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TODAY'S WEATHER-Partly cloudy and or TESTERDAY'S WEATHER-Maximum tem am temperature, 38; pro 44 tation, 0.01 inch.

PORTLAND, MONDAY, JAN, 20, 1902.

NOW IN PAVOR OF PANAMA.

It will be conceded that the supplemental report of the Isthmian Canal nmission, in favor of Panama, is entitled to consideration. Reduction of the price from \$109,000,000 to \$40,000,90 the cause of this new action. Ques tion has been raised whether complete title could be given; but the commission gives positive assurance that this can be done.

There are reasons why our Pacific States should prefer Nicaragua. Beween our Pacific and Atlantic ports, and between our Pacific ports and Europe, the route via Nicaragua will be much shorter. For sailing vessels, preover, it presents advantages, since the route via Panama leads into a region of calms, where there will be much detention. It is doubtful, too, chether questions of sovereignty at Panama can be adjusted as favorably ple of the Columbia Basin seem to think as at Nicaragua, Again, there is distrust of any proposition to substitute one of these undertakings for the other. No one knows what schemes of delay may lurk in the substitution.

It is necessary, however, to bear in mind the fact that Nicaragua was preferred to Panama by the commission in its first report solely because of the excessive price demanded by the Panama Company. Here is an extract from the report:

There are certain physical advantages, such , trated on the upper river, and that as a shorter canal line, a more complete knowledge of the country through which it passes and lower cost of maintenance and operation in favor of the Panama route, but terlar country and exercises to the terlar of terlar of the terlar of the price fixed by the Panama Canal Company for a sale of its property and franchises is so intersemable that its acceptance cannot' be "Washington and Idaho have no in-

as fuel. The Clam has been burning oll for two years, and the experiment has proved satisfactory. The company to which this vessel belongs is a Russian corporation, and it has numerous stations in various parts of the world where oil is stored, and it has for some years been employing oil-burning ves-

sels in its trade. So far it does not appear that oil as fuel is absolutely cheaper than coal. Much depends upon circumstances. In or near coal-producing districts coal is, and bids fair to continue to be, preferred to oil as a steam-producer,

where fuel has to be transported for great distances the cost is in favor of The greatest economy is held to b oil in that of space for storing fuel on shipboard, much less room being required for oil tanks than for coal burn ers. This difference on a large liner represents a freight-sarning capacity of \$1500 for a single trip across the ocean. Another considerable saving would be made in labor. On a first-class ship 160

stokers are required to keep the engines hot with coal. The same result could, it is said, he achieved with oil as fuel by twenty men. Aside from consideraons of actual cost, there is an element of humanity in this saving of stokers, many of whom are borne, utterly exhausted, to hospitals on the arrival of every big liner in port. The increase it cleanliness due to the substitution of oil for coal is also reckoned as an element in labor-saving and as a great addition

Several railroads in this country and other countries have experimented with oil as fuel for their locomotives, but the results have not justified a recommendation to displace coal on the basis of economy or safety. Should these two points be established, the governments of the world will be quick to see the ac-

cruing advantages and apply them to naval operations. But the whole matter is yet in an unsettled state, without prospect of progressing beyond that point for some time. There is a fixed determination, however, to demonstrate the question on the ground of economy and general utility, and it is upon the basis fixed by these controlling com-

mercial forces that a decision will finally be reached.

THE RIVER PROBLEM.

Much is said these days, up and down the country, on the problems presented in improvement of the Columbia River and its tributaries, from the sea to the heads of possible navigation. There is not much disagreement, except as to the question where the work should be done first. But since the work cannot be started or pushed at all points at ce, selection becomes necessary. This the problem before the committees of Congress. From information given out at Washington, it appears that a deeper channel at the mouth of the river is regarded by the committees as the most necessary thing. This is not unreasonable, though some of the peoit so, for if vessels of sufficient draft for our trade cannot safely and quickly pass in and out of the river, improve ment of its upper reaches will avail little. Portland is the target of a great deal of furious attack, both above and below, for a policy alleged to be

structive. On this subject, we shall present a little symposium herewith, collected from various journals. . Here, first, is the Lewiston Tribune, which insists that all effort shall be concenland "is locking itself out from the interior country and conceives its best

expense account to go along with it.

would ply between Lewiston and Astoria, and

knowledge of local conditions.

torian:

THE MORNING OREGONIAN, MONDAY, JANUARY 20, 1902

jetty at the mouth of the siver as the first and imperious need. To render steamboat navigation to and from Lewiston useful, there must be a deep entrance at the river's mouth; hence improvement of the bar naturally precedes improvement of the upper river. This is the logic of the situation as

seen by the committees of Congress. But the Astoria News, for the purpose of carping at Portland, questions whether Portland wants a deeper channel at the mouth of the river. The News, however, is a paper afflicted with a rables. It is not possible for it talk sense; so it goes on to say:

