oil loads the breeze, the mosquito folds his wings and joins the silent majority, and it only remains for the people of these United States to spread coal oil on the swamps and ponds in order to live in a mosquitoless and consequently peaceful and happy world. A year or two ago the problem of where to get the kerosene might have made the day of victory over the dread persecutor seem distant, but with every farm in Oregon oozing crude petroleum, with every hillside sweating oily drops, and with every spring iridescent with seepage from the oleaginous depths of earth, it can be but a little while when the splash of the water on the lawn at eventide will not be accompanied by the shrill hum we all have learned to know so well and fear so mightily.

The census of 1900 shows that there are only 129,518 untaxed Indians in the total population of 76,303,387, but this does not take in the Indians of Alaska, who would swell the number considerably. The fact that less than 130,000 untaxed Indians are reported does not indicate that the Indians are rapidly dying out, but that the pure bloods are decreasing and the mixed bloods increasing in number. Marriages between white men and Indian women have become numerous in the past twenty years, not only in Indian Territory, but in other centers of Indian population. The admixture of white blood in the Sioux, Chippewas and Pottawattamies has lightened the color of these tribes from one-sixth to one-fourth. Not a single pure-blood Indian remains in some of the Canadian bands. About half of the Cherokees are half or quarter-breeds. The mixed bloods in Minnesota are not classed as Sioux or Chippewas, but as white persons. Many of them are well educated and highly respected citizens, graduates of the best schools of the West, and some of their fathers were its territorial Governors or helped frame its state constitution. There is conclusive evidence that the New England Indians never exceeded 200,000, and Bancroft did not believe that more than 300,000 Indians ever inhabited at one time the area between the Atlantic seaboard and the Rocky Mountains, the St. Lawrence and the Gulf of Mexico.

Professor Tubbs has been forced to resign his chair in a Methodist College in Kansas because he believes in evolution. The leader of the agitation against Professor Tubbs was the Rev. M. J. Mumford, who, when he was a student in Boston University, a Methodist institution, became troubled over the higher biblical criticism taught by Dr. H. G. Mitchell, the professor of Hebrew, and he persuaded eight other students to join him in a protest against Professor Mitchell's teachings. The board of trustees, with great promptness, gave a decision in favor of the professor. Mumford, however, persisted in keeping up a racket over Dr. Mitchell's heterodoxy, and was accordingly dismissed from the university. Mumford has evidently found in Kansas the kind of Methodists that are after his own heart.

James F. Wambold, well known for years as a minstrel man and circus clown, is dead. He was a brother of David Wambold, whose beautiful tenor voice for many years delighted the audiences that assembled in New York City to listen to Birch, Backus and Bernard's San Francisco minstrels. David Wambold had "tears in his voice," but his sentiment began and ended there, for it was not unusual for him to beat his wife soundly in the afternoon, when he wished "to loaf and invite his soul," and then in the evening he would warble "When the Corn Is Waving, Annie Dear," so sweetly that every emotional woman in the house wanted to kiss his breath away.

Oil is used as fuel extensively in Russia, and at existing prices oil is much cheaper fuel in Pennsylvania than coal. The large steamers on the Volga River and the Caspian Sea have discarded all other fuel for oil residue. The cost of oil per mile is only one-third of that of coal. The Russian Government is now experimenting with oil on some of its war vessels. A large planter in Colorado County, Texas, is putting up a mill with a capacity of burning 1000 barrels of oil a day. He says it is one-third cheaper than coal. The Market-Street Railway, of San Francisco, is preparing to use oil instead of coal at its works.

The Foraker law is to serve as the basis of Porto Rico's escape from tariff burdens. This will come about under the proviso of the bill that the tariff enacted should stand until the internal revenue of the island suffices for the necessities of the government. It was also provided that the duties in any event should cease March 1, 1902. The bill passed the Senate April 3, and the House April 11, 1900. In the Senate, six Republicans voted against the bill—Davis and Nelson, of Minnesota; Proctor, of Vermont; Simon, of Oregon; Mason, of Illinois, and Wellington, of Maryland.

Administration, Governor and all are of course willing to knock off the Porto Rico duties. Nobody cared anything about them. They did not furnish the reason why we sacrificed "our plain duty." The reason was the precedent we wanted for spoliation of the Philippines. That being perfectly well understood on all hands, there is no longer the slightest necessity for keeping up the Porto Rico pretense.

