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TODAY'S WEATHER-Fair and slightly VESTERDAY'S WEATHER-Maximum tem-

um temperature, 55; preperature, 60; mb cipitation, tra

PORTLAND, SATURDAY, JUNE 22.

WATER VERSUS RAIL.

When a trainload of wheat is on its way down the O. R. & N. tracks to Portland, it is a simple matter for it to be carried on down to Astoria. When a ship is to carry grain from the Columbia River, it is a simple matter to bring it up to Portland and load it. The train can go down over the Astoria road's tracks, or the ship can clear from Portland. There is no difficulty in either case. The question is merely one of expense; and it so happens that whereas the ship can be moved over the 110 miles from Portland to Flavel, for, say, \$300 for a 3900-ton cargo, it will cost something like \$1500 to haul the 3000 tons of grain down by rail. These figures are only approximate, but they are fair. Some ships are

moved at a cost of 6 cents per ton instead of 10, and under present tariffs grain would probably pay \$1 a ton by rall instead of 50 cents; but it is evidently idle to talk of hauling grain cheaper by rail than by water.

Yet the minds of many shrewd rallroad men have become possessed by the hallucination that rail carriage is cheaper than water carriage. Their wish is also father to the thought that the modern tendency is away from water to rail. They incline to the view expressed by the Chicago Tribune the other day that cargoes must go seaward by rall to meet ships, because ships are no longer willing to penetrate landward for cargoes. Of course, there is a good deal of superstition

Mayor Ashbridge made a present of to the representatives of the Quay ring. of the timid and suspicious, and con-Every newspaper in the city denounces the conduct of the Mayor, but he and his gang laugh and sneeringly inquire, agent' acquire the confidence of his "What are you going to do about it?"a query that the Tweed ring put once too often, for the enraged taxpayers organized for the dethronement of the leaders of the ring at the ballot-box, and routed them completely. But failure to defeat them at the polls would have been followed by a vigilance committee and a revolution which would

have been "the state" long enough to many ring. The leaders of the Tam- fax and North Yakima. The way for many ring were so cowed by this threat that they could not be elected. The control of the Legislature was lost to "the ring," and legislation was quickly permitted the O. R. & N. management enacted which brought to justice "the

ring" judiclary, who were successfully impeached, and sent to prison or drove into exile and ultimate bankruptcy the whole confederacy of municipal robbers. From that day to this the methods of the Tweed ring have never been

repeated by Tammany in New York City, but they have been revived by the Quay ring in Philadelphia, In any city of decent spirit and in-

telligence, Mayor Ashbridge would be impeached and expelled from office; in any city of decent spirit, the situation, if not speedily righted, would lead up to revolution; but Philadelphia does not eem to have public spirit enough to appeal either to its courts or the polls for effective punishment: Misgovernment there has been in New York and Chicago, but this misgovernment has been bitterly resisted and antagonized. But in Pennsylvania, and especially Philadelphia, the Quay ring not only rules the roost, but rules it without serious battle for supremacy. Quay's

nephew, who is Recorder of Scranton, is one of the engineers of this franchise body-snatching in that city; Quay's son is interested in Pittsburg corporations, while United States Senator Penrose represents the interests which have obtained by free gift valu-

able rights in Philadelphia. This stupendous steal has been ac-

complished with impunity in the greatest city of the state, which is apparently without protection in either the

legislative or executive department of either state or city. The Legislature enacted Quay's will; the Governor confirmed it, and the Mayor of Philadelphia, when he was presented with Quay & Co.'s demand for the city franchises for nothing, promptly honored it. The terrible fact is not the shameless robbery perpetrated upon Philadelphia, but the shameless apathy of feeling on part of the vast mass of the people that have been robbed by high officials, who, chosen to guard the

HOW POPULATION GROWS.

rights of the people, have become con-

spirators to confiscate those rights to

their own advantage.

It is uncertain whether the elevation of Mr. Stubbs to traffic control of the Southern Pacific and Union Pacific is occasion for felicitation at Portland or for its opposite. Mr. Stubbs has never been definitely hostile to Portland, but he has always looked upon San Fran-

cisco and California as the proper objects of the Southern Pacific's solicitude and care. The common-point rate for Western Oregon lumber mills has had in him its most implacable foe. On the whole, however, we should say that Mr. Harriman's desires toward the Oregon Short Line and the O. R. & N. will be more favorable than those that have hitherto prevailed in Southern Pacific councils. Complaints of traffic discrimination that Portland has hith-

THE MORNING OREGONIAN, SATURDAY, JUNE 22, 1601.

ed, and it is charged that \$10,000,000 sion to start, attends to the sale of the has already been offered for what farm and house and furniture, combats the objections or the animadversions ducts the expedition personally to the new home. So thoroughly does the charges that even the most independent follow him like so many sheep. When this work is put into operation for the benefit of Western Oregon the aspect of things hereabouts will have altered very materially for the better. More people in Western Oregon mean more trade and more manufactures for Portland, and for the Willamette Valley such splendid young cithang or send into exile the whole Tam- ies as Walla Walla, Pendleton, Col-Mr. Harriman to the affections of this people is through such development

of Western Oregon as he has already to do for its territory.