It is known that Major Handbury put Sna Island jetty where it three its Frairie nel and the middle channel to the nor of the Columbia, and ultimately the bar channel to the north side. the bal control to the norm sail, and ing it to such drpth that only shing i could get to Portland could cross in eas The manifest effect of that jetty was resulted. Major Handbury was then receiv \$250 a month from the Portland Chamber Commerce. It is presumable that he was a rying out its wishes, which were then and to be to have no entrance except such as wo squal that up to Portland. There does not pear to have been any change in Fortland's policy since that date on that point. Does Fortland, then, want any 40-foot channel on the bar unless she can get a 30-foot channel up to Portland? Reason would be wasted on folly like

this. Portland wants the deepest possible channel at the mouth, and realizes that this is the necessary basis of all improvement. A 30-foot channel to Portland will quickly follow a 40-foot channel on the bar-indeed, will probably be had first, since it is by no means so difficult a problem. But there s a third paper at Astoria-the Heraid.

We quote now from its columns: In the efforts of the News and Astorian t injure Portland they are doing more harm t Astoria. This is certain: If ships cannot cross the Columbia bar they cannot come to Ast There is no doubt but the representatives There is no doubt but the representatives from Washington will oppose any appropriations for the Columbia Hiver or bar, and they can bring proof to substantiate their position by pro-ducing press clippings from Astoria say that there is plenty of water on the bar, and that the pilot and towage service is of the very best, they publish that which is not borne out by facts. When they state that there is more deiny between Astoria and Postiand than at the pilot and towing action the bars and that the pilot applies the state that there is more deiny between Astoria and Postiand than at the bar, they publish deliberate faisehoods.

deiny between Astoria and Portland than at the bar, they publish deliberate falsehoods. Perhaps there was a time when this condition really existed, but that time has long since passed. It is better for the commercial in-terests of Astoria that the papers confine (flemmelves to the truth and that, instead of belitting Portland, they try to see that the har towage and pilotage service is put in the best possible condition. Bo far as the daily papers of Astoria are concerned, they do not circulate outside of the corporate limits of the ulate outside of the corporate limits of the

circulate outside of the corporate limits of the city, but the exchanges sent to the Scould cities is what is doing the injury to Astoria. If the people of Astoria imagine that they can secure all of the shipping that enters the Columbia River and that Portland will simply be an inland town, they are ignorant of the true situation. When that time comes the Columsituation. When that time comes the Colum-bia River will be flowing toward the Rocky Mountains, and not toward the bar. Is the reader surprised to find so

much good sizes in a paper published at Astoria? There is more. After quoting from The Oregonian's Washington report, and from an editorial in The Oregonian on the injurious effect produced by the course of certain newspapers at Astoria, the Herald proceeds. The papers referred to are the News and the Astorian. Sydney Dell's semetical harangues, in "molding public epinion." at Portland, and the animosity entertained by the Astorian for Portland, may result as The Oregonian fears, in there being no appropriation for the Colum-bia River har. This will throw 150 men out of employment at Pert Stevens and to incaf-

of employment at Fort Stevens, and do incal culable injury to the shipping of the Lower Columbia. The people of Astoria are to biame for according support to two papers that see and always have worked against the interests On the river problem this is enough for today. Those journals at Astoria, 213 Lewiston and elsewhere, make common cause in abuse and de-nunctation of Portiand, may take no- the

cific Export Lumber Company, of this city, has dispatched more steamships direct to Manlia than have been sent out by any other firm on the Pacific Coast, and has handled freight impartially from toth Portland and Puget Sound. Its last steamship carried half a cargo from each port, and there has been no period of any considerable

length since the transport business be gan when the Government could no secure all of the transportation facili ties needed from Portland, at the same rates as were obtainable from other ports.

The Oregonian several months ag showed how ignorance, or the exercise of a "pull," resulted in the refusal of the department to accept the Argyli for Portland loading at \$600 per while at the same time an offer of \$55 per day was made for the Willamette. Because the owners of the latter vess refused the offer, a steamer was chartered at Scattle. Taking the carrying capacity of the two ships, and the Ar gyll's offer was 15 cents per ton day and was refused, but the offer made by the Government to the Wil lamette was equivalent to 27% cents per ton per day. ton per day. Portland can compete with any port on the Pacific Coast Portland can con

when the competition is conducted on business principles, but it has no show where such unfair methods as the above are adopted. Quite a number of men in Seattle and San Francisco have grown suddenly wealthy out of the transport business. The fact that no one in Portland has made any money out of it, even in a legitimate way, is pretty strong proof that discrimination has been and is still being practiced.

The Oregonian save nothing about kindergarien. No doubt the kindergarten will be adopted, and will beme an additional, integral and constantly growing part of the great socislistic machine. It is a tendency which it is useless at this time to resist it may collapse, in time, from over-loading; and that is all that can be oped for. But, though The Oregonian finds it useless to oppose the kindergarten, it will not advocate it. It will simply be silent. It does not believe taking measures to relieve parents their natural and proper responsibility. So it is not for the kindergarten. The Oregonian holds some opinions of the old fashion-opinions that have foundations in the experience of the ages-and it would like to see parents held to responsibility for the children they bring into the world. All this public kindergarten business comes out of the philos-ophy and practice of J. J. Rousseau. who affected to weep over the wrongs done to children and their neglect by society, yet exposed his own children on the street, as fast as they were born, to the chance of being picked up and sent to the hospital for foundlings. God forbid that The Oregonian should ever approve the philosophy or practice, or anything to promote either! ing that can be conceived could do so much to sap the foundations of social order and general morality as the effort to put the state in the place of the parent.

The New York Herald attacks Panama Canal editorially and advocates the Nicaraguan plan as the only genuipe American article in the way of isthmian canals. Tw the Hartford Times this seems a curious attitude for a man to take who is usually so favorable to French ideas and interests as Mr. Bennett is. In its Washington cor- Guilliver, indulges a looseness in gramwhich respondence the Herald shows that there is an overwheiming sentiment in the Senate in favor of the passage at chapters. In places his writings re-this sension of an act authorizing the semble those of Sir John de Mandeville, tice, if they will, and reconcile their construction of an isthmian canal: that while a very large majority of the Senators were in favor of the Nicaragua Canal prior to the offer of the French company, a clear majority has since switched in favor of giving the Panama offer full consideration before declsive action is taken; that any effort by friends of the Nicaragua Canal to force a bill through before the whole matter, Panama offer and all, has been considered by the committee, would meet with failure.

against to secure its just dues. The Pa- | MEMORABLE WORK OF LITERATURE

George Hieronymus Knaggs (what outhful for the trumpet of Fame!), one of the best-known planeer residents of this state, is writing a book. This news will be received with gladness by all. old-time residents who remember the talents and versatility displayed by Mr. Knaggs in the days when he was purser on the old O. T. Company boats, running between Portland and The Balles, when clothed in a blue swallow-tail coat with brass buttons and the full viewr of an exuberant imigination, with his glossy plug hat on the back of his head to giv to his expansive forehead, he acted the part of guide book to the tourists doing the Great River of the West. Many still remember the talent he displayed in interesting and instructing travelers and the wonderful yarns he used to spin them, transforming bleak, rocky and wind swept slopes on the inaccessible mountain side, where mosnes and scattering scrub oaks maintained a precarious existence, into fruitfal orchards, to their wonderment and the glorification of this region. Also his statements in regard to Multnomah Falls, which he made nearly 2050 feet in height, and told his listeners were artificial, the water having been brought in from the back country through a tunnel and ditch constructed by the company, in order to furnish a striking and beautiful addition to the natural scenery; and many other wonderful tales about how Castle Rock, Rooster Rook the Pillags of Hercules and Cape Horn were formed, even showing at the base of Cape Horn the marks made by the devil's pickax, when he scarped the face

of that frowning bluff of rock.

Mr. Knagg's book is to be a concise and veracious history of his life, travels and adyestures in this region in early days. From a hasty glance through the picted portions of this work, and the scheme blocked out for the remainder, it is evident that the book will become a classic, and will take a place near the head in lists of "the best one hundred books" to be prepared in the future. The work will be a combination of the best features of a number of the world's most celebrated writers-those whose works have immortalized them with 1115dying fame. It opens with a description of Mr. Knagg's starting out on his journey to the great unknown West, the "never, never" country of those days The first chapters are written in the quaint and cheerful style of Bunyan, and as he was a nice young man in those days, his adventures somewhat resemble those of Christian as narrated "Pilgrim's Progress"-for a time. floundered through many "sloughs of des pond," and surmounted many "hills of difficulty," before reaching the Missourl River, on the further bank of which he encountered Apollyon, but, unlike Chris tian, he made friends with the fiend, and a very friendly understanding has existed between them ever since. In his account of his progress through

the region infested by the untamed savages, at that time uncontaminated by contact with white men, he depicts them with all their "eccentricities" of manners customs, worship, etc., with the fidelity of Marco Polo, whom he also resembles in casting aside all theories in an hones endeavor to furnish information on basis of collected facts. In some of his chapters he exhibits the teeming imagination of the great Gulliver and his faculty of simulating accuracy and consistency, which enables him to give the wildest imaginable fiction an appearance of veracity, but he occasionally, like mar and a tendency to verge toward indecency, which slightly mars some of his

AMUSEMENTS.

The Collamarini-Repetto Operatic Concert Company began a week's engage ment last night it Cordray's Theater, an were very well received by a crowdes very well received by a crowdes, Encores were frequent. Every LOUSE. vocal number on the programme was Italian, but neveral encores were sung English. The great contraito, Estefan Italian, but several encourse income English. The great contraito, Estefanis Collamarini, was, of course, the star o the quartet. She was in excellent voice and since her last visit here her singin and since her last visit here her singin Her tone is deepe s better than ever. is bester than ever, her ione is deep and more mellow, and her interpretable is broader. From the work she di although excellent, it was not possible

