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TODAY'S WEATHER-Cloudy to partly cloudy, with showers; brisk southerly winds. YESTERDAY'S WEATHER-Maximum ten

ature, 38; pretation, 5 P. M. to 5 P. M., 38 inch.

PORTLAND, MONDAY, JAN. 6, 1902.

THE ASPRALT EXPLOITERS. Asphalt has become so common and so necessary a material for use in paying the streets of the cities of the civilized world that general interest is feit the companies that in the status of best asphalt for paving purposes is the coast of South America. The supply is ample, yet it has been believed could be monopolized, and this belief has been the basis of much heavy exploitation, which, however, has resulted disastrously to "investors."

Under the same of the Asphalt Comthe amount of \$30,000,000, and bonds to the amount of \$30,000,000 more. The phia, nearly at par. Later the Naper on which it was printed, was turned ing power with which to meet the rible fre placed in a receivership and may be closed out altogether.

But the clever manipulators who got up the scheme and sold the bonds have cash accounts rivaling those of the Count of Monte Cristo, and are living in great style in the capitals of Europe A. L. Barber, chief of these, has given orders in England for construction for himself of a high-class steam yacht of 3500 horsepower. The world is almost too small for him to bustle in. Such is the greatness of those who are suc cessful in flying financial balloons and floating bonds on the great sea of human gullibility.

THE FRENCH AT SEA.

Evidence is rapidly accumulating bn sea and shore, that the bounty-fed French merchant marine is making an intolerable outsance of liself in more ways than one. This is perhaps no more than could be expected from the nefarious subsidy system. When the talents, temperament and commercial instincts of a nation or of an individual do not warrant their embarking in a line of industry without being hired by sults are not to be looked for. The Frenchman has never been a successful tion at sea have been in evidence since few men in the French merchant marine who are brave and skillful navigators. There was not enough of this tinuously. class, however, to go round when France inaugurated the raid on her treasury in the form of a ship subsidy bill, and in order to take the greatest possible advantage of this charitable measure she turned out ships faster than sailors could be secured to officer and man them. The result of this "hothouse forcing" of the industry is shown in a large number of cases of reckless navigation, and the careful navigator at sea invariably gives a French vessel the same wide berth and consideration that would be extended to a derelict loaded with dynamite.

The latest and most serious case of French bark Max, which sank the steamer Walls Walls off Mendocino last Thursday morning. Here was a vessel 200 miles north of the port for which she was heading, and which she had passed. The Walla Walla, not dependent on the wind and tide, was which is so close in shore that it is a decidedly dangerous place for a sailing of the Max may have an excuse for missing his port by 200 miles and wandering in shore into the steamship track, but his abandonment of the sinking steamer will not be so easily explained. His conduct affords a striking contrast to that of the captain of the British ship Cromartyshire, which struck La Bourgogne off Newfoundland a few years ago. Although seriously

and began picking up the unfortunate the lifeboats and rafts by the cowardly French sallors and firemen. It is perhaps unfair to credit the loss

of the French bark Ernest Reyer to carelessness on the part of the captain, but the disaster will be figured in to swell the list of losses which have become so great that underwriters have advanced the rates on all merchant sailing vessels flying the French flag. The French bark Europe toppled over in the Seine and was dismasted. The incident falled to serve as a warning, for a sister ship, equally topheavy, was relieved of so much of her ballast in performance of the Europe in a manner decidedly costly for the underwriters. The French bark Henriette dragged anchor in Astoria harbor; her captain refused the services of the tug. and she is now at the bottom of the river. Lack of control over the crews, together with suspicion of the motives of Consuls and agents, has caused a great amount of trouble and expense to nearly every French vessel that has come to Portland this year. The natural deduction is that the French shipmasters are either remarkably unlucky or else unskilled in their calling. No one need doubt that, if the whole truth were known concerning the experiences in Portland harbor by French masters now protesting to our Government, their own part in the proceedings was discreditable in more ways than one.

TROUBLES AT PANAMA.

It is certainly true that the Isthmian Canal Commission dismissed the Panama route with a curtness which would have been inappropriate had its members not felt that the exorbitant price asked by the Panama Company ex-Goes not by any means follow that a seral negro insurrection. John Brown fuller consideration of the Panama was a monomaniac, a man "socially discoute would demonstrate its superiority to the one at Nicaragua. The contrary seems to be the case. The argument against Panama is graye, if not un-

Of course, a canal can be built at either place. Given money and time enough, and a canal could be built across the widest part of the North American Continent. It is idle to pretend that either Panama or Nicaragua is an engineering impossibility. Yet he who will make a study of the two problems will come home from his excursions impressed by nothing else so much as by the stupendous nature of the problem, wherever undertaken. have endeavored to monopolize this Think of a cut through a mountain material. The source of supply of the range 333 feet high, giving a depth of 29 feet below water and a bettom Island of Trinidad, off the northeastern width of 72 feet-that is at Panama. Think of a dam 1600 feet across the valley, 106 feet high and 25 feet widethat is at Nicaragua. In any case, it is a project of such dimensions as to stagger ordinary comprehension. Then there are irremediable difficul-

ties that will be permanent in either pany of America, stock was issued to case. Earthquakes, falsely asserted as possibilities at Nicaragua but not at Panama, must be expected at either bonds were sold mostly in Philadel- place. There have been 14 earthquakes on the Nicaragua route, and 28 along tional Asphalt Company was formed, the Panama. The latter were more with a stock capitalization of \$22,000,000 destructive, but none at either place and a bond issue of \$6,000,000 more; and | was severe enough to wreck the canal. the \$30,000,000 of stock of the former They probably would necessitate recompany, worth no more than the pa- pairs-things that are needed on every canal and railroad. The harbors are over to the National Asphalt Company. | inadequate on both routes. Grevtown's Some smaller concerns were gathered is a waste of shifting sands, and at into the combine. The bonds which had Colon, the Atlantic end of the Panama been put out required \$2,500,000 a year route, "northers" are so fierce that the for interest, and after a little it was only safety for vessels is to stand out discovered that there was small earn- to sea. There are dry times and ter-Then came a further discov- the San Juan. There is inefficient govery that there was no monopoly of the ernment in Colombia and also in Nicasupply in Trinidad; and the result is ragua. These difficulties supply perthat the two companies have been manent menaces that will require money and patience to cope with. Every great undertaking has great obstacles and great perplexities. It is idle to look for a canal location that does not present problems more stupendous and baffling than any engineering enterprise has ever before encountered. The pyramids and the Pennsylvania's tunnel from Jersey under Manhattan Island and two broad

rivers are child's play in comparison, But a canal is to be built, and the question is. Where do we want it when it is done? Panama is shorter, it is nearer for trade from the west coast of South America to either New York or Europe. Perhaps it can be built a little cheaper, probably it can be operated at less cost. But these are not conclusive considerations. Some day there will be a canal at Panama and another at Nicaragua. Should ours be the nearer or the farther? Politically, there is no choice in this matter. It is better to choose the route within our more immediate sphere of influence

There are other considerations: Panama is in the belt of calms, and in view of the renascence of the sailer, the route would be increasingly the government to go into it, best re- annoying and impracticable. Lake Nicaragua offers plenty of water, while the supply at Panama must be obmariner. The weak points in that na- tained from artificial accumulation of rainfall or other precarious device. Napoleon I sent fleet after fleet out to Nicaragua is the nearest for the all-be hammered to pieces by the more important trade for us—that between skillful navigators and sailors of the our Atlantic and Pacific ports and to British navy. Naturally, there are a the Orient. The Panama climate is extremely unhealthy. White men cannot work there, nor even live there con

Though it is aside from the merits of the question, a weighty bit of circumstantial evidence against Panama is its enthusiastic advocacy by everybody that doesn't want any canal at The Greeks come bearing gifts. The railroads, in their support of Panama, offer the strongest kind of evidence that Nicaragua is more to feared as an effective competitor.

CIVIL WAR OR SLAVE INSURREC. TION.

The publication by the Richmond Despatch of a bundle of letters adthis reckless navigation is that of the dressed to John Brown, and recently found in the Virginia State Library adds nothing to our historical knowledge of the famous raid on Harper's Ferry. A congressional committee composed of Democrats, Including Vallandigham of Ohio, investigated the whole matter at the time, and Brown was following the usual steamship route, found to have given his confidence to nobody in the matter outside of a few obscure persons of no political influvessel in thick weather. The captain ence or consequence. Governor Andrew of Massachusetts, and Theodore Parker believed that Brown had become monomaniac on the subject of slavery through the loss of his sons killed in Kansas. None of the abdittion leaders had any knowledge of Brown's plot. but some of them, like Wendell Phill lips, used his fate as a text upon which to preach an anti-slavery sermon. Theodore Parker had been six months in

hove to immediately, lowered her boats raid; Governor Andrew never aided Brown outside of the Kansas struggle passengers who had been crowded from of 1856. The crime of Brown had so little popular sympathy at the North that the Unitarian minister who officlated at his funeral in North Elba, N. Y., lost his pulpit at Burlington, Vt., because of his attendance on this occa- as those of Jamaica and Barbadoes.

While it is true that Brown had no political party, not even the abolitionists, behind him, nevertheless the South probably believed that he had a large secret following, and was naturally alarmed for the future. Doubtless the strain of feeling between the sections was increased by the raid. The South really had no just cause for alarm, for that Mr. Root seems to have no idea of Portland harbor that she repeated the the raid made both parties more conservative in speech and action; but it thought it had, and some of its newspapers seem to be still of that opinion. The logic of the Richmond Despatch is somewhat flimsy when it pretends that Brown's raid influenced the South to refuse to acquiesce in Lincoln's election in 1860. There was certainly no more danger of a negro insurrection with the whole country under Lincoln than there was with the South under Davis. Suppose the South had won the fight, would the slaves have been any more secure from Northern emissaries than under Lincoln? Lincoln was as much bound constitutionally to do his duty by the South as was President Buhansn, and he was as sure to do it.

But if the South had won, Lincoln would be under no constitutional oblia foreign state. Victory for the South would only have moved the Canadian asylum for fugitive slaves down to the Ohio River. The Brown raid doubtless hastened the outbreak of civil war by exasperating the South: but it is absurd to suppose that the South decided to repudiate Lincoln's election in 1860 because it was afraid of a succession cluded it from consideration. But it of abolition raids, resulting to a genwas a monomaniac, a man "socially diseased and perverted but not mentally diseased," as Dr. Spitzka says of the anarchist who killed President McKinley. With or without the Brown raid, civil war would probably have come after Lincoln's election, for the seeds of civil war were sown by the compromise of 1850.

A CAUSE FOR ADJUDICATION. It certainly becomes the German Gov-

ernment to address Venezuela in terms looking, not to an ultimatum with peremptory time limit, but to progressive adjudication, with due regard to the Monroe Doctrine. The German claim is of such a nature that if it were held against a first-class power, no thought of arbitrary measures would be entertained, for Venezuela certainly has a case. The trouble grows out of the debt owned by the Venezuelan Government for the construction of the Grand Railroad of Venezuela. In 1889 or 1890 some German bankers and other capitalists obtained a concession from the government for the construction of a railroad from Caracas, the capital, to Valencia, the next largest city. The distance was about 110 miles. Under the terms of this concession, the government guaranteed 7 per cent interest on all bonds of the road, which were supposed to cover the cost of construction. This guarantee meant that if the road did not earn enough to pay 7 per cent on the bonds, the governnent would make good the balance.

The road was built in an extravagant manner. The total cost was nearly \$16,000,000, but the government alleged it was not liable on more than That is to say, he showed neither re-\$10,000,000. The cost of construction of this road, which was only three feet A long-suffering community is to be shets on both the Chagres and six inches gauge and single track, was congratulated in that justice has at about \$145,009,000 a mile. contractors, mostly Germans, retired with comfortable fortunes. When the road was opened for traffic it barely paid running expenses, which amounted to \$6500 a mile, or a total of \$700.000 per annum for the whole 110 miles Under these circumstances, the government was called upon to make good the guarantee of 7 per cent. In 1895 the Venezuelan Government obtained a loam of \$10,000,000 in Germany at 5 per cent, issued through the "Disconto Gessellschaft." This bank is charged with appropriating \$5,200,000 of this sum in part payment of the debt due to itself as a member of the origina syndicate which built the railroad, and to have exacted a 20 per cent commission for negotiating the loan. The balance was destined to repay other foreign railroad companies the various sums owing them for similar guarantees. The Venezuelans say that "the \$5,200,000, together with the \$2,000,000 commission fee, was merely transferred from the right-hand pocket of the Disconto to the left; that the balance to be divided among the other railroad companies was not in cash, but in bonds, which the Disconto absolutely refused to redeem in cash or create a market for thus practically making them non-negotiable securities of no fixed value, and that the result was that the Disconto saddled upon the country an extra interest charge of

> \$500,000 without expending one cent in cash " The Venezuelan Government naturally objects to the payment of guarantees on what is clearly an enormously inflated construction account. Another railroad, the La Guayra & Caracas Company, 23 miles, is bonded for \$75,-000 a mile; the Puerto Cabello & Valencia, 38 miles, for \$55,000 a mile. No wonder the government is unwilling to pay guarantees upon such excessive capitalizations. The situation is not unlike that in Turkey. The common people in both countries are remarkably honest, but the whole official system of administration is tainted with corruption. Verezuela contains almost 600,000 square miles of territory, but its population is only about 2,500,000, and of this population only about 150. 000 represent the governing class. The rest of the population are peons. many can, of course, if she chooses easily by force compel the Venezuelah Government to come to some satisfactory agreement regarding this debt. just as France has forced Turkey to make settlement of her account. But the German claim against Venezuela seems to call for dispassionate adjudication quite as strongly as did the British claims over Orinoco territory.

Secretary Root, in his annual report, which President Roosevelt laid before Congress, said: "The same cons tions which led to the war with Spain now require that a commercial arrangement be made under which Cuba can live." This is substantially the argu ment pleaded in Cuba's behalf by General James H. Wilson in his address pefore the American Free Trade League more than a month before Congress assembled. The Cuban sugar output rose from 308,000 tons in 1899 to 615,000 tons damaged herself, the Cromartyshire Florence, Italy, when Brown made his in 1990, and this year it is estimated

that fully 800,000 tons will be produced. This enormous mass of raw sugar is almost unsalable today under our pres-

ent duty and the tremendous fall in price; so that without a change in the present industrial conditions in Cuba her plantations will become as desolate The people of Cuba depend upon the sugar and tobacco industry for their livelihood. Secretary Root is right when he says that we are bound in moral honor to regulate our tariff duties on the chief agricultural products of Cuba so that she will have a chance to get on her feet as a commercial and industrial nation. The inexplicable thing is

the graver case of the Philippines. According to the latest estimates by competent authority. English-speak-133,000,000. The only populations of greater numbers that speak any other single language are those of China and India. By their superior activity in commerce, the English-speaking peoples are spreading faster and farther, and are increasing their numbers more rapidly than any others. Nearly all the nations which hold colonies as part of their erapire rule populaly exceed those of the home countries in the number of inhabitants. The population of the colonies of Europear nations figures up after this fashion: France, 94,781,014; Germany, 71,gation to foster and protect slavery in | 002,014; Russia, 128,932,173, and the Unit-

ed Kingdom, 390,000,000. From this it appears that the British flag flies over more than one-quarter of the inhabitants of the earth. But of the total British "coloniats" 300,000,000 are Asiatics and 40,000,000 are Africans. The United States Bureau of Statistics figures out that no less than 500,000,000 of the earth's inhabitants are colonials, and of these colonials less than 15,000,-000, or 3 per cent, are composed of the people of the governing country.

We had yesterday a statement by cable from London that Mrs. Gallup, an American, was making a stir among the light-beads of literature there by a new Shakespeare-Baconian cipher. This vagary has a peculiar attraction for a class of minds upon whom arguments drawn from the canons of uni versal literature are wasted. They who are fond of the irregular and the marvelous, even to the top of irrationality. accept notions and theories of this kind. A correspondent of the New York Times at London telegraphs: . "Mr. Sidney Lee (the most discriminating of all recent writers on Shakespeare) unacfire by arguing with people with whom it is impossible to argue. Mr. Lee remarshale all the old, sensible reasons for believing that Shakespeare wrote his own works. But it will do no good. I have just discovered a singular fact. All pro-Boers and anti-vaccinationists

are Baconians." King County, Washington, is making a record too long delayed for the just punishment of criminals convicted of murder within its limits. Last August Charles Nordstrom was hanged for a most cowardly and atroclous murder committed nine-years before, and now the execution of William Seaton, who set in to kill an entire family of his relatives with an ax in December, 1966. and succeeded in killing his uncle and brutally wounding two little aleces and his sister, has taken place. A stolld human brute, Seaton "died game." morse for his crime nor fear of penalty. last come to its defense in ridding it of these conscienceless criminals, its only scores in a desperate game for more than a quarter of a century.

The Chicago Tribune publishes lists of donations and bequests to educational institutions, libraries, art museums, charities and religious foundations of various kinds in the United States during the year 1901, which reach the extraordinary sum of \$123,888,732; and it is certain that the whole of these donations is not represented in the lists. Of this great sum, \$68,850,961 has been given to colleges, universities, acade mies seminaries and institutes of an educational character. The Tribune adds this editorial comment: "As to the ultimate consequences of this wholesale and indiscriminate giving to educational institutions, some important questions may yet be raised, and indeed some thoughtful persons are already doubting the wisdom of such gifts."

The row in the Port of Portland Commission is inopportune and fraught with menace to the port. It harks back to our old difficulty here in making every vital concern of the community serve as football for the feet of rival political bosses. The time ought to ome here some day when the welfare of the state and city is regarded of more importance than to feed the ambition or the vengeance of partisan ma-

Concerning the Philippine clergy, the Boston Herald (Independent) has this sound suggestion: "If these Spanish friars could be sent back to Spain, and their places could be taken by Roman Catholic clergymen of American birth or training, even if our Government was compelled to pay a large sum of money in liquidation of land claims, it would be a highly satisfactory change to have brought about."

An esteemed newspaper of Eastern Oregon renews the complaint that that section of the state "has not its rightful share of state patropage." What with the whole state pouring money into Eastern Oregon through the scalp bounty law?

By a slip made yesterday in an article

about the Astoria News, the name of the Astorian in one place was introduced. The subject related wholly to the News, and the name of the Astorian did not belong to it. The wholesale trade of Chicago for the year 1901, according to the Tribune, amounted to \$892,800,000. Pretty big:

ger, in proportion to population. If some people did not doubt Marconl's invention, it would not be an invention. Therefore, if you are a skeptic you are among the best friends of the inventor.

but Portland's wholesale trade was big-

On Her Own Head Mr. Buggins-Fifty dollars for a bonnet Why, madam, it's a crime," Mrs. Bug gins-"Well, the crime is on my

EXPERIENCE THE GREAT TEACHER

PORTLAND, Jan. 4.—(To the Editor.) — Experience has taught the fruitgrowers of Oregon much within a few years which they are turning—as rational men are expected to do—to their profit. This fact is recalled by the statement made before the farmers' institute held at Cove a few days ago, in regard to the uncommercial fruits that were lanted in that section 15 to 20 years ago, "Plums, peaches, greengages, pears, and some of the prunes," are enumerated as among the worthless fruits, from a com-mercial point of view, that were then planted, and which have proved an unrofitable investment in money and en-

Almost twice that number of years ago this tendency to plant trees bearing un-profitable—because unmarketable—variprofitable—because unmarketable—vari-eties of fruit was developed in the Willamette Valley, Tons of greengages, of sweet Summer apples and of early pears rotted in orchards during these early years. A very small portion of the abounding yield of these fruit trees sufficed for home consumption; another very small fraction glutted the local market, and the vast residue dropped from the trees and rotted upon the ground. These were years of discouragement to the fruit-grower. Fruit pests were then unknown on the Pacific Slope, the trees were of rapid and rampant growth, began to bear early and bore with astonishing abundance. But there was literally "nothing in raising fruit" of the kinds then univer-saily raised. There would have been little in it, whatever the varieties cultivated, at that time, owing to the limited demand. No care was taken of the trees, for the very sufficient reason that there was no demand for their product, and the de-cline of Willamette Valley orchards be-gan, and continued until of these old orchards now scarcely a trace remains. In recent years, however, fruitgrowing has been re-established upon a more in-telligent basis, and with knowledge gained from experience, from study and from observation, and under the stimulus of a constantly widening market, horticulture is a promising and constantly ex-panding industry of the state. Fruitgrowers of Eastern Oregon might

have learned from observation the lesson acquired by experience in the Willamette Valley. But it seems they did not, and in consequence have now considerable orchard area that is unprofitable, because the product will not bear shipping. Having discovered this mistake, they cannot be-gin too soon for their own profit to rectify it, since at best the process will cover several years of practically unremative labor. C. A

This letter is highly suggestive, but it proceeds from the basis of a partial and perfect understanding of the fruitgrowers' problem. A newer country may learn much about the fruit business from an ider country, and Eastern Oregon ought to get some instruction from the mistakes and the successes of the Willamette region, where fruitgrowing has been long pursued; but there is a limit to the value of this kind of instruction, and it is easily possible to have too much of it or to follow it too blindly. The familiar maxim, "What is one man's meat is another man's polson," is quite as true and as applicable if we substitute the word 'orchard" for the word "man." One country may learn from another how to prepare fruit for market, how to forward it, how to so dispose of it to best advantage, but the experience of one country or district as to the varieties of fruit profitable to be grown is as likely to be misleading and harmful as to be helpful. Every fruit district, before best results can be attained, must find out what its adaptations are with reference to production and market, and adjust its energies to accord with this finding; and nobody has yet found a way to accomplish this excepting by experimentation involving more or less loss. To illustrate, California began fruit-

growing on a commercial scale much sooner than Oregon did, and the business attained prominence there before it taken up here. Very naturally, the first adventurers here directed their efforts and methods. The essential differences in the climates and soils of the two states were overlooked; the attempt was made in a wet country, with a short working season, to get results similar to the in a dry country with a long season, by planting identical varieties of fruits and employing similar methods of cultivation. Of course, the effort was a failure, and many of our more enterprising orchard ists know how costly it was. Hundred and even thousands, of acres were plant-ed here upon the presumption that what was advantageous and profitable in Cali-fornia would be similarly successful here: and the lesson that what is California's meat may be Oregon's poison was en-forced by the most painful experiences. In later years we have come to something like general comprehension of the neces-sities of our own situation, and are making a start toward that specialization of the fruit industry upon which its larger profit depends. We are learning that it is better for us to grow a special kind of prune, which matures early, before the Fall rains come, rather than to grow the varieties commonly produced in Califor-nia, which require a longer season for maturing. We have learned, too, that there is for us large profit in apples, and especially in the Spitzenberg and New-town Pippin varieties. And these lessons were not acquired by noting the experi-ence of other fruit countries. They have come to us through our own experience, and they have come to every other country which has gained them in precisely the same way. California had to learn by slow and costly processes that her best apple is the Yellow Bellefleur, and Colorado, by precisely similar experience, had to learn that hers is the Ben Davis. It is this special knowledge that is givto the Oregon fruit industry its spewhich is making it, when pursued up the best lines, widely and regularly profit-