Apparently we shall have much cry over little wool in the rosin and bicycle affair with Russia, just as in the case of sugar. In the ten months ending with April we sold "other Europe," including Russia, only $379,000 worth of bicycles, and of rosin, tar, turpentine and pitch only $1,000,000 worth.

Berries at 5 cents a box are cheap enough, and it is to be hoped they can be kept from going lower. Less than that is disastrous to some, and benefits nobody.

Pingree's worst offense in dying was to unloose Stead upon a long-suffering world. But he deserves charity. It was doubtless wholly unintentional.

OREGON'S DEBT TO MISSOURI.

St. Louis Globe-Democrat.

In the Pacific American Exposition, which is to be held at Portland, Or., through the Summer and Fall of 1905, to celebrate the centennial of the Lewis and Clark exploration of the region between the Mississippi and the Pacific, especial recognition ought to be given to the prominent part which Missourians bore in the winning of the Pacific Northwest for the United States. Lewis, for a time between the end of his exploration in 1806 and his death in 1809, was Governor in this section. Clark held several posts here after the exploration, including those of Governor of Missouri Territory and superintendent of Indian affairs, each of which offices he held successively for many years, and he died in St. Louis in 1838.

Though Floyd, of Virginia, back in 1821, introduced the first bill ever presented in Congress for the occupation of the Oregon country, Senators Linn and Benton, of Missouri, were among the most persistent and resolute of the advocates of the legislation looking to the acquisition of that region by the United States. Even before Missouri was admitted to the Union, and thus before Benton took his seat as one of her first Senators, he began to be a student of the Oregon question, and he maintained a profound interest in it to his death. It was Benton who said, a few years before the United States obtained undisputed possession of Oregon through the Anglo-American treaty of 1846, that after 25 years the American population had begun to extend itself to the Oregon: "Two thousand," he declared, "are now setting out from the frontiers of Missouri. I say to them all, go on, the Government will follow you and give you protection and land. Let the emigrants go and carry their rifles. Thirty thousand rifles on the Oregon will annihilate the Hudson's Bay Company, drive them off our Continent. The settlers in Oregon will also recover and open for us the North American road to India. This road lies through the South pass and the mouth of the Oregon."

St. Louis was the fitting-out point those days for all the traders and emigrants along all the trails going westward from the Santa Fe on the south to the Oregon and the Salt Lake trail on the north. All those trails had their eastern termini in Missouri. Among the emigrants in Oregon in the early days Missouri had a larger representation than any other single state. The natives of Missouri form a considerable ingredient to this day in the population of the three states—Oregon, Washington and Idaho—into which the Oregon country of 1846 has been divided. Missourians, as explorers, statesmen, soldiers and settlers, have been prominent in the history of Oregon. Missouri will take an especially active interest in the celebration of 1905 in Portland, which will commemorate the hundredth anniversary of the exploration which first made known to the American people some of the physical beauties and material resources of the wonderland of the Pacific Northwest.

Is Greek Lore Vanishing?

St. Paul Pioneer Press.

The slovenly editorial work sometimes done on the so-called "leading" journals of the East is illustrated in the New York Independent of last week, which prints a poem on Tantalus, wherein the punishment of that pilfering old god is thus referred to:

> And Tantalus, joy-reft, with chains oppressed,
> Thrusts back the threatening stone—and ne'er shall find
> Surcease of wo.

It was to Sisyphus that the task of thrusting back the "threatening stone" was assigned. Tantalus was immersed in water up to his chin, which always receded whenever he attempted to drink; while luscious fruit was placed before him which was ever drawn away when he sought to satisfy his hunger. This mixing up of the highly important stories of the Greek mythology—familiarity with which is supposed to be the crowning benefit derived from a four-year course in the classics—would seem to indicate that the once apotheosized Greek cult is crumbling, even in its Eastern strongholds.

McKinley Offers No Rebuke.

Indianapolis News.

It ought not to be forgotten that President McKinley has so far failed to discipline one violator of the civil service law. And there have been flagrant cases. There would be no hesitation about dismissing a man who had embezzled Government funds. But a man who sneaks employes into the service without examination, who coerces the political action of his subordinates, who levies political assessments on them or allows such assessment to be levied and who discharges or connives at the discharge of those who refuse to pay, all in direct violation of the law and of the party's pledge, seems to be entirely safe even from a gentle rebuke.

Just Like the Oregon.

Chicago News.