when Collamarial came on the stage last night, she was greated with a while when Collamarial came on the stage last night, she was greated with a while wind of applauge. Her first selection was an air from Thomas "Mignon," and for an entere she sang, in English, "Promise Me," from "Robin Hood." The beauth fully sympathetic quality of her tone and shading were excellent in this number made famous by Jessie Bartlett Davis Collamarini was encored a third tim by her admirers and she good-naturedly down at the plano and sang with dash and abandon "La Paloma," a Spanish alt More ambitious work was done by Col lamarini in the quartet from the secon act of Flotow's "Martha," and th cellently worked un forte passances at the end, made the theater ring again any again. The great centralto was to hav, favored the audience with one selection from Bizet's "Carmen," but this was no given because of the length of the pro-gramme. She scored fresh laurels by gramme. She scored fresh lan her spiendid acting and wealth scene from Verdi's "Rigoletto," and it was with regret that the andience saw her leave the stage. Her hearty rece-tion showed that she has lost none of her larity as a great contraito.

Ferrari, the baritone, seemed Guisseppe made for the part of the funny, laughter-provoking "Barber of Seville." the happy and gifted production of Gloachine An-tonio Regaint (1792-1545). Forrari sings tonio Rossini (1753-1838). Ferrari sings with all his soul, and he seems to have lots of tone to spare. His voice is fuil, lots of tone to spare. His voice is full, rich, and sonorous. When he danced on the stage as the funny barber, he burst into the Cabaletta "Largo al factotum della citta," and his smiles, his laughs. della citta," and his smiles, his laught his grimaces sent a wave of fun ove the audience. If he had sung in English his hearers would have laughed outrigh with enjoyment. Italla Vittoria Repetit the lyric sograno, made a bewitching spina, and she divided he rarl. The 'Barber of Seville' numbers made one of the hits of the evening. Very few comic operas live so long as the story of the funny barber of Seville. Very related that when the opera was first produced at Rome in 1816, it was treated with indifference, much to Rossini's sur-Ferrari was also successful with a pro

logue from Leoncarallo's "Pagliacci," and in a ductto, with Repetto, from Doni Repetto showed zetti's "Don Pasquale." Repetto showe high dramatic instinct, and her voice. lyric soprano, is one of great beauty She chose for her first appearance on of Donizetti's arias, and in response a hearty encore she sang Flotow's the Last Rose of Summer." The tenor of the quartet, Domenics Russo, made a good impression. At first his head nate

his head notes were not so clear, but h improved as he went on, and his volc

Improved as he went on, and his volce rang full and true, in the forte passages It is of pleasing quality. Like Colimmar-ini he chose a "Mignon" number for his first appearance, and for his encores gave in English, "A Dream," by Bartlett, and "Because I Love You." In the second and third parts of the programme, the choice account in the programme, the singers appeared in cos-tume, and scenery intensified the dramatic effect. There was no orchestra Andre Benoist, a brilliant young Frenci

planist from Paris, played plano accompaniments with marked ability. He also played two solos, one a Liszt number and the other a "March Militaire," by Schubert-Tausig. For an encore to the little he responded with a rhapsodle by Chopin Benoist became a favorite with the audi-ence, and the women were loud in their praise of his cloud of dark hair, and his poetic face. The same programme will be repeated

this evening. Tomorrow evening the at-traction will be "Carmen," and Colla-marini will be seen at her best.

NOTE AND COMMENT.

Now Croker is making a series of positively last appearances

This thing of walking in the footsteps of Czolgasz will soon become unpopular.

Cannot the coronation be secured as an attraction for the Lewis and Clark Fair?

No tickets from New York to Manila have yet been sold that read "via Nicaragua Canal."

It is 10 to 1 that Funston has at last found his conqueror. There is a new haby at his house.

It is suggested that the provisions of the leary act might be so extended as to include the trusts,

If Schwab stays at Monte Carlo he will oon be applying for \$9,800,900 on a year's advance of salary.

New York is to have a French theater. Let us hope that French farces will be confined within its walls.

J. P. Morgan is one man who doesn't have to make all his family purchases during the clearance sales.

A woman is sping Russell Sage for 176,-If she won't be happy till she gets it, she has a sorrowful life ahead of her

A football player has just died in New Haven from injuries received four years ago. He should have had medical assist. ance.

Chicago wind is to he converted into lectricity. But the wind is not the only thing about Chicago which can be made shocking.

Senator Chandler says the Presidents are overworked. They certainly are, by Senators who have appointments they want made.

Corn King Phillips has suffered another irretrievable loss of power. Three or four f them ought to come pretty nearly putting him out of business

The Britlsh hangman died recently, His predecessor in office invented the "long drop" and strongly affirmed that it was a specially humane method of dealing with small and light malefactors. In urging the merits of his invention, he referred to the precedent of a certain murderer with romantic eloquence. "There was the late Mr. Peace, sir. Well, Mr. Peace was a very small gentleman. And I gave him the long drop and he went off as gentle as a Summer's eve."

Dr. Temple, archbishop of Canterbury, once had a candidate for ordination read chapter of the Bible before him to test his elocutionary powers. In the midst of it the archbishop stopped him with the abrupt comment, "Ye're inaudible!" "But, my lord," said the discomfited youth, "I've read the lessons in a big church and been told that every word could be heard." Who told ye-a lady? Are ye engaged to her?" The candidate owned the soft impeachment. "Then don't believe a word she says-until ye're married to her." was the reply.

On the Sunday following Queen Vicoria's death, Canon Gore, bishop's designate of Worcester, was so confused by the phraseology of the church service that he spoke of the heir apparent as "George, Duke of Connaught and York," instead of Cornwall and York. In Westminster Ab. hey itself, though the Queen's death was the one thought in every mind, the minor canon who read the service said: ."Oh Lord, save the Queen!" There was a parish clerk once who had no such difficulty. On the death of William IV and the accession of Victoria he carefully hanged the word "King in all the church books, and for long after he astonished the congregation by singing "Thou are the Queen of glory, O Christ!" An English writer lately returned from South Africa has published the following description of Lord Kitchener: "Tall and well proportioned above, he falls away from his walst downward. It is this lower weediness which evidently troubles the man who fashions his clothes. A round, red and somewhat puffy face. Square head, with staff cap set careleasly upon it. Heavy mustaches covering a somewhat mobile mouth, at the moment inclined to smile. Eyes just anyhow; heavy but not overpowering eyebrows. In fact, a very ordinary face of a man just past his prime. Hardly a figure that you would have remarked if it had not been for the gilt upon his hat-in fact, it was all a disappointing discovery." Lord Rosslyn's recent attempt at break. ing the bank at Monte Carlo was not brilliantly successful, in spite of the "sys-tem" that appeared so convincing to himsaif and his friends. But a, temporary success would be weicomed; it is said by the Monte Carlo management, which depends on the general belief in the possibility of "breaking the bank." It is not likely, however, that the Prince of Monaco will be beggared. For more than a quarter of a century the tables have paid all the rates and taxes, the lighting and water of Monte Carlo, Even the bishop draws his salary from the profits of the tables. Altogether, if the Prince of Monaco's allowance of \$250,000 a year be included, with \$100,000 more for expenses of body guard, police and law courts about \$5,000,000 a year is earned and spent before the "Bains de Mer" Company begins to profit. And as its profits are quite steady, it will welcome any advertisement Lord Rosslyn can give it by his gains or losses.

unreasonable that its acceptance recommended by this commission. The qualification, moreover, in the se

lection of the Nicaragua route is still une proceeds: further expressed in this passage of the report:

the investigations made by the commission and the actual situation as it now stands, and baying in view the terms offered by the pew Panama Canal Company, this commission is of the spinion that "the most practicable and fensible route" for an istemian canal to be ble route" for an isthmian canal, to be fer the control, management and owner-of the United States," is that known as the Niceragua route

In justice, therefore, to the commision it must be remarked that the qualification involved in the words, "the cituation as it now stands," and in the pointed reference to "the terms offered by the new Panama Canal Company," makes it plain that the commission did not look upon its choice as final. The report was presented in a way that left room for a supplementary report, which now has been made. The Panama Company has reduced its demand so far that-the commission now feels justified in recommending that the offer be accepted.

Yet we trust it will not be. It will appear to the country more certain that we shall at once go on with the canal if we adhere to Nicaragua than if we take up the suggestion for substitution of Panama. It will, however, he observed that in one of the extracts guoted "the lower cost of operation and maintenance" is mentioned as one of the superiorities of the Panama route. Again, it is contended that the element of the unknown enters very largely into the Nicaragua plan, while it has been nearly eliminated from that at Panama, On these points it is useless for those who have not special knowledge to dispute with those who have given the subject careful study. Our main object herein is to give some outline of the commission's reasons for making its supplementary report.

OIL AS FUEL

Among the demonstrations now progress in the realm of utility, that of substituting oil for coal for heating purposes, both on land and sen, is being attentively watched. The oil stove has been so long in use that it is no longer a novelty. It did not make its way into favor rapidly, but it is now asserted that it has been brought to a perfection which makes it superior in most respects to the coal-consuming stove. This is a point, however, that will be disputed for some time to come, since, for the Government to expend more money there would be unavailing. First, we must have a deep entrance at the river's mouth; notwithstanding the growing use of oil and gas heaters, the coal stove, and in then we must have an "open river" from Lew-iston to Astoria. It is indeed gratifying to note that Chairman Burton and the other members of the National rivers and harbors some places, including our own city, the wood stove, still maintains its place in general domestic use. This is, however, apart from the great commercial at tempt that is being made to supplant coal by oll as a heat and steam-producer in the transportation business, and especially upon ocean steamships, The Clam, belonging to a Russian line oll consumers, recently reached the Delaware River after a voyage across the Atlantic, upon which she was propelled by steam generated from oil inpelled by steam generated from oil in-stead of coal. The company owning all the improvements made, and as to this port. It is, of course, an easy matand operating this line has eighteen steamers fitted to burn oil, and is build- to take care of it. But since money a web of red tape around Government ing four more, each with a capacity can't be had for work at all points at transactions that it is almost an imof 11,000 tons, in which oil will be used | once. Portland regards extension of the | possibility for any port discriminated | graceful bargain.

Washington and Idaho have no in differences, if they can. terest or sympathy whatever with Portiand's local ambitions," the Trib-

NOT BUSINESS, BUT FAVORITISM.

It is now apparent that Portland is It is not probable that the rivers and har-bors committee would assert the responsibility of saying what work was most needed in the to receive another reminder that she will not be permitted to handle any of the Government transport business that can possibly be shifted to another port. The fact that the Government can save from \$.300 to \$5000 of the cost of a whill their state needs most, and not the rep-resentatives of other states. If the Northwest ern States may there want whatever appropria tion can be made to be made upon the rive cargo loaded at Portland as compared with other ports, while the expenses of dispatching the ship are the same, does as a whole for the benefit of all proper in-terests, and not for an isolated interest, let no one imagine any Congressional committee will ever my it will insist on benefiting that not seem to weaken the invisible "pull that has been such a prominent feature of the transport business on this Coast. will ever say it will lange on benefiting that isolated interest at the expense of the public interest. If this committee, then, has decided to do this thing we may be sure it has local authority for so doing. We may be equally sure such authority does not proceed from Washington or idaho. It seems reasonable to ix the responsibility on the Oregon delegation and on Portland as the dominant power in the oregon is the set and the other theory in A periodical sop is thrown to Portland in the shape of a small order for forage or an occasional transport, and among the latest of these favors was a call for tonnage for 4000 tons of forage from Portland. Now we are informed that tonnage was obtainable for Port-Oregon. If we are not to have the open rive land loading, and accordingly this forthen we can charge it to Portland. If charge holds good there will probably be If the age must be shipped from another port. This is the same old subterfuge. When The question is, What part of the Portland has the ships, the forage has work is most urgently needed, and what unfortunately been sent to Seattle, and when we have the forage, the ships, by part of it, therefore, should be done first? The members of the rivers and a strange coincidence, have all congregated at Seattle. This kind of work harbors committee have seen the Columan injustice to Portland, and the intihia River, have examined it up and mation that Portland is to blame is

down, and seem disposed to the natural conclusion that steamboat navigation of adding insult to injury. the upper river can be serviceable to No good reason can be offered why the country only as the river itself may the Government business should not be handled on the same economical busibe accessible to vessels from the sea. As for Portland, it desires every possinegslike lines as are followed in straight ble improvement from the mouth to commercial transactions. The business men of Portland sent foreign last the heads of navigation. But let our year 190 cargoes of wheat, flour and critical friends eliminate Portland from the problem-drop Portland out of their lumber. The same men also shipped unt, If they do so, they will find from Puget Sound nearly 100 cargoes of wheat, flour and lumber. The wheat that the problem is wholly unchanged. and flour, or the wheat from which Improvement at the mouth of the river. so as to admit the passage of large the flour was manufactured, had all been bought by the Portland men at interior points in Oregon, Washington vessels, will still be the first necessity. Another critic of Portland, the Astorian and Idaho for delivery at Portland or takes issue strongly with the paper at Tacoma, the price being exactly the Lewiston. We quote now from the Assame in either case. Then ships were

Lorian: According to Washington advices, the rivers and harbors committee is anxious that the Co-lumble bur shall be despend before any at-tempt is made to open the upper river to navi-gation. This is welcome news. All honest men will agree that an adequate entrapce to the harbor is the first requisite, for without it inland improvement would be worthless. It is time to talk inland improvement after the bar is properly despend. An "open river," in the accepted meaning of the term, will be of little benefit unless steamers are enabled chartered to load this wheat and flour at Portland, with the option of loading at Puget Sound at the same rate, the charter being reversed in some cases to read Tacoma, with the option of Portand. This was business conducted on business principles, and not at any time during the 12 months did the Portland exporters encounter the slightest diffiof little benefit unless steamers are enabled to carry grain from the farm to Astoria's docks. There is plenty of water in the Port-land channel to accommodate such boats as culty in securing all of the tonnage required. At the present time the situation' is

easier than it has been for nearly four years. Frieghts have declined 50 per cent, and idle tonnage is collecting all over the world. The latest steamer to sail from Portland for the Orient car-ried less than 3500 tons from Portland. She went from here to San Francisco mittee have such an excellent and thorough and loaded about 2000 tons, and from there to San Diego and completed her We trust the Lewiston Tribune will cargo. When a commercial liner will take notice what its fellow-critic of steam north 700 miles from her regular Portland at the opposite end of the course to pick up half a cargo of freight line has to say. The Oregonian has at Portland, at the same rate charged merely to ask the Astoria journal, as from San Francisco, Scattle or Tacoma, it has already asked the Lewiston jour- it is ridiculous for the Government to nal, to drop Portland out of its account set up the claim that tonnage canno

her own position, she will find means | ter for interested parties to weave such

Great Britain now borrows from the United States a political term once used here, but now obsolete. "Lord Rosebery and the Copperheads" is the title of an article in the Contemporary Review for "Lord Rosebery's speech at January. Chesterfield," says the writer, "is an attempt to save the Liberal party from the taint and the fate of the copperheads." The allusion is to those persons who oppose the war in South Africa, just as a section of the people in our Northern States opposed the subjugation of the Southern Confederacy. The writer in the English review draws a close parallel.

It appears from the London Times copy now received that Kipling's stinging line reads:

"The flanneled fools at the wicket or the nud-died onfs at the goals"not "muddled," as oftenest quoted here-

tofore in the press of this country. But what is nuddled? A long search through the polyglot dictionaries is rewarded by the discovery that the verb 'nuddle" is provincial English, and means "to stoop in walking." That is to say, the golf kyphosis. Of Kipling, therefore, it must be admitted that ' 'as 'it" pretty well.

Dr. Hines was a man of great use fulness and consecration. For nearly half a century he has labored zealously for the upbuilding of this region in moral and education lines. Of him it may truly be said, "Well done, good and faithful servant," and none who knew the earnestness and devotion of his labors will withhold the hope that in closing his eyes upon the scenes of earth he has "entered into the joy" of the Lord he so loved to serve. The raillery and sneers of the scoffer. lose their point in the presence of such a

1s Germany in position to complain of British treatment of the Boers? What darker picture in history than Prussian treatment of Poland and Denmark-to say nothing of the spollation of vanquished France? In the long run, after all shall be settled, South Africa will be a self-governed country, as Canada and Australia are. But what mitigation will there ever be of the military despotism that rules Germany?

King Alexander of Servia is endeav oring to obtain a divorce from Queen Draga. Since the Queen is just what was when, against the open protest of his Ministers and court, Alexander married her, and, moreover, since no doubt she is quite as good as he is, there would seem to be no just grounds for the release of the King from his dis-

in terseness, simplicity and quaintness style, and he has evidently, like Sir John. at some time drunk of the "weil of youth." but, unlike him, has practically abandoned Christianity, for which he had no use during his pligrimage nor for some time after his arrival in this "land of Beulah" until the missionaries arrived. Occasionally, toward the latter part of his book, Mr. Knaggs "drops into poetry." This appears to have been on occasions

when the steamboat on which he engaged had been obliged to "tie up" on account of a strong "down stream" wind. His stanzas are full of the roar of waters and the rush of winds, but are beautiful and grandly poetic word-pictures of nature, as seen at her best in

the majestic scenery of the Columbia. and rival the best work of Ossian. When it becomes necessary, in describing his adventures, to mention his extraordinary prowess as an Indian fighter and sportsman, his native modesty forbids even an appearance of exaggeration, and he descends to the plain, graphic and straightforward narrative style of Baron Munchausen, at his best; but when Mr. Kuaggs rises to his best in this style he makes Munchausen look like 30 cents. Similitudes to other great writers are numerous in this wonderful book, which is rude and imperfect in parts, but "Oh. w rare in others"; but space forbids

further attempts at comparison. In conclusion it may be said that Mr.

Knaggs' book is in many places after the style of George Psalmanzar, which may lead to his statements being doubted by some, but he has promised that after he aas completed it he will make full confession of his guilt and thereafter, like Psalmanzar, exhibit a conscientious regard for the truth, and a plety, penitence and virtue such as can be heard of nowhere, except in the lives of those saints who wrote them themselvps.

debt of Kansas City then, \$200,000, is now \$4,500,000. Buffalo owed \$11,500,000; now it owes \$15,000,000. Detroit has increased its \$4,500,000 debt in the same period from \$2.100,000 to \$4,700,000, Denver from \$2,000,000 to \$3,000,-000, Indianapolis from \$1,000,000 to \$3,000,000, Louisville from \$1,800,000 to \$3,500,000, New Haven from \$2,000,000 to \$3,500,000, Pitts-burg from \$3,400,000 to \$10,600,000, Hartford from \$300,000 to \$100,000, Derver, City from from \$359,000 to \$3,000,000, Jersey City from \$4,600,000 to \$16,306,300, Providence from \$12,000,000 to \$14,000,000, Salt Lake City from \$2,400,000 to \$3,400,000, and Worcester from

New York Evening Post. "By the grace of Oxnard" will soon have to be written at the head of all laws of Congress affecting the tariff. It is confessedly he, this beet-sugar mag-nate, who put his name to a confidential cherolar declaring that he could make push Oxnard and his kind out of the way.

"EAST LYNNE" AT THE BALKS. Popular Emotional Brams Plays to

Two Packed Houses.

That most popular of all dramas, "East Lynne," playe played at the Baker Thease yesterday afficiation and evening to the two largest audiences the theater has ever held. People were turned away at both performances, and the capacity of the foyer was twice taxed by those who were willing to stand up through the five acts of the plece rath-er than leave before the last curtain. The ef than leave before the hast curtain. The company presenting the play is surpris-ingly good. Miss Elizabeth Hale, who, as Lady Isabel, is as nearly the entire performance as it is possible for a char-acter to be, is ably assisted by Percy Obleta, as SIr Francis Levison, and other members of the company whose work was exceptionally clover were H. A. Ray-per as Bichard Bare. Iva Donetic, as ner, as Richard Hare: Iva Donette, as Cornella Carlylo: Hamilton Armour, as Carlyle, and Frank Clayton, as Lord

Carlyle, and Frank Clayton, as Lord Mount Severn. Miss Hale proved herself to be an ac-tress of really great ability from the moment of her first appearance. Al-ihough her greatest opportunity does not come until the fourth ici, when Lady Isabel, driven nearly distracted by fears for the heaith of the children she has deserted, returns to become their nurse, her earlier scenes are all entered into with consummate skill, and by her lightthe construction of the second of manner, and to this is added a sweet, sympathetic voice, which she knows how to use as only an experienced actress can. Her acting throughout is quiet, but is nevertheless effective, and without a shadow of rant or any apparent striving for effect, she held the interest of her audience perfectly whenever she was on the stage. The fluttering of handke the stage. In breathing evident in the later scenes proved conclusively that she had captured the feminine contingent

and as "East Lynne" is a play whose strongest hold is on the sympathetic sex this may be taken as a proof, that she will make its Portland engagement a su-

ess. Oblein's Levison is just the houghtless, cheerful villain th COSS. thoughtless, cheerful villain that t author evidently intended he should He is none of your low-browed, scowil wretches; he spilles and smiles and is a villain, and a villain who is all the mor-dangerous because of his winning person ality. Oblein is an actor of ununus skill and finish, and his work last even ing was a real pleasure to look upon Hamilton Armour made a great deal or of the difficult role of Archibaid Carlyl The remaining principal parts are in capable hands, and the minor characters are fairly well cared for. The production throughout is given with careful atten tion to detail, and the mounting is all that could be asked for. "East Lynne" will run all the week, and

will no doubt play to big business.

The Gregon's Voyage.

Louisville Courier-Journal. The selection of Captain Clark, the fa mous commander of the Oregon, as a rep is confessedly he, this beet-sugar mag-nate, who put his name to a confidential circular declaring that he could make money even if sugar were admitted free, who now stands in the way of the hu-mane relief of \imperiled Cuba. This morning's news is that the compromise bill for reductions on Cuban products is already abandoned. "I never assented to it," says the sovereign Gxnard. If he does not assent, his implecation is, what can orable day. The memory of the Thames on that mem-orable day. not assent, his implication is, what can Congress or the President do? Well, there is one thing they can do. They can tive one a first-class battle-chip ever took. is worthy to be classed with Sir Franci Drake's tour with the Golden Hind,

PLEASANTRIES OF PARAGRAPHERS

A Girted Girl.-"May's a gifted girl. isn't she". "Very. Why, she got 18 Christmas presents and nine on New Year's."-Philadel-phia Evening Bulletin. Mrs. X-Going to church, Thomas? Mr. X-

Yes, as soon as I finish this Sunday paper. Mrs. X-Googness! There isn't any service to-

Mrs. X-Goonness! There but any service to-morrow, my dear.-Harlem Life. Tenor-When I gave my first concert four people had to be carried fainting out of the hall. Friend-Oh, but since that time your voice has considerably improved.-Tit-Bits.

A Regular Tammany Machine -- Mike-Phat koind av a machine is thot? It sez "Pat. 1870, Pat. 1880, Pat. 1800, Pat." Jerry-Begobs! that must be a political machine Judge

Not His Fault .- "Hall" exclaimed her father, Not his Fault. "Hal" exclaimed ber father, angrily, "how is it I catch you kissing my daughter?" "Why-er-I believe, sir," he stam-mered. "It was because I didn't hear you coming, "-Philadeliphia Preas. The Proper Thing.-"Yes," pemarked Mrs. Newly Rishe, when appaking of her daughter's marriage, "we did not space expense. I gave the caterer and the florist and the dreasmaker wit conterer and the florist and the dreasmaker

all carriage blanche in the matter -Brooklyn Life.

-stookiva Lile. Fedmore-Do you see that lady over there I Well, she's a lady if there ever was a lady in the world. Buck-And what has she done to secure your flattering regard? Fetmore-I stepped on her gown coming down stalra. It was trailing behind her in that irritating way that women have: but, of course. I did the rentlemanly att and apologized for my care-lessmess. Buck-And she? Fetmore-She said to me. 'Young man, you know you are lying: to me, "Young man, you know you are fying It was no fault of yours, it was mine entirely, and if you had pulled my gown out at the gathers it would have served me right."-Due ton Transcript.

\$2,560,000 to \$5,000,000 Oxnard the Tariff Dictator

Debts of Cities. New York Sun. Six years ago the debt of Chicago was \$17,700.000; now it is \$25,700,000. Six years ago the debt of Baston was \$15,000,000; now it is \$56,000,000. The debt of Cleveland was then \$8,100,000; now it is \$9,300,000. The debt of Kanana City then \$500,000 is now