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TODAY'S WEATHER.—Increasing cloudiness,
with north to east winds.

YESTERDAY'S WEATHER.—Maximum tem-
perature, 46; minimum temperature, 33; pre-
cipitation, none.

PORTLAND, THURSDAY, JANUARY 23

INCAPACITY WORSE THAN RA- CAPACITY.

The position taken by the Senate Democrats on the Philippine tariff bill is more intelligible and rational than that of their compatriots of the House, yet it is equally repugnant to sense and right feeling. Republican incapacity is opposed by Democratic incapacity. All that stands between the Demo-
cratic party and a correct and popular attitude toward the Philippines is its stupid and perverse unwillingness to accept the results of the war with Spain. Goodness knows the course of the Republicans is open to severe and damaging criticism. But, instead of resting their case upon justice to the Philippines and justice to our insular policy for our own honor and self-respect, they refuse to stop short of complete renunciation of the islands. They conceive it their proper course to oppose everything the Republican Administration is doing, just as some short-sighted Liberals in Great Britain think it is good politics to espouse the side of the Boers in the South African War. One position is as fatuous as the other. We are just as likely to throw away the results of the war with Spain and our heavy expenditures then and since on our Philippine account, our foothold thus acquired in Asia, as Great Britain is to yield to the Boers and inaugurate the dismemberment of her empire.

The fact is that free trade with the Philippines, a glittering generality in the harmony with Bryan's methods in debate and philosophy, is quite as impossible in practice as free trade would be with Europe. Import duties must be levied at Manila, and levied upon all alike. We can't afford to put the Dingley tariff wall about the archipelago, which unpeepable cruelty is precisely what the Democrats desire signify. The open door for Asia is true statesmanship, and the tariff is a necessary evil. To discard them for the Dingley rates at Manila would put us in a most ridiculous light before Europe with our demand for the open door in Asia.

As to imports from the Philippines, it is open to serious doubt whether the Democratic proposal of free trade and extension of the coasting laws is as favorable to the Philippines as the Payne bill, with the liberalizing amendments it has received from the Senate. The Democratic contention, be it observed, is for a complete installation of domestic status in the archipelago. This involves, not only Dingley rates at Manila, but prohibition of export duties there, denial to the islands of foreign shipping to the United States, and the internal revenue rates applied at home. It is certain that as a whole this programme involves considerable hardship. Export duties are habitual and expected at Manila, and a ready source of island revenue. Their original injustice has been eliminated by their abrogation on shipments bound to the United States. And while it is monstrous to impose on the islands their original home form imposed, full Dingley rates on Philippine products at American ports, it by no means follows that some moderate duty on sugar and tobacco, a sort of differential to American producers, should be summarily abandoned.

The Democrats in Congress enjoy immunity from responsibility for legislation, and they are disposed to throw the most of their freedom. Therefore it is that they cut up all sorts of legislative dikes with pending bills, including as absurd and impossible proposals as ever promoted the gayety of nations. Real legislation is a matter of careful investigation and infinite detail; but the Democratic substitute for it is some sweeping declaration or other calculated to split the ears of the Congress, but without any sort of relevance to the conditions that must be met and the results in revenue and conservation of established business as well as in approximate justice that must be achieved.

There is not a proposal of the Democrats in respect to the Philippines in the objectionable policy of the Republicans, that is workable in practice or defensible in motive. Their course is admirably directed toward augmenting the general discontent, but as a demonstration in fitness to govern it is most deliberate and accurate preparation for suicide.

eral appointments, including that of Minister to Turkey, since the Civil War, is quite a list of notable names. General Longstreet is now on the Mexican War veteran pension roll, and by special act of Congress his pension was increased to \$50 a month. He is 82 years of age. During the Mexican War Longstreet was in the famous storming column at Molino del Rey, which was the fourth of his number killed and wounded. Longstreet, who wrenched open the door of the mill, was among the severely wounded. He was the ablest soldier of all Lee's lieutenants, and, like Lee, his personal influence was exercised for complete reconciliation between the sections the moment war was over. As a great soldier General Longstreet enjoys high fame with the whole country, and his extreme old age he is surely a worthy of generous treatment at the hands of Congress as were Generals Lee and Wheeler.

IRRIGATION WILL HELP THE EAST.