The Oregon has arrived in port ahead of time, which was just like the Oregon. When that good ship starts out to go somewhere it does not Waldersee its way up and down the earth looking for the longest and softest route. It steams up on the order of its going and, before any one is expecting it, the lookout man spies it off the port for which it is bound. In war or peace the Oregon makes it a point to keep its dates, always throwing in a few days for good measure.

Is This Also Treason?

New York Evening Post.

As for the third-term suggestion, it is based upon the twin ideas that fine crops, business prosperity and good luck generally will continue to help the Administration straight along, and that the millions of voters in the opposition party will always be ready to see its chances sacrificed in order to gratify the egotism of a political mountebank. "The man who will believe that will believe anything."

Premature Presidential Booms.

Philadelphia Times.

Since the political prophets and funny men have finished with President McKinley for 1904 there is an entire new crop of possibilities. A list is sent out from Washington in which many weighty names appear. These booms are all too previous and there are too many of them. Their strength will be spent long before the convention meets to nominate a successor to William McKinley.

Worse Than Indians.

Chicago Chronicle.

When the United States Government makes hazing at Annapolis and West Point unappealable cause of dismissal the brutal pastime will cease in National institutions and begin to grow unpopular in all others. The red Indians were the first hazers on this continent and showed their victims as much pity as many colleges do.

Need of Reform.

New York Press.

Is Mr. McKinley going to leave the party a smirched or a stainless public service? Is he going to leave the material for a new and taking cry of "turn the rascals out," or is he going to anticipate and avert it by turning the rascals out himself? He has not so very long to make up his mind.

OUR LOCOMOTIVES ABROAD.

New York Journal of Commerce.

It is possible that American locomotives consume more coal than those made in Europe. The statement to this effect made by an official of the Midland road of England is supported by the testimony of the assistant chief engineer of the Orleans road in France, and by a Japanese official quoted in a consular report which has just been issued. The Orleans railway official has been observing the running of 30 American engines since last November, and he says the company has no idea of withdrawing them and would buy more in an emergency, but in the absence of special need it would buy engines built at home. This it would be pretty certain to do even if the American machines compared favorably with those made in Europe. Any railway company would prefer to buy its equipment at home rather than abroad. The disadvantage of the American locomotives is evidently not great. The French official says "they burn more coal, and it is slightly more expensive to maintain them." This is very far from supporting the charges of Sir Alfred Hickman, and Lord George Hamilton mentions a British company—whether at home or in the colonies is not certain, but probably in India—which is so well satisfied with the American machines that it will get more of them without waiting for any emergency.

In reporting on the railways of Japan our Consul at Yokohama says: "A Japanese expert, Mr. Kyoichi Marakami, who has lately traveled in the leading countries of the world to study their railroad construction and management, is reported to have said that the United States surpassed all other countries in the equipment of its roads in every respect, but he objected to American locomotives because of their greater consumption of coal." It is because of this concurrent testimony that our locomotives take more coal than others, and because of the conditions which render this not improbable, that we refer to the subject.

Nothing in America strikes the European manufacturer or railroad man more impressively than the abundance of fuel. In the older days, and still in some parts of the country, it was wood; wood in the use of which there has never been a trace of effort to economize, wood that has been destroyed merely to get it out of the way, wood that has been squandered in every fashion. Now and for many years it has been coal. For 10 or 15 years coal at the pit's mouth has been cheaper here than anywhere else. Scarcely any effort has been made to economize coal. It is not at all improbable that our locomotive builders have made little effort to construct the fire boxes and boilers with a view to the economy of fuel.

But economy of fuel consumption is as easily obtained by Americans as by foreigners. In the case of marine engines it is as important for us as for foreigners, because our coal becomes expensive by the time it reaches tidewater, because the profits of a steamship depend in great degree on economy in bunker space, and because steamers must carry very large supplies of coal going out or buy coal away from home. We believe that economy of fuel is as carefully studied by our builders of marine engines as it is by foreigners and with as satisfactory results.

Furthermore, our engines are built to do much heavier work than foreign engines. The huge loads drawn by them are the astonishment of foreign experts. The ease with which an American locomotive pulls out of a station with a very heavy train behind it, and its punctuality to its time table, is one of the points of American superiority on which the expert sent to this country by the London Times a couple of years ago enlarged. Now, are the critics talking about the consumption of coal per engine, or are they talking about the consumption per unit of work done?

But after conceding the possibility, and even the probability, that the charges against our locomotives in the matter of coal consumption are well founded, there still remains a question whether they have had perfectly fair treatment. Just in proportion as they differ from English and French locomotives, English and French engineers would fall short of getting the best results out of them, even with the best of dispositions. Practice counts for very much in this respect. Steamship people are quite familiar with the difference between a crew of expert stokers and a lot of inexperienced coal shovelers. The foreign engineer and fireman may be slow in appreciating the difference between the American engine and the one he learned his business on. And, in addition to this, we cannot be sure that the mechanics who have handled our engines have been well disposed. Is it at all likely that the engineers and firemen would encourage their employers in going to the United States for engines? If a man in the position of Sir Alfred Hickman is bound to believe that an American locomotive is not much better than a lot of junk, how friendly would the attitude of a foreign engineer or stoker be to our machines? English papers have contained complaints of railway employes regarding our engines which the railway officials have contradicted. We shall not go very far astray if we conclude that in spite of the efforts of the railway officials to give our machines a fair test the foreign engine-drivers and firemen have given our engines about as unfriendly treatment as they could and keep their employment.

Oh, Migh! Oh, Migh! Oh, Migh!

James Barton Adams in Denver Post.

Now once again the spoony nights of love are drawing nigh,
When balmy breezes through the trees, and men and maids will sigh
While strolling slowly arm in arm beneath the moonlit skigh,
He picturing the future life, the golden bigh and bigh,
She hoping all he says is true, though feeling somewhat shigh,
And having her suspicions, though she really knows not whigh,
For, though at times she had observed he was a cunning gigh,
In serious affairs she'd never known the dear to ligh.
He'll sing to her a song as sweet as mother's lullabigh—
A song of when they will be joined in wedlock's sacred tigh,
And whisper to her sweetly how they'll with each other vigh
crowding pleasure in the hours as swiftly on they figh.
She'll fear she may not meet his expectations, but she'll trigh,
And he must bear with her at first if he should find her shigh
In knowledge of the kitchen work; for instance, if her pigh
Is not like those his mother made she hopes he'll never fligh
Into a rage and cruelly say things to make her crigh
And wish she could sneak off to some secluded place and digh.
Then with his lips he'll hand to her a kiss and say: "Oh, figh!
I'll never let you spoil your hands with baking as long as ligh
Can hustle up the needed cash or credit that will bigh
Our bread and pigh and ginger snaps; you'll never have to drigh
Your eyes of tears because of cooking knowledge you are shigh.
We'll laugh at our trifling cares, the big ones we'll defigh,
As down the stream of life we float; our efforts we'll appligh
To making home a heaven on earth; our livs we'll beautifigh
With perfect trust and deathless love, and that's no spooney ligh."
And that old man up in the moon will wink the other igh,
And softly murmur to himself, Oh, migh! Oh, migh! Oh, migh!

NOTE AND COMMENT.

There is one man who is abused more than the ice man, and his name is the umpire.

After all, have you any more right to the end seat in the car than the man who has it when you get on?

It is so dusty that it really seems a shame to make the poor, overheated scorchers leave the sidewalks.

And do not let us forget to remember that we are going to celebrate Independence day right here in Portland.

Perhaps the stork who visited the King of Italy and the Czar believed in the code of ethics which says "Ladies first."

Minister Wu is to deliver a Fourth of July oration at Philadelphia. Without doubt he will fly the pidgin sky high.

The battle-ship Oregon will probably arrive in Heaven about the time Gabriel takes the trumpet down from the nail.

Cuba may shut the door on the United States, but if she is wise she will keep the key where she can get at it handily.

> Along the placid river
> The young American
> Now roams in freedom, clad in
> A bathing suit of tan.

The water in the stock of some of the newly formed Texas corporations may make trouble until oil is struck to pour on it.

> Ever going, ever flowing,
> See the asphalt in the heat,
> Gravitating, and vacating
> Every block along the street.

It is said that Mr. Rockefeller will live long because he doesn't worry. John D. is a shining example of the man who lets the other fellow do the worrying.

There is yet a hope that Andrew Carnegie's desire to die poor will be gratified. He needs only to make the acquaintance of a few American college presidents.

Mr. Mansfield believes in a National theater, and incidentally in a National actor. He is well acquainted with the man he would like to see in the position.