OREGON CORN. Perhaps the idea that "corn will not

grow in Oregon," except to be gathered for "roasting ears," or cut for green fodder, grew out of the belief prevalent in early days that any crop-cereal, fruit or vegetable-that would grow in Oregon at all would, after the first planting or sowing, take care of itself from year to year, for an indefinite period. Corn, not being a plant that thrives on neglect, flourishes on starved soll or survives exposure to Winter weather, was ruled out of the fields in pioneer times, and preference was given to crops that required less care and cultivation. The "volunteer crop" was Oregon's boast, and in a sense its advertisement in early days presented an alluring pleture to people who had by patient toll wrung scanty subsistence from reluctant soils. Corn was not and could not be included in this catalogue, and, as a matter of fact, most other agricultural products have long since dropped out of it, leaving behind the wholesome lesson that here, as elsewhere, man must work for what he gets from the soil; and, moreover, that he must work for it Intelligently.

The fact that corn can be made to produce and mature a good crop in Oregon has been accepted for some years by persons well informed by experience upon the matter, but in a general way it is still said and believed that it is not profitable, and cannot be made so, to raise corn in the Willamette Valley, except for Summer table consumption, and perhaps to a limited extent for fodder. The experience, therefore, of Judge T. L. Davidson, of Marion County, as a successful grower of corn on his place near Salem for the past thirty years, as detailed in The Oregonian, will surprise the large number who had been still of the opinion that corn will dot mature in Western Oregon. It will be seen from this account that intelligence in preparing the soll and selecting the seed; good judgment in regard to planting time; industry in cultivation and promptness in harvesting and curing the product, are prime essentials in raising good corn. These given, a good crop is assured, unless in an exceptional season. The only question now is whether it pays to raise corn in this state for feeding purposes and to meet the demand of the home

market for domestic consumption. Judge Davidson says that it does, and furnishes the best of all evidence--that of experience-in support of the statement. The matter of diversified farming be

ing now under careful consideration among the more energetic and progres. sive farmers of the Willamette Valley, the methods whereby Judge Davidson has succeeded in raising corn profitably cannot fail to attract attention. Of may live to see one of her daughters course, Oregon will never become a "corn state" in the commercial sense

exclusion act will not succeed. Neither of the great political parties dares open this country to an unrestricted influx of cheap Chinese labor. The Pacific Coast would be a unit against it, and the whole working class would oppose lt. Representative Kahn, of California, has already prepared a bill providing for the extension of the Geary act, and the Legislatures of the Pacific Coast States have passed resolutions in support of the continuation of the present policy of Chinese exclusion. Our policy of Chinese exclusion would be adopted that it would be sure to be disapproved by the home government. The anti-Chinese sentiment is as strong in British Columiba and in Australia as it is in the Pacific Coast States.

The Czar and Czarina are, under the circumstances, to be commiserated in the persistence with which fate sends

them daughters. Of course there are much worse things than the coming into the home of wealth, honor and position of a bevy of bright and beautiful daughters, but the much more appreclated event in this case would be the coming of a single son. The Russian prophecy of "seven daughters to an heirless Czar," with other details specially pointing to Nicholas as that bitterly disappointed ruler, is recalled with each successive birth in the imperial family of Russia, There might be some consolation, even to the sorely tried Czarina, in the thought that more than half the prophecy had been fulfilled, but for the fact that no son is, even then, promised to this imperial couple-the death being supposed to take place soon after the birth of the seventh Grand Duchess. Since the ability of woman to rule has been thoroughly demenstrated in Russia, and there is no more reason to suppose that an Empress reared in the light of modern civilization would repeat the coarse profilgacy that characterized the private life of the great Catharine than that a son born to Nicholas would repeat the cruelties of Ivan the Terrible, it might be well to so modify the law of succession in that empire as to permit a woman to succeed her father on the throne in the event of failure in the male line. The present Czar, in choosing a wife, exercised great good sense in that the Princess chosen is a woman of rare mental attainments, great personal beauty and of political sagacity equal to that of her grandfather, the Prince Consort of Victoria. It was in the hope that she would transmit these distinguished characteristics to a son who would in. due course of time become Emperor of Russia that Nicholas chose Princess Alix of Hesse-Darmstadt for his wife, and that his choice was warmly seconded and his suit persistently urged upon a notably unwilling damsel by the advisers of the empire. Thus far she has brought only daughters to the imperial house of Russia. But what if one of these has inherited the nobility of character, political sagacity and strong personal characteristics so ardently hoped for in an heir to his marriage? If so, events may be depended upon to work out this fact, in utter disregard of all human assumptions to the contrary. In the meantime, the gentle, high-minded Czarina, who is said to regard with self-reproach her failure to become the mother of a son, is entitled to sympathy in a disappointment the conditions of which fall so much more heavily upon hereif than upon her husband. And since the empire cannot afford to lose in a ruler the moral and intellectual strength which she brought into the imperial family, it may be hoped that, in further default of a son, she

upon the throne of Russia,

THE ASTORIA CONTROVERSY.