The orchardists who exchanged experiences and reflections at Cove last week have in their relatively elevated and ab-solutely virgin country a fine basis for the fruit industry. Their most profitable specialty will probably be the apple for which Oregon has a world-wide fame, but this is not to be hastily assumed, for, as above said, the only way to find out the adaptations of any country in the matter of fruit production is to bring into arison the results of multiplied ex-

In the long run every successful fruit country must by a sort of evolutionary process work out its own salvation. This is being done in Western Oregon in varius lines, and notably in connection with the apple and the prune, as it was done long ago with the cherry and the strawberry. With longer experience, and with the fruit business on a larger basis, even more wonderful results to this end have been achieved in California. There pretty much the whole range of horticultural production has been localized and specia ned, and the pre-eminence of California in the commercial fruit world owes much in the commercial fruit world owes much to this fact. The navel or seedless orange one of California's very notable developments, and something comparable has been accomplished in relation to the peach, the prune, the plum, the apricot and other commercial lines of fruit pro-duction. The California orchardist is rapdiy acquiring a full equipment of special fruit varieties evolutionized through the influence of California conditions, and, of course, especially adapted to production under these conditions. This must be done in every part of Oregon. The needs and adaptations of every situation, regarded as to conditions of production and condi-tions of market, must be studied, and when they are learned we must set about meeting them. The more we specialize our productions, as we have the Italian

AMUSEMENTS.

Broadhurst's well-known comedy, "What Happened to Jones," was given at Cor-dray's last night by a well-balanced com-pany to a house that filled the theater to the doors. Judging by the merriment the play created and the applause at the conclusion of every act, it was more

than satisfactory.

Few comedies are so admirably constructed and so laughable throughout as this most successful of Broadhurst's efforts. From the time the book agent is projected into the household of an elderly professor, by a curious accident, till he makes his final bow, there is always something to laugh at. There is hardly a moment that is not occupied by some ludicrous situation, and the lines could hardly be brighter.

Mistaken identity has, as in most farces, been liberally made use of, it has been done cleverly, and the happy experiment of making a book agent try to play a bishop is an innovation that deserves the success it has achieved. Dean Raymond was the Jones of the com-pany, and seeemed fully alive to all the possibilities which are continually con-fronting that worthy. He kept the audience amused whenever he was on the

stage, and made much of the large op-James Durand was a good Professor Vide Ohio between them. The citizens of Goodly, his work in the last two acts, the state will have to content themselves when Goodly was trying to bear the pres ence of the drummer as best he could was particularly clever. Walter Green made an excellent bishop, and Lysander Houk was sufficient as Richard Heatherly. Miss Iva Merlyn was a pretty and vivacious Cissy, Clara Reynolds-Smith assisted in the fun-making by her interpretation of the role of Mrs. Goodly, Maud Cooling was a good Marjorie, and Eliza-beth Elison and Gertrude Bell got considerable out of the character parts entrusted to them.

The play will run all the week, with a matinee Saturday.

COMING ATTRACTIONS. Warde in "The Mountebank" at the

Marquam Tonight. Tonight at the Marquam Grand Theater Frederick Warde will open an engagement of four nights, presenting one of his greatest successes, "The Mountebank." Tuesday night Mr. Warde will present "Julius Caesar," Wednesday night "Vir-ginlus," and Thursday night "King Lear.

"The Mountebank" it is said offers him opportunity for the display of his well-known abilities. He brings a scenic production and the best company that he has ever had. Prominent in the company are Barry Johnstone, last season leading man for Madame Modjeska; Charles D. Herman, Miss Antoinette Ashton, formerly leading lady for James O'Neill: Virginia Drew Trescott, May Warde, the tragedian's talented daughter; Alleen Bertelle, John T. Hynes, Hamilton Coleman, Francis D. McGinn, John T. Harris, Harry C. Barton, James F. Fulton and Kennie McLeod. The sale of seats is now open for the entire reper-

"The Burgomaster." The engagement next Friday and Saturday nights, with a matinee Saturday, at the Marquam Grand Theater of "The Burgomaster" will doubtless be hailed with pleasure by local theater-goers. This is a performance known the length and breadth of the land. The book, by Frank Pixley, is quaint, humorous and interest-ing, besides possessing that element of historical accuracy in its introduction of characters who live in record. The mu-sical score by Gustav Luders, embraces 33 numbers. The sale of seats will open Wednesday morning.

"Crimping" on Puget Sound.

The point of view from which a subject is considered frequently makes a great difference in the interpretation of the matter. For example, we find in the Tacoma News, with credit given to the Post-Intelligencer, the following:

The sailer boarding-house days of Old Man Turk have again descended upon Portland. The tar who falls into the merciless hands of the crimps that infest the Oregon metropolis is as-sured an interesting time before he escapes; spend a pretty penny in order to land his sailor man back on board.

The Oregonian has no inclination to condone any of the offenses which are committed by boarding-house men in this city, but in order that our Tacoma and Scattle friends may understand where the greatest iniquity in this business prevalls, we submit the following extract from London Fairplay, the authority which is generally termed the "shipowners' Bible":

London, Dec. 7, 1991 .- To the Editor of Fair play-Dear Sir: We read with interest in the current number of your valued journal extracts from letters by the captain of a steamer at Portland lately. This 'crimping business' seems quite new to your correspondent, but, unfortunately for all sailing-ship owners, as you well know, it has been a most objectionable charge without exception for many years back. Our experience this Autumn with nev eral ships on the North Pacific means a loss of exactly \$240, plus increased wages for substi-tutes homewards. The standard charge at San Francisco seems to be \$25 per man, with \$4 extra for fees, etc., in all \$25. The charge at Portland again ranges from \$30 to \$35, with the usual extras. But Tacoma crowns the lot, as there men cannot be get under a charge varying from \$55 per head upwards, with the usual aundry charges additional for fees, etc. We give you the following extracts just received from Puget Sound, if you think they will interest your subscribers and strengthen in any way action taken up by the Shipping Federation to put down this scanda lous husiness. Yours truly,

SHIPOWNER NO. 2. As the same boarding-house gang controis the shipping of saliors in both Se-attle and Tacoma, we presume the above communication will receive due consider Post-Intelligencer and the News,

The Criminal Record.

Chicago Tribune The record of deaths by violence in this country in 1991 shows quite a decrease being 7852, as compared with 8275 in 1900 The latter figures were an increase 350 over those of the preceding year. It is not possible, of course, to obtain accurate statistics on this point by mail and telegraph, as many cases are not report ed, but they are sufficiently accurate to indicate that crime is not rapidly increas ing in this country. The record of su cides, however, tells another and sadde The record of sulstory. In 1901, 72th persons "shuffled off this mortal coll," as compared with 6555 in 1900. The steady increase in the suicide habit, largely due to the ease with which poison may be obtained, this be ing the most common agency employed, is shown by the following record of cases in a series of years: 1800, 2040; 1891, 3631; 1892, 3890; 1800, 4456; 1804, 4912; 1806, 5750; 1896, 6530; 1807, 6600; 1838, 5820; 1859, 5340; 1900. 6755; 1901. 7245.

Lord Byron. Since our country, our God-Oh! my sire! Demand that thy daughter expire: Since thy triumph was bought by thy vow-Strike the bosom that's bared for thee not And the voice of my mourning is o'er

There cannot be pain in the

And of this, ob, my father! he sure-That the blood of thy child is an pure As the blesning I beg ere it flow, And the last thought that soothes me below Though the virgins of Salem lament, I have wen the great battle for thee, And my father and country are free!

When this blood of thy giving hath gush'd, When the voice that thou lovest is hush'd, Let my memory still be thy pride, prune and the Spitzenberg apple, the fur-ther we shall get away from competition. And forget not I smiled as I died.

· NOTE AND COMMENT.

Mr. Shakespeare will come to town

Tuesday. Aha! Mr. Weather Prophet, we told you

it would rain yesterday. Mrs. Gallup seems to be setting a pace

that the London literatt cannot follow, The proceedings of the Port of Portland Commission begin to promise war news.

Cornegie is getting to where he can see the poorhouse lights on a particularly bright night.

The novelist who will insert the January prices of dress goods in his works will find readers.

Generals Kitchener and Dewet are yet undecided as to the heavy-weight championship of South Africa.

If Edison isn't inventing anything more useful and less noisy than the phonograph the reporters who are hanging about his premises might as well go off watch.

Hanna and Foraker have decided to diwith going w-y b-k and sitting down. Miss Stone's press agent must either

have sworn off or celebrated the New Year's advent too hilarlously. He hasn't sent out a line for the last day and a half. The Shakespeare-Bacon controversy has

arisen again. Why not send a Marconi dispatch to Igantius Donnelly about it? He knows who wrote the plays by this time. It has been ascertained that Czolgosa was fully responsible for his crime. As

the public is willing to take full responsibility for its punishment, why not let it go at that?

Our carload of poems on "Beatiful Snow" has arrived safely, and Manager Lyons, of the Terminal Company, notifies us that he will send it up here as soon as he can get the Council to give him permission to lay a siding on Sixth street.

Edward F. Nishwitz, who was discharged from the New York police force in 1896 for being absent without leave, has been reinstated, with back pay amounting to \$6000. Nishwitz has been working as a machinist during the interval, and now that he has been reinstated and paid he has resigned from the force,

George and Henry Jacobs, two unbelievers at a spiritualistic seance in Austin, Tex., made preliminary arrangements whereby a departed spirit, returning barefooted to the haunts of men, stepped on a large and sharp carpet tack. The mediums immediately shook the dust of Austin from their feet, lest some of the people who had helped them do a profitable business might want their money back.

A new system of railroad operation is soon to go into effect on the Burlington, It will be conducted on the same plan as a department store, in that every representative of the company will keep a ance to J. J. Hill every month. He will be the sole manager of his department, and his pofits and losses will be charged to him, instead of to the company. All the bookkeeping of the company will be revolutionized to meet the conditions of the new system, which is already the system of the Great Northern, where it has proved very successful. The benefit lies in the fact that every employe will endeavor to make a good showing.

Embezziements in 1901. Chicago Tribune.

forms of financial dishenesty during the years just closed, like that of the three years previous it, is distinctly encourag-ing. The record of the last four years on follows: 1298 \$5.851.963: 1880 \$2.218. pared with the reports for a long series of years preceding 1888 these amounts are comparatively small and they testify eloquently to the general prosperity of the general financial depression that the bezzler jargely flourishes, or his work be comes apparent. The banks, as usual, were the principal sufferers in 1901, their losses amounting to \$1.513.496, but even these figures are small when compared with those of some past years.

Mark Twain's Great Modesty...

New York Times. The business methods of publishers came up for discussion at a recent literary gathering. William Dean Howells and

Mark Twain were present.

The spirit of the age is strenuous. said Mr. Howells. "And in order not to be behind the times the publishers modify the verblage of the circus poster with

scant politeness." ey do," assented the humorist, "My publishers speaks of advertising my book as a story by Mark Twain with no further comment. But he shan't make a holy show of me with his vulgar advertising simplicity. I shall insist upon a street parade at the least, because I am a modest man and dislike to be made conapleuous."

New Corporations. Chicago Tribune.

Katzenjammer Pleasure Club, Chicago; bject, Katzenjammer, Incorporators, object, Katzenjammer, Incorporators, William C. Wiehl, Adolph Weinholz, Frei

Bromo Selzer Relief Club; object, to remove Katzenjammer. Incorporators, same

PLEASANTRIES OF PARAGRAPHERS The Worst Form .- Mrs. Crawford-I suppos

you suffer a great deal from your dyspepsia? Mrs. Crabehaw—Not half as much as I did when my husband had it.—Judge. Mrs. Justwed-This is excellent cake. Did you get the recipe out of a beak? Mrs. New-wed-No; I got it out of my head. Mrs. Just-

wed-No wonder it is so light.-Boston Tray Mrs. O'Rourke (to charitable old Mr. Hartwell, who is giving away poultry to the needy)
-Long life to yer Honor; sure I'll niver see
a goose agin but I'll think of yea!-Harlem

The Chicago Man-Well, what did you think of New York? The Colorado Man-Thought it was a mining town when I first struck it.

schooly was disging in nearly every street. An Acceptable Present.- "Mame got a set of

false teeth for a Christmus present." "Hor-rors: I didn't know she needed them. "Oh, yes; a girl can't have too many sidecombs, you know." Philadelphia Evening Bulletin, Accounting for It.-De Sappy-I don't under stand why some people require so much sleep. I can get along with four hours. Mus Redbud

-The body doesn't require nearly so much rest as the brain.-Town and Country. in the Picture Gallery.—Guide—This is a Cuyp. Wonderful feeling! So human! It represents one peasant asking another a question. Visitor-What fidelity to nature! The other fellow looks as if he didn't know a thing

Feline Depravity .- "O Horace!" wailed his young wife. 'I have just found out that Alax our beautiful Angora cat, has been lead-ing a double life!" 'That makes 18, I suping a double life!" 'That makes IS, I suppose," said Horace. 'What has he been doing?' "You know I jet him out every moraing, because he seems to want to so and play
out of doors. Well, I have discovered that he
goes over to the Robinsons and lets them feed
him and pet him."—Chicago Tribune.