> From Fourteenth street's dusty valleys,
> Like molasses each hot day,
> Rolling, rippling to the river,
> See the asphalt run away.
> In its sticky folds the people
> Plunge and flounder as they go
> While the slowly oozing current
> Pours along its heavy flow.

It will be noticed presently that the men who have been making the loudest wail about the hot weather will be first to complain that we never have more than three consecutive days of sunshine here in Oregon.

> Oh, youth, you hold your sheepskin
> Within your strong right hand,
> And feel full sure 'twill fortune
> As well as fame command;
> But you will find, before you
> Have been against the game
> A year, that that same sheepskin
> Is only good to frame.

Andrew Carnegie is fond of telling how he was once asked by the editor of a popular magazine for an article on "Organization in Business." "Well," said he, "I think I could write that article. But I'm afraid the price I'd have to ask you would be too high." "Oh, no," said the delighted editor, with a vision of a magnificent "feature." "Well," replied Mr. Carnegie, "I could hardly afford to do it for less than $5,000,000." He smiled a little at sight of the editor's face, and then went on: "No, I must withdraw that. What I should put into it has cost me much more than that, and of course you would not expect me to sell it to you at less than cost." As the diplomatist puts it, "the negotiations fell through."

Lincoln Park, Chicago, has a new entertainment novelty in the shape of a canal whose quarter mile of length has been constructed so as to wind through "entertainment houses" which exploit a range of attractions from "Dante's Inferno" to the "Cave of Mushrooms." Boats carried along the canal at the rate of five miles an hour will give the passengers a chance to inspect four electrically lighted caverns. Besides the "Inferno," with its furnaces and spit-turners, there will be bright-hued umbrellas, electrically revolved in the "hands" of giant green frogs, giant toad-stools, under which sport queer beasts, caverns through which splash illuminated rivulets, and a host of other effects.

A customer dropped into a paint shop the other day, took a slip of paper from his pocket, looked at it, knitted his brows, shook his head, put on his glasses, inspected the paper again, and gave it up as a bad job.

"I made a hasty memorandum," he said to the proprietor of the shop, "of something I was to call here and buy, but I trusted too much to my memory. I seem to have jotted down nothing but the initials, and I've forgotten what they mean."

"Let me see the memorandum," said the proprietor. "It may be that I can help you."

"It's nothing but three letters," replied the customer, handing it over. "Only 'C. P. A.'"

"So I see. 'C. P. A.' Why, that's sepia, a kind of a brown paint. Wasn't that it?"

"What a fool I am! Of course it was."

PLEASANTRIES OF PARAGRAPHERS

Eternal vigilance is the price of liberty, and there is no prospect of its being marked down.—Puck.

She—When are you going to see papa? "I don't know. Every time I have called at his office he has been in."—Life.

Interested.—Tess—I've got a new way to tell a person's age. Jess—Is that so? Will you tell any one's age? Tess—Yes. Jess—Tell me yours, then.—Philadelphia Press.

Clara—Hattie says she goes a great deal into company. Bertha—That's no lie. She goes into the subway for a car between half-past 5 and 6 o'clock every evening.—Boston Transcript.

To Be Expected.—Professor De Science—Statistics show that men are growing shorter and women are growing taller. Lady—Not unlikely. I don't know of anything that has such a stretchy effect as hanging on to street-car straps.—New York Weekly.

In the Oil Region.—Colonel Texrange—How far have they got down with that well of Swampscot's? Colonel Crockdave—I don't know how many feet, but they've got down to the bottom of that ten thousand the new man put in it about a month ago.—Chicago Tribune.

It Was Mutual.—"Bridget, I didn't like the looks of that man you were entertaining in the kitchen last evening." "Shure, an' the same t' you, mam. 'E said ez how 'e wondered Oi could worruk fer th' snippy thing 'e took yes t' be."—Philadelphia Evening Bulletin.

Trying to Explain.—"Josiar," said Mrs. Corntossel, "what is these negligay shirts I see advertised in the bargain sales?" "Well, they ain't quite so prim an' scratchy as a b'iled shirt—that is to say, a reg'lar hard-b'iled shirt. I reckon negligay is what you might call a soft-b'iled shirt."—Washington Star.

"I am not expecting any package," said the lady of the house. "This is the number," persisted the driver of the delivery wagon, looking at his book again. "Name's Higgins, ain't it?" "Yes." "No. 747?" "That's our number." "Then it's for you." "I think not. It must be a case of mistaken identity." "No, mum. It's a case of beer."—Tit-Bits.