C. W. Fulton, in Daily Astorian. So far as my alleged fear of antagonizing, politically, the Multnomah delegation

point. Have you? Always? Well, yes, sometimes. But, who was discussing the common point? This is the charge I

"The Government of the United States has no more right to expend money on the improvement of the Columbia River channel between Astoria and Portlan than it has to expend money to improve the streets of Portland." And, "Govern-ment appropriations to enable sea-going vessels to ascend the river to Portland are not only a misuse of public funds-they are at the same time a swindle on the Government and a fraud upon the rights of every producer in the Columbia Basin." And, "the Delaware is a very deep, wide river, navigable at all seasons of the year," while, per inference, "the Columbia is not." that is, neither wide nor deep, nor navigable at all seasons of the

year These were the statements I criticized. I asserted and I repeat that such articles only create enemies for us throughout the entire state-not alone in Portland. Eastern Oregon, as well as Portland, is interested in this matter. When you tell them that the Columbia is not "wide nor deep," and that it is a fraud on the Government and the producers to im-prove it, you justly excite their indignation and invite their enmity. I protested in the name of our people against such statements being accepted as representing the sentiment of this community-1 rethe sentiment of this community of the iterate that protest. You answer that I am a candidate for office. Even if I were, it would not, in all probability, make the Columbia less wide or less deep, or less a highway for commerce, nor an axiom any the less a self-evident truth, nor decency and manliness any the less admirable. You say, "It would be inter-esting to know what Mr. Fulton's sources are for ascertaining the sentiment of this community.

I answer, by meeting and talking with our people. Since publishing the two ar-ticles you criticise. I have been assured by letters from all over the county and by the great majority of the people I have met, that I have truly expressed the

sentiment of this community. You say that you "have been demanding Too say that you have been demaining that Astoria be recornized as the scaport of Oregon." I am with you for that, most heartily. But is it necessary to "knock" some other place in order to advance our own interest? We want appropriations for improvement of the entrance to the river and of our harbor. In the name of common decency, why should we protest against Congress aiding some other place. I agree that improvement of the entrance is of first importance, and I would assert (if the order of importance were un-der discussion), that opening the Upper Columbia is next in importance, but I also contend that it is important that appro-priations be made for improving the Low-er Columbia. Were the latter, however (in our judgment), not of any import-ance, I contend that it would be narrow-minded and selfish to the border of indency in us to oppose such appropria-tions, and that, in particular, is the point I have sought to make clear.

I have sought to make clear. As for my loyalty to Astoria, which you seek to impugn, I have only to say that I have resided here now over a quarter of a century. All I have is invested here.

VALUE OF FIVERS.

St Louis Globe-Democrat. In a recent issue the New York Marine Journal remarks that "the present century seems destined to bring the steamboat as a means of transportation to an equality with the railroad train." That paper says that, great as is the volume of traffic on the lakes, a greater business is conducted on American rivers, amounting to 100,000,000 tons a year, exclusive of boats plying on arms of the says; Physician, heel thyself. ccean reaching inland. At least half the interior commerce of the United States is transacted by boats. Though almost every navigable river in this country is paralleled by a railway, the business for both increases. The two great systems of inland waterways in the United States. the Marine Journal remarks, are the Great Lakes and the Valley of the Mississippi, and of the two the latter is fare most.

An attache of the Government engi neering service has lately taken for a text the possibilities of the Tennessee River, which from source to mouth is 650 miles long, and navigable by steamboats all the way. Its principal tributaries can

be navigated for 750 miles, and 1000 miles more can be used for rafts and flatboats, they do to a negro who burns a dismaking a total of 2400 miles of navigable tillery?

waters, and free from ice. The total amount expended on the Tennessee River by the Government has been \$6,000,000, most of which was used in the Muscle Shoals canal. The Tennessee River is in ouch with St. Louis and with tidewater It reaches far into a great mineral region, but, as the engineering corps views the case, its possibilities seem to be despised. Of course, the day will come, as it has already come for the lakes, when the unequaled rivers of the Mississippi Valley will receive business-like consid eration

EVILS OF "BRIDGE" IN LONDON. Women Gamblers Driven Into Prac-

tices Worse Than Death London Cable to Chicago Record-Herald

One of the most lurid pictures of the sorrows and evils for which the gambling manta has been responsible among wom en appears this week in Clement Scott's little paper, the Free Lance, in which the writer, who sems to know all about it, describes how women drag themselv out after all-night sittings at bridge at their own and other people's houses play bridge at the clubs, and fill in hours between meals playing bridge, so great is the fascination of the game once the craze seizes a firm hold of the sambler As bridge has daught many women the

perilous delights of gaming, it has also shown many society women the way to the pawnshop who never thought to see the inside of the doors.

"I could lay my hands," says the writ-r, "at church parade, at Ranslagh, at er, Hurlingham, at the opera, on a dozen women of unassalled rank and high title, whose best jewels are reposing safe in the hands of some pawnbroker or money-lender. They have good pasts substitutes, and few people are the wiser. Some day, when luck turns, they will pay ruinous interest to release the precious stones

from bondage. "But if luck does not turn, what then? Oftener than not these diamonds, pearis, and rubles are family heirlooms. The husband is the one person in the world who must not know of their fate. The enslest way out is to confide in the 'other man'-the rich 'pal' that many a soclety woman possesses, He is amused, soothing, generous; she is under a deep obligation to him henceforth. The veriest tyro realizes to what end such obligations

If proof positive of the truth of this statement is needed, it is easy to recall stances in Sir Francis Jeune's court in the last month.

SENATOR FULTON'S ACTION.

Commended as Liberal and Wise in Eastern Oregon. East Oregonian (Pendleton)

Senator Charles W. Fulton, of Astoria, has strengthened himself by writing and publishing the letter that appears in another column on this page. His views are broad, comprehensive, liberal. He is are broad, comprehensive, liberal. loyal to his own town, yet not antago-nistic to Portland. He would see Astoria the great port her position warrants, yet of would not detract from the commercial and financial supremacy that must alwas stamp Portland as the strongest city and doing. His letter will be efficient and sufficient means of obviating a disgraceful quarrel beween Portland and Astoria during the visit of Chairman Burton and the national house committee on rivers and

NOTE AND COMMENT.

Oregon only regrets that she has but he name to give to her country's battle-ships.

At this rate certain members of the Y. M. C. A. will blush every time they tell the naked truth.

Mrs. Mary Baker G. Eddy has certainly heeded the Scriptural injunction which

We note that all the babies whose first names are William Jennings are now more than seven months old.

The June bride is so numerous that it begins to look as if she would have to apply for an extension of time.

> He loved the maid full ardently, When one said he did not, To prove it he a pistol drew. And slew her on the spot.

After the Santa Fe Railroad has stocked its territory with Italians, the marchants thereabout will profit as the dagos buy.

They go too far in the South. If burning a barn is a capital offense, what can

The troops in South Africa are still so may that they will not even have a chance to come home to celebrate the Fourth of July.

The Boston Globe and the Atlanta Constitution still continue to be not only witty themselves, but the cause of that wit is in each other,

His savings bank hold 20 cts. Which sum seened to him so immis, That he sold, "A big trust Fil establish or bust." And he hastily jurried him hts.

And did it ever occur to anyone that the doctors and the Coroner ought to contribute liberally to the Fourth of July celebration fund?

The chief of the Weather Bureau scoffs at the idea that cannonading can bring rain, but what has he to say about straw hats and Sunday school picnics?

It takes the golden sunshine And silver rain together To keep us always well supplied With much change in the weather.

Judging from the deep and heavy silence which Hon. G. Cleveland is steeped, we may take it for granted that he has found a hole where they are biting a lit-

Florence May Wright, of Salem, is the latest Oregon poet to publish a volume of verse. "When Love Is New" is the title of a modest little pamphlet which contains some 20 or 30 of her poems, and among them are many very pretty little bits of verse, those which reflect Nature being especially good. Miss Wright's work has been seen in The Oregonian, and in other publications, and has attracted attention, and her many friends will be giad that some of it is now in permanent form.

Shady little garden, Pretty attle tree, Loads and loads of apples, Green as green can be, Hungry little urchin, Dressed in pinafore, Picks and eats an apple, Picks and cats some mor Shades of evening settle, From the fading sky, Urchin in his cradis, Wipes a weeping sys, Mother brings hot water, Scalding ginger, too, Father lifes in bed and Tells her what to do. Doctor conies a driving, Help belated brings, Urchin on the midnight Spreads his angel wings, Tree keeps on a grou Way up toward the sky. More kids will be wanting Apples by and by: The manuscript of various successfu books has been declined by publishers before finally reaching a resting place; but when one considers the natural fallibility of judgment regardleg any matter of popular taste and liking it is really not exon the North Coast, if her cilizens be up traordinary that new writers should quite often make a success in one publisher's hands even although others have hesttated to make the venture, says the Literary Era. A short time since a young author, whose book has just been accepted, was talking to his publisher, and Mr. John Habberton, the genial author of "Helen's Bables," happened to be present. The publisher finally turned to the young, writer, saying: "Your book has one great element of weakness, which, however, I hope may not be fatal." "What is that?" replied the startled youth, with almost a gasp of consternation. "Well, it has not been rejected by enough publishers; it takes at least four or five rejections to make a phenomenally successful book." The puzzled look of dismay on the yourg man's face gave way to a smile as ais critic turned to the veteran author at his side and asked: "Wasn't that the case with 'Helen's Babies'"' Mr. Habberton, with the courtly bow which his friends know so well, and which is only one of his many charms, promptly responded: "It was rejected II times."

is concerned, the whole state knows I have continuously antagonized it during the last 20 years, and during the last 10 years, you, Mr. Editor, it is equally well known, have assisted them in all their political fights. Now, really, were you not just a little unhappy in introducing politics into this discussion? It was unnecessary, certainly just as unnecesary as it by the Dominion of Canada, were it not was to become personal or ascribe motives at all I had not questioned your motive, but condemned your judgment in contending against appropriations for the improvement of the Columbia. You say you have always stood for the common

bring against you, that you have com-pletely evaded the issue. "You seek to make it appear that I am

You seek to make it appear that I am opposing the extension of common rates to Astoria. You say that Mr. Fulton "scored this paper for its attitude in de-manding that Astoria be recognized as the seaport of Oregon." Is that true? You knew, and every person who has read my articles, knows it is not true. read my articles, knows it is not true. The following are the statements I criti-

these "modern tendencies, Tendencies are not always right. There is a tendency to get drunk and another tendency to rush to the divorce court. So there might be a tendency to water transportation unjustifiable in practice Every tendency must be judged by its circumstances. Now the fact is that money is saved by utilizing water transportation, and not only that, but by investing enormous sums in improving water channels and even in making water channels where nature has provided none.

What is New York going to do with the Erie Canal-abandon it for the cheaper and more sensible rall transportation. Nay, verily, She will spend aillions to improve it and deepen it to 21 feet. What does Canada propose to do with its water facilities from the Great Lakes to the sea-abandon them as 3 useless expense? No; she is projecting a system 430 miles long. Manchester wanting to give up her canal, or Germany hers, or Britain the Suez Canal, or French investors the one al Panama, or the United States the one at Sault Sainte Marle?

It would probably be difficult to point to an existing parallel for the Astoria proposal that the Columbia channel between Portland and the sea be abandoned and leave the river's commerce at the mercy of the railroads.

THE TWEED RING OF PHILADEL-PHIA.

The Tweed ring that New York City repudiated and ruined in 1871 is recalled by the most recent outrage of the Quay ring in Philadelphia. The Quay ring rushed bills through the Pennsylvania Legislature changing the existing law about granting of franchises for street railways. The Governor signed them at midnight. Next morning the parties to the plot secured charters from the Secretary of State before his office was open to the general public and before outsiders had any chance to put in applications. The Philadelphia Council met in special session and adopted fourteen ordinances granting rights of way as a free gift for railroads upon, under and over the principal streets of the city, whether now occupied by railways or not. On the day that these ordinances came before Mayor Ashbridge for his signature, John Wanamaker sent a written proposition to the Mayor offering to pay the city \$2,500,000 for these franchises that were given away. The Mayor, when the letter was handed to him, threw it at the messenger's head. A duplicate of this proposition sent to the Mayor's house was avoided by the Mayor's failure to go home that evening. The Mayor affixed his signature to the bills without giving any opportunity for a public hearing and without opening a letter which offered the city \$2,500,000 for rights which he has given away for nothing.

Besides Mr. Wanamaker's offer of \$2,500,000 for the franchises given away by Mayor Ashbridge and the Council, Albert Johnson, for the same franchises, had offered 3-cent fares and free transfers, which would have saved the people \$4,000,000 annually over what can be charged under the franchises grant- hands. He sets the day for the excur-

made in vain should now sured of respectful hearing. Yet what is needed here is not so much tariff concessions, perhaps, as activity in development and immigration work, to which Western Oregon has been a stranger and from whose lack it suffers cruelly today in comparison with Washington and California-such work as the Great Northern and North-

ern Pacific have done in their terri-

tory, such work as the Southern Pacific has done for Southern California. Several newspapers in Oregon, on intimate terms with the traffic departments of the railroads, have been say. ing of late that the scant immigration Dregon receives in comparison with Washington is not attributable in any way to the railroads. They are wrong. The beginning and end of present-day mmigration work are in the railroad. The farmer doesn't know he is discontented until some glib agent informs him, and then with attractive literature points in glowing terms to some Eldorado of the West. Railroad men assert that the "homescekers' excurslons" organized by the Great Northern

and the Northern Pacific have been the means of carrying to Washington and New York and San Francisco have dethe country tributary to those roads 60,000 permanent settlers. When the exaggeration of the emigration "boomer" and of the newsgatherer is squeezed out of this assertion, 40,000 signature of as many American citizens would probably befound to be nearer the truth. But 40,000 persons is a very large number to be transplanted, and one's respect for the emigration agent is fur-

ther increased by the fact that this transfer was accomplished in twelve weeks by means of weekly "excursions" organized after months of hard and skillful work. To shake 40,000 persons from their moorings means the expenditure of a vast amount of effort. To bring about this result, means are occurately shaped to the end in view. Whenever the emigration department discovers a county that by reason of crop failure or any other setback is restless and discontented, an expert is immediately sent to study the situation and to turn the discontent to the profit of the railroad. This expert is always a good "mixer," able to make friends

and to win their confidence. If the field looks at all promising, he begins to talk of the cheap lands and wonderful crops, of the climate, the resources, and the commercial possibilities of some particular district along the line of his road. He talks Washington orchards to the orchard man, and Washington wheat to the wheatgrower. But he takes care to talk only one region in one locality. Above all, the women are not neglected; for it has been found useless to stimulate the imagination of the head of the house unless the his hopes. When interest has been pretty well aroused, stereopticon tures by specialists are given in the district schoolhouse or some other central place, and the wonders of the new

country are revealed in an entertaining way. This usually sets the ball rolling. The remaining work of the agent is simply to make all arrangements. and economical. He takes everything into his own

of that term, as applied to lowa and other states of the Middle West. But the time is at hand wherein Oregon farmers who seek to diversify their something to sell" will add with a reasonable certainty of profitable returns for their endeavor a corn field to their cultivated lands. Whether turned into pork or poultry, butter or beef, hominy or hoecake, experience has demonstrated the value of corn as a food and feed cereal, while experiment has proved that it can be raised in Oregon to any extent that is profitable, and tion to the simple but somewhat exact. ing methods required to insure success

CHINESE EXCLUSION LAW. The Chinese residents of this country

have organized a movement against the extension of the Chinese exclusion law for another twenty years after its expiration in 1902, American sentiment toward China has been modified so much the past six months, compared with the hostility felt during the Boxer War, that the leading Chinamen cided to appeal strongly to the American people for fair treatment. A memorial to Congress will be signed by all the Chinese in this country, and the as possible will be secured to a petition to that body. Minister Wu Ting Fang will, of course, work zealously in Washington with Senators and Congressmen. The Chinese will plead that the exclusion act is unjust; that their people are unusually free from crime and pauper-

ism; that they are capable, economical and cheap workers in the field of labor. Their own country has been forcibly opened up to all foreigners, including Americans; their ports are compelled to welcome our citizens, either as merchants and traders or as missionaries; ship of subsidies, their fiscal system is controlled by foreign powers.

The Chinese plead that the demands of the United States for trade privileges in China are not consistent with its treatment of Chinese who desire to come to our shores. The Chinese point would enjoy a much greater advantage in the Chinese markets if this stigma The Chinese further say that a plentiful supply of Chinese labor would enor-

mously develop the resources of the United States, especially those of the South. The Chinese Consul-General at New York City, speaking to Southern planters, says: "Repeal the exclusion act and the Chinese will turn the great marshes of the South into rice lands, and in other parts they will build great "woman folks" can be made to share in | tea gardens." The negroes could not long endure competition with Chinese labor, and there is no doubt that it

would be admirably adapted "to the work of agriculture, horticulture and fruitraising in the South and in Cuba. The negro is not seldom indolent, intemperate and thriftless, while the Chinaman is invariably sober, industrious

In equity the Chinese have a good case, but their movement against the

Emperor William proclaimed in his speech on Wednesday last that the future of Germany lies on the sea. Today Germany is the fourth naval power crops on the intelligent basis of "always | in the world, while the United States is the third. Germany will have to increase her navy by 253,000 tons to equal ours. In October she had 235 vessels afloat, displacing 358,000 tons, and 18 ships building, displacing 88,940 tons, The United States has built 336,200 tons, is building 359,670 tons, a total of 705,870 tons. Of the great naval powers of the world, the British total is 646 yessels, built and building, displacing hence desirable, by giving proper atten- 1,795,410 tons; the French is 425 vessels, with a tonnage displacement of 714,199 tons. Great Britain has 45 first-class battle-ships; France has 19, and Great Britain is building 11. Russia last Oc-

ober had 294 ships afloat, with a displacement of 420,440 tons, and 38 ships building, to displace 149,140 tons. Russia must increase her navy by 136,000 ns to equal the naval strength of the United States. Today the six principal navies of the world are, in order, Great Britain, France, the United States, Russia, Germany and Japan. Japan is behind us by 450,000 tons.

We find this trenchant comment on the subsidy scheme in the columns of the Seattle Post-Intelligencer:

the Scattle Post-Intelligencer: What is needed to enable us to regain our supremacy on the seas is the repeal of our throttling navigation laws, and permit the American shipper to buy vessiels where he can buy them chespest. . . . It is not to be done by subady. The Morgan syndicate has shown its policy by the purchase of a foreign fleet. Let it have the American flag, as it is American property. We will thus expand our binning interest and as has been shown in shipping interest, and, as has been shown in the case of Germany, this will result in greatly ased activity in American shipbuild The utterance, it is true, is reprinted

from the Pittsburg Post with proper credit, but in thus using it the Post-Intelligencer lets a ray of illumination in upon its own desperate champion-

The story that comes from Colorado that Morgan, Harriman, Vanderbilt, Gould and Rockefeller expect in a few years to turn over all the railroad lines of the country to the Government for \$10,000,000,000 is utterly absurd. Govout that American manufacturers ernment ownership that means so enormous an increase of our public debt and so enormous an increase of the number upon the Chinese race were removed, of our civil service employes will not be undertaken within the present century.

> The fact that there are several vacandies in the list of school teachers for the board to fill this year indicates that the whisperings of Dan Cupid have not given offense in the schoolroom.

"Unmerciful disaster follows fast and follows faster." No sooner do we sink the grip on the horizon than the Summer vacation looms ominously ahead

The new third party will, of course, ccupy that position at the finish of the next Presidential race.

Schoolbooks, like the razors in the poem, seem to be made exclusively to sell.

I am willing that my fellow-citizens shall answer whether or not I have been loyal to our city. I can only hope to prosper through the growth and prosperity of through the growth and prosperity of Astoria. But if it be disloyalty to decline to believe that one may properly pull another down in order to pull himself up; that to advance our own locality we must retard another; that in order to establish one's own good character, it is necessary to slander one's neighbor, and that the doing of all these is honorable and decent, then, sir, I am disloyal.

The Astorian's reply:

The Astorian's repy: Stripped of the sarcasm and abuse, Mr Fulton's communication resolves itself into a futile effort to straddle a fence and dangle one leg in Portland's front yard and the other in Astoria, The edi-torial utterances of the Astorian, which aroused the ire of Mr. Fulton, sought to show that so long as large appropriations were expended in keeping open the channel to Portland: under existing conditions, Astoria would never be the commerce seaport of the Columbia Basin and Oregon. The injustice was pointed out of maintaining an inland seaport, inaccess-ible to the largest cargo carriers of the maintaining an inland seaport, inac seas, and of spending the public money to benefit a coterie of railroad magnates. It was shown that these vast expenditures had in them no element of benefit to the farmers of Oregon: that it was a wanton waste of public money when we have here, almost at the mouth of the Columbia, one of the finest harbors on the Pa. cific Const. Mr. Fulton declares that if the sentiments expressed in these columns be allowed to go forth unchallenged, it will result in making enemies for Astoria, not alone in Portland, but in Eastern Oregon, in fact, in the entire state. He ac-cuses the Astorian of begging the question, and says that the common-point rate problem is in no way involved in the controversy. If the common-point rate is not the plvotal point of the discussion, -point rate then what is? The Astorian has stated that it does not oppose the maintenance of a channel to Portland providing it redounds to the benefit of the entire state. It is not the channel that has been involved, but the men who are back of the pressure on the Government to secure the appropriations, and their motives. Is not the question of equitable rates to the seaboard and the deepening of the river

from here to Portland so inseparably in-terwoven that one cannot be discussed without the other being involved?

How About Portland's! Philadelphia Times.

Buffalo's big fair is swinging gayly into the busy season. The crowds are going and most of the editors have been there, and altogether the tide is on the flood. I is a good thing worth seeing and every one who can should go, but if unkind fortune should keep anybody away Char-leston will have a show next year and St. Louis will beat all previous records in 1903, or break something in trying. And after that we should not be surprised if Cuba has its try at a world's exposition. Burely the prosperous island has a plenty of anniversary dates for the purpose!

And Everything In Lovely.

J. Sterling Morton's Conservative. The fertile fields of Nebraska are now saturated with June showers. The sun is smiling upon them by day, and the dews are soothing them by night. The corn are soothing them by high. The corn is growing so swiftly that the plowmen must hurry to get through it a third time without being lost and suffocated among the stalks. The wheat is assured. Oats are not very good. But clover and alfalfa are magnificent, and forage is to be electiful for the next Winter. The to be plentiful for the next Winter. The gold standard is the creed of this people and prosperity is persistent.

narbors Senator Fulton acted, not only in good taste, but with fine political sagacity. He retains the support of the stronger elements of Astoria influence, while at the same time placing himself in a position command commendation from Portland. That letter, indicative as it is of statesmanlike conception of the relation towards the Columbia River that should be born by Astoria and Portland, and appealing, as it certainly will, to the people of Eastern Oregon and the Willamette Valley, is no obstacle in the way of his progress to the day when he can pre-fix to the title, "Senator," he now bears, the letters, "U. S."

A VENAL PRESS.

An Affliction of Western Washington. Spokane Spokesman-Review

The self-seeking politicians who have gained control of some of the leading daily papers of Western Washington have not gained the ownership. They are but the cringing creatures of gigantic trusts trusts and big transportation systems having selfish designs on the state's commerce and industry. The real owners have bought these papers in expectation that through their influence, and the willing manipulation of the tricky politicians they have also purchased, they will control the State Legislature and elect United States Senators and Representatives who will do their bldding in the broader realm of national legislation. But they will not succeed, or, if they do succeed, their in-fluence will be short-lived. An indepenfluence will be short-lived. An indepen-dent press the people will have. A sheet that becomes the mere attorney of de-signing interests not only will lose its in-fluence with the people, but will exert a contrary influence. Men and measures by it put forward will be marked for defeat

> The Weather Pessimist. Kiser, in Chicago Record-Herald.

Shivering or sweltering, Cursed with cold or heat; Never any place between When the seasons meet, Yesterday an overcoat, Wilted cuffs today-Never any happy state Just about midway.

Shivering or sweltering. Fire in the grate, Or the doors all open and Fans to operate: Front upon the windows or Sighing for a breeze; Never any medium Suffocate or freeze

Shivering or sweltering. Always the extreme; Hurry with the cooling draught; Or put on the steam; Either muffled up or else Hunting for the shade. Never comes a day that's just As we'd have it made.

Shivering or sweltering. Crying out for ice, Or to have the furnace start Up at any price: Never any happy time To sit down and say That the weather's perfect, or Near it anyway

PLEASANTRIES OF PARAGRAPHERS

Warm Weather Arrangements. - "Do you take your cook away with you in the Summer" "No, oh no; we can't affort to go to the kind of place that would satisfy her."-Chi Record-Heraid -Chicagu

Patrice-She says her face is her fortune. Patrice-Well, I'm thankfu I'm not in ner family. "Why?" "I would't like to come in for any part of a fortune like that."-Yonkers

Housekeeper-You needn't lask me for any cold victuals, for I haven't any. Weary Wil-lie-All right, ma'am-a couple o' soft-bolled eggs, a brolled steak and a gp of coffee'll do. -Philadelphia Record. "Mamma, I don't think the scopic who make

dolls are very plous people," sold a flitte girl to ber mother one day. "Why not, my child?". "Because you can never make them kneel. I have always to lay my doll down on her stom-ach to say her prayers."-Gasgow Evening Тітня.

Times. Papa (severely)—Did you ask mamma if you could have that apple? Fiv-year-old—Yes, paps. Paps—Be careful now. I'll ask mam-ma, end if she says you didr't ask her Fil whip you for telling a story. Did you ask mamma? Five-year-old—Paps. I asked her. (A pause.) She said I couldn' have it.—Tits-Bits.

What He had Overlooked .-- " have a most What He had Overlooked.--'' have a most uncomfortable feeling.'' said the ice man. ''It seems to me as if I had overlooked something today.'' 'It isn't possible that you have for-gotten to raise the price, is 17' asked his wife. ''By George! that's just what it is!' he exclaimed. 'I knew I had neglected one of my daily duties.''--Chicago Post Order Countermanded.-Foreman (job offlee)---What are you working at now? Boy-Runnin' off some business cards of a your woman who

what as you working at now . Boy-Runnin off some business cards of a young woman who wants to do mending for gents ind families. Foreman-Gee whiss! Didn't you yet word not to print 'em? The order is contermanded. Quick as the boss saw that girl's cad he rushed

Quick as the boss saw that girl's cald be rushed off and married ber.-New York Veckly. Presumptive Kinship-Kaite, the comping d-year-old, came lancing and singing into the parlor. Then, seeing a strange caller, she stopped, abashed. "This is my fille daugh-ter,' said her mother. "Kaite, the is Mrs. Baggs." "How do you do, Mrs. Baggs?" said Katle, analous to remove any unfitywable im-pression the visitor might have formed, "T know a little girl a school named Sax. Is she know a little girl at school named Sax. Is she any relation of yours?"-Chicago Trbuns.

of us. -