It is hard to see how any fair-minded man can object to the irrigation bill as finally presented to Congress. Instead of the immature, extravagant and sometimes hysterical appeals the arid land advocates have heretofore put out, here is a bill open to none of those objections; conservative, reasonable and just. It is in line with the recommendations of scientific and practical forestry, and with the recommendations of President Roosevelt. It puts the burden of irrigation works upon their beneficiaries, and it inaugurates a system whose expenses will automatically keep pace with its earnings. If the bill could get recognition on its merits, it would become the law.

Just as, as presented in the House by Newlands and in the Senate by Hanthorpe, was outlined in yesterday's dispatches. It abandons former proposals for appropriations direct from the Treasury, and provides for using the proceeds of arid-land sales for irrigation works. Powers of administration, rigid control and even forfeiture are conferred upon the Secretary of the Interior, and certain limitations hedge about the authority of granting permits to acquire inordinately large tracts of land, monopolize water rights or oppress small landholders. The Government's undertaking as to irrigation expenditures must cease as soon as the major portion of the lands are paid for, and thereafter the expense must be borne by the landowners. The Government retaining, however, ownership and supervisory control of the works themselves.

Every safeguard has been thrown about the system. Perhaps the burden laid upon the land is too great, and the Government's participation too small. But the most that the bill's implacable enemies can charge against it with any show of reason is that it commits the Government to an irrigation policy in sympathy with arid land reclamation. The Government will lose nothing by it, but it will have recognized the subjugation of the great West is the legitimate object of its solicitude and care, just as the first transcontinental railroads were, just as rivers and harbors and mail steamships and lighthouses are now. It is impossible that the Government should long maintain any other attitude. It owns these arid lands, it is interested in the country's settlement and development. The only way in which the Government can escape interest in and responsibility for the future of the public domain is to turn it over to the states, or otherwise get rid of it. We complain of absentee landlordism, but that inquiry has little to do with the arid lands, with the indifference of Uncle Sam to the salvation or ruin of 600,000 acres now idle and unproductive, which might be made to blossom as the rose.

The signal service of this bill is to force its enemies into the open. On the floor of the House its opponents are compelled to shameless avowal that they fear this bill will develop the West and overshadow the East. It is a declaration to the declaration that the problem is one for the coming generation, forgetting, apparently, that if the coming generation is to do anything with it a beginning must be made now. The trouble with all these selfish Eastern and Southern opponents of irrigation is that they are standing in their own light. Their fancy that prosperity for the West will come from the East, and exploded superstition, fit only for the Dark Ages. The growth of New England, New York and Pennsylvania has been largely brought about by the development of the West—Boston's trade and manufactures, Philadelphia's rails and locomotives, the Erie Canal's benefits to New York, are primarily due to Western crops and consumers. They will all have fallen to about \$300,000,000, and very productive acre added to Western areas. Irrigation is in the interest of the East as well as the West. Congress should be slow to act upon the advice of those who plan to get rich by keeping others poor.

ELASTIC BUT INSECURE.

The same newspapers that are always bewailing the want of elasticity in our currency system are now in sore straits of criticism because of the rapid decline in bank circulation. The decrease is, indeed, noteworthy. Not only has the \$100,000,000 of Federal Reserve notes deposited in lawful money to withdraw circulation been fully covered for December and January, but advance applications are on file for the whole of February, and other applications to the amount of \$23,000,000 for the month of March. These applications alone will reduce the live circulation secured by banks to about \$100,000,000. What this means may be judged from the fact that the amount of this circulation stood on September 30 last at \$123,845,967. It fell to \$123,136,514 for October, \$122,212,186 for November, \$122,009,206 for December, and \$122,614,126 for the first few days of January. At this rate the circulation at the close of September next, at the height of the crop-moving season, will have fallen to about \$100,000,000, and a large percentage of the increase under the gold-standard law will have been wiped out.

It would seem, therefore, that lack of elasticity is in a way mitigated by this rush to retire currency. One is tempted to wonder whether the limitation of \$3,000,000 a month may not after all be serviceable in preventing too rapid contraction. There is no limit upon increases, so the need of elasticity is not so pressing, for one thing, as the solution of the silver burden. Justifiable uneasiness, however, attaches to the cause of the decline in circulation, which is nothing more or less than the high price of the gold 2 per cents. At present quotations there is more money in circulation than in any other country, and it is possible that today New Orleans would be a British port and Louisiana

fallen almost entirely upon the new 2 per cents, which are the most profitable of circulation. These bonds constituted \$17,554,150 of the entire amount pledged on September 30, and have since fallen to \$11,555,709. The gold 2 per cents were largely used to increase circulation immediately after the refunding provisions of the gold-standard law, which authorized their issue, went into effect. They have evidently proved somewhat disappointing to the banks, and have been withdrawn and thrown upon the market under the stimulus of recent high prices.

BUILT BETTER THAN HE KNEW.

Thomas Jefferson did not include the Louisiana Purchase among the three most important services of his life he selected for inscription on his tombstone. Jefferson was not the first man who built better than he knew, and when we remember that Jefferson died in 1826 it is not surprising that he did not fully appreciate the vast importance of the Louisiana Purchase. Jefferson died in the infancy of steamboat navigation, for the steamships did not cross the ocean until 1818. The first passenger railroad in the United States was built in 1825; the telegraph was not invented until 1835. It is not remarkable that Jefferson, in the absence of the widespread application of the great forces of steam to land and water transportation, should not have foreseen the rapid growth of our country in population and the quick settlement of the Louisiana Purchase. He could not foresee the flood tide of emigration from Europe that set in suddenly twenty years after his death, or the impulse to settlement of Louisiana Purchase that would be given by the extension of railroads, by the Civil War, by the completion of the transcontinental railroads to the Pacific. The novelist Cooper, when he published "The Prairie," in 1837, spoke of that portion of the Louisiana Purchase now represented by the country drained by the Platte River as if it was likely for years to drift of foreign immigrants and of buffalo and wild Indian tribes, with here and there a trapper or a Kentucky outlaw turned squatter.

This was the view that an accomplished American thinker, like Cooper, entertained regarding the industrial future and importance of the Louisiana Purchase north of Missouri in 1837, a year after Jefferson's death. Jefferson survived the Louisiana Purchase for twenty-three years, and in that time but two states—Louisiana and Missouri—were admitted west of the Mississippi. In the next twenty years two states—Arkansas and Iowa in 1846—were admitted. The country had just begun to feel the impulse of the change in the transportation of the world in shape of foreign immigration and the drift of hardy settlers from the old states of the East to the cheap and fertile lands of the Middle West. The Mexican War firmly restored to us Texas, which belonged to the original Louisiana Purchase until we threw it away to secure a sandbank and coral reef in shape of Florida from Spain.

In the twenty years following the admission of Iowa, we first Missouri, Kansas, and Nebraska admitted to the Union. Within forty years after Cooper pictured the Platte River country of the Louisiana Purchase as the probable home for many years to come of buffaloes and Indians and white outlaws we find it organized into large and flourishing states. The admission of Colorado, the Dakotas, Montana, Idaho and Wyoming have followed between 1876 and 1890, so that in eighty-seven years the ratification of the Louisiana Purchase we find it all divided into states of the Union. If Jefferson could have foreseen what has taken place in the settlement of the Louisiana Purchase in the sixty-five years following his death, he would probably have felt proud to direct that his tombstone, but he did not, and he did not make the changes that took place in the life of both Europe and America, and he could not well foresee it, for they were changes that were due largely to the introduction of steam and to the revolution in industrial life which followed its application to land and water transportation.

Without the application and multiplied extension of steam to the work of the world, the Louisiana Purchase would not be worth much today. Steam has developed its mines, brought its agricultural products into quick connection with the markets of the country. This revolution in transportation, this flood tide of immigration, Jefferson could not foresee. Probably his original plan was the extension of the port of New Orleans and the mastery of the navigation of the Mississippi. He saw the possibilities of the Pacific region drained by the Columbia, but it is probable that he did not expect the trans-Mississippi region would become an inland empire within fifty years after his death. Nevertheless, assuming that Jefferson did not fully comprehend the vast importance of his Louisiana Purchase, he of course knew that the possession of New Orleans and the control of the navigation of the Mississippi were absolutely essential to the protection of the Union and to its farther extension westward. He knew that if the United States had not bought it England would have taken it, and such a prize England would never have relinquished without a war that would have ruined our young, poor and struggling country.

From this point of view it is hard to understand how Jefferson failed to see that on his opportune purchase or non-purchase of Louisiana territory probably hung the fate of his country. From this point of view the Louisiana Purchase was the greatest act of Jefferson's life. Other men could and would have easily given the great Declaration impressive rhetorical form and dress; but it was Jefferson's good fortune to be President at a fateful hour for his country's future perpetuity. If Jefferson had repudiated the Louisiana Purchase, and if by his influence he had thrown away the Louisiana territory, it is possible that today New Orleans would be a British port and Louisiana

and Texas part of the British Empire. Jefferson built better than he knew, but he certainly knew enough of the vast importance of the Louisiana Purchase so that he had no sound excuse for not rating it as his greatest and most beneficent act of far-reaching statesmanship. The fate of the colonies did not turn on the authorship of the great Declaration, but the fate of this Union it is quite possible did rest on the Louisiana Purchase.

The Commissioners of the District of Columbia are making a renewed effort to change the date of the inauguration of the President of the United States from March 4 to April 30, the anniversary of the first inauguration of Washington, which occurred at New York City. It is the purpose of the Commissioners to ask the Governors of all the states to serve on a committee to urge an amendment to the Constitution providing for the change. The reason for the change is that March is the worst month of the year at Washington, and the idea of March is the worst part of it. On March 4, 1873, when Grant was inaugurated for the second time, the weather was so fearfully cold that many persons died as a result of the exposure of that terrible day. Snow and hail fell the night before Garfield's inauguration. Cold rain fell in torrents when Benjamin Harrison was inaugurated, and the second inauguration of Cleveland was conducted during a blizzard. A cold rain fell on McKinley's second inauguration day. President William Henry Harrison's death was due to the severe exposure he suffered at his inauguration day. The weather was very cold, and President Harrison headed the procession on horseback. He was 68 years of age, and he contracted pleurisy which caused his death.

The function of The Oregonian is that of a newspaper. It is not the advocate of a party, merely; still less the advocate of any faction. It conceives it to be its duty to let the public know what is going on in the world, and in other matters to what end the movements making in politics may tend. It is evident, for example, that Senator Simon desires to be re-elected, and that he and his supporters are moving all forces, so far as they can command them, to that end. The selection of judges and clerks for the primary and general elections, announced yesterday, has been made with that view. The Oregonian's presentation of the subject has been offered with the sole object of giving information about it. Having this information, the people can do what they please. But The Oregonian will say, for itself, that it has no sympathy with any of these small devices or expedients of politics, employed in studied ways to outwit the public will. Nor does it believe they will succeed.

General William J. Palmer, who recently retired from the presidency of the Rio Grande Western Railroad, is one of the world's constantly increasing army of practical philanthropists. His latest benefaction is a bequest of 100 acres of land and \$250,000 to found a sanitarium at Colorado Springs. Two buildings for this purpose, already planned, will cost \$200,000 and \$50,000, respectively. The first will accommodate 100 patients who are able to pay a fair price for treatment. Those who can pay little or nothing will be accommodated to the number of 50 in the second. Revenue from the larger will mainly support the smaller building. It is this that men ruled by humane instincts, who possess a large degree of the accumulative power, render dividends to their fellow-creatures whose abilities in this line are not equal to the demands that follow sickness or other misfortune.

Notwithstanding the fact that precedent in the matter would be better observed in the breach than in the following, the Senate committee on pensions has ordered a favorable report on Senator Hanna's bill to grant already paid pensions to the relatives of the late Senator Hanna. The bill would not only to the memory of the dead President nor any demand of patriotism requires the country to endow with its pension's bounty the relatives of William McKinley or those of his wife. This is what the proposed pension bill would do, since the invalid widow has already a larger income than she can possibly use. The bill is an allowance is wrong, since it ignores utterly the pension principle and is at variance with the democratic idea that forbids favoritism in the bestowal of Government funds or favors.

The Senate will never submit an amendment to the Constitution providing for election of United States Senators by direct vote of the people. The only hope of success lies in a declaration of the necessity of the amendment to force Congress to provide for holding a National convention to frame an amendment to the Constitution for submission to the states. Six states have already by joint resolutions declared in favor of such a convention. Under the Constitution such a convention must be called if two-thirds of the states demand it. Oregon should send in such a memorial at every legislative session.

Secretary Root asks for legislation to consolidate all the great supply bureaus of the Army under one head. He holds that the present commissariat, the Quartermaster's service and the pay corps, should be reorganized into one great branch of the military establishment, having a Major-General at its head and a Brigadier-General over each division. He would do this to prevent waste in the purchase and distribution of Army supplies and equipment under divided authority. It is a reasonable and promising request.

Brigadier-General James H. Wilson, U. S. A., did not accompany Sherman in his drive toward the south, but he was assigned to the cavalry which operated under General Schofield against General Hood in November, 1864. General Wilson was with General Schofield at the famous battles of Franklin and Nashville, and he was the victor of 1864-65, organized a body of 15,000 cavalry, at the head of which he captured Seima in April of that year.

Thomas Carlyle was a negrohobbiest of the most ardent quality. When Governor Eyre, of Jamaica, in his fight over a negro riot, hanged negroes right and left by drumhead court-martial, Carlyle applauded the conduct and told the world that the negroes of Jamaica into the sea, it would have been a great benefit to mankind.

PANAMA JOBBERY EXPOSED.

Washington.—(Special to the New York Press).—The Panama Canal jobbery, which has been exposed by the Panama Canal Commission, probably has succeeded in its purpose so far as this session of Congress is concerned.

It can be announced that the Isthmian Canal Commission will report in favor of the purchase of the Panama Canal and the construction of a new canal, already committed to the Nicaragua Canal, having passed a bill for that purpose, it means that the new recommendation of the Panama Commission will result in a deadlock between the House and the Senate, and no canal bill of any sort will become a law.

The new recommendation of the Isthmian Canal Commission will be incorporated in a report that will result from a meeting to be held tomorrow to consider the latest proposition of the Panama Canal Commission. The Panama Canal Commission will be incorporated in a report that will result from a meeting to be held tomorrow to consider the latest proposition of the Panama Canal Commission.

It is said by those who know what the commission is doing and in extension of the Panama Canal Commission. The Panama Canal Commission will be incorporated in a report that will result from a meeting to be held tomorrow to consider the latest proposition of the Panama Canal Commission.

According to the advice, the New England stockholders in the Panama Canal are not only willing but anxious to have the Panama Canal Commission. The Panama Canal Commission will be incorporated in a report that will result from a meeting to be held tomorrow to consider the latest proposition of the Panama Canal Commission.

It is a scandal. The Panama Canal Commission will be incorporated in a report that will result from a meeting to be held tomorrow to consider the latest proposition of the Panama Canal Commission.

Chicago Inter Ocean (Editorial). The Panama Canal Commission will be incorporated in a report that will result from a meeting to be held tomorrow to consider the latest proposition of the Panama Canal Commission.

Now, with these facts in mind, how instructive it is to learn that the stockholders of the Panama Canal Company in this country will not sell their stock, and that under French law, no transfer of that stock can be made by the Panama Canal Company unless the stockholders consent. Truly, here is the negro in the woodpile, and he is a large one.

Senator Morgan characterized the railway combination to fix the rate of freight and passengers across the continent, as well as on the steamship lines, as the most wicked monopoly that was ever attempted upon the people of the United States. He declared that the Panama Canal Company was a party to this agreement. A report made in the House shows that the contract between the Panama Railway Company (owned by the Panama Canal Company) and the Pacific Mail Steamship Company gave to the latter the exclusive right of issuing bills of lading for goods passing in transit between New York and San Francisco, either way, and the contract between the transcontinental railways and the steamship company gave to the latter the right to fix rates of transportation and to limit the shipments by each steamer.

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CAN ANYBODY ANSWER THIS?

Philadelphia Bulletin. Representative Babcock has wisely dropped the tentative project of tariff revision which he brought forward during the lifetime of the last Congress and he now comes forward with a measure which deals only with the iron and steel schedules of the Dingley law. The Wisconsin Congressman asserts that he has no desire to assail the principle of legitimate protection, and he declares that the revision which he brought forward in this bill will not injure the interests of American labor, while they are calculated to benefit the public by lessening the unprofitable combinations to extort unreasonable prices from domestic consumers.

This contention is certain to be strenuously opposed, but it would seem that the measure is entitled to a fair hearing. There is little likelihood that it can be enacted at the present session, yet the policy which underlies it should be worthy of the consideration of thoughtful men.

The subject of tariff revision, showing the net profits of the United States Steel Company, reveal the fact that the profits of this combination in 1901, after all expenses have been deducted, will amount to round numbers to about \$300,000,000. It is undisputed that the company has been a heavy exporter of its products, and the statement that in many cases these exports are at lower rates than those which are charged to American customers, has never been disproved.

It is practically proposed to invade foreign markets and to sell iron and steel manufactures in Europe largely and profitably, the question at once suggests itself whether the present high tariff rates on these articles are required for protection. In his last address, delivered at Buffalo, President McKinley intimated, not obscurely, that the time might be at hand when a reduction in some sections of our tariff should be considered. That American wage-earners should receive adequate protection and that opportunities should be afforded for a fair competition with the manufacturers is an axiom which is not open to dispute. But the interests of the great army of domestic consumers are also entitled to careful attention.

The subject is important enough to demand thorough discussion by the friends of reasonable and honest protection. Protection badly winched. The cause of protection must be in the last ditch if it is to stand against a brute force abroad the path of reason, international trade, our own highest self-interest, and humanity itself. Was there such a case as this? The subject is important enough to demand thorough discussion by the friends of reasonable and honest protection.

John I. Davenport, for years New York's ear on election day, a man who boasted that he made and spent \$50,000 a year, the most talked about man in New York a few years ago, is today broken in health and almost destitute, though not yet 60. From a modest little store he goes daily to Lower Broadway, where he visits the office of an old-time friend and sits for hours in the ante-room waiting for the five minutes' audience that he knows will result in a little aid. During the war Davenport was military secretary of General Benjamin F. Butler. His notoriety came in 1874, with his appointment as chief supervisor of elections in New York City.

Half a dozen Representatives stood in Statuary Hall in Washington and heard the Capitol guide speak of the echoes as one of the "sights." This made everybody laugh except Representative John Wesley Gurnea, who is serious minded. Then Representative Ryan, of Buffalo, told a story. A party of Americans and Englishmen were in Ireland touring. They came to a cross roads where there was a sign reading: "Eleven miles to Ballyshannon, if you can't read, ask the blacksmith opposite." The Americans had a good laugh, but none of the Englishmen could see anything curious about the sign. Next morning one of the Englishmen said: "Now, I understand what you were laughing about. It was this: Suppose the blacksmith wasn't at home?"

Senator Hanna has been quoted more than once as favoring the Darien route for an isthmian canal, in preference to either the Nicaragua or the Panama route. The grounds for his preference are not discoverable in any printed matter within our reach. The report of the Canal Commission discusses the isthmian routes, but the Darien route is there are four possible routes within that territory—the San Blas, the Caledonia, the Saneardi, and the Agassienque. All of these routes are impracticable. The Darien route would be 115 feet high from the water surface. It would be upwards of four miles long. Its cost would be \$4,000,000, and the total cost of the canal, including the Saneardi, would be \$12,000,000, and of the Agassienque \$28,400,000. The only advantage of the Darien route is that they would be at sea level. The report says, however, that the material through which the tunnels would pass is unknown, and that it might be of a kind which would render a tunnel impracticable. If Senator Hanna, under these circumstances, favors the Darien route, the public will naturally infer that he has not read the report of the commission or that he is opposed to any canal.

Jim Ham Lewis at Chicago. New York Sun. Who should turn up as chief speaker at the Jackson Day banquet of the Cook County Democratic Club? Colonel Jim Ham Lewis, of Washington State and the world? He viewed "our threatening destiny" with alarm, "I view my country's future in despair," he cried. Our threatening destiny was only a pole wherewith to stir up the English language. We can stir up the English language as the orator yells: "I sound the warning to wake her vigil that when aroused they may beat the cunning despisers."

At the Church Gate. William Makepeace Thackeray. "Of his own accord," said the old Tet round about the spot Ofttimes I hover; And near the sacred gate I wait, With longing eyes I gaze, God me! Expectant of her. The minister bell tolls out Above the city's rout, And noise and humming; They're coming, the minister bell; The organ 'gins to swell; She's coming, coming!

My lady comes at last, Timid and stepping fast, And hastening hither, With modest eyes, She comes—she's here, she's past! May heaven go with her! Kneel undisturbed, fair saint! Four out your praise or plaint Meekly and duly; I will not enter there, I will not enter there, With thoughts untruly. But suffer me to pace Round the forbidden place, Lingering a minute, With longing eyes I gaze, God me! Expectant of her. Angels within it.

NOTE AND COMMENT.

The weather, but there, it's all right. The Danish West Indies seem to be ready for the last good buy. Governor Taft's precept as to a Philippine army seems to be "not how big," but "how good."

It will be indeed a solid surplus if it doesn't melt like snow in the glance of the Congressmen. If our Navy had only had a Kipling to put it right, perhaps the row might never have occurred. Chicago burglars recently stole 14 bushels of oats. They appear to have the horse laugh on each other.

Madame Nordics was injured recently in a railroad accident. Some press agents have no mercy on a woman. Wu Ting Fang is going to New England, probably to see the President of the belated wilderness pointers on culture. It is understood that Mr. Morgan signed his name to that \$40,000,000 check with as little effort as if it had been for 30 cents.

The Chicago Post says the ship subsidy bill is on the ways for launching. But perhaps Congress will refuse to grease the ways. While the good work of scattering windmills broadcast is going on, why doesn't some one endow a chair of ethics at Annapolis? The match trust is becoming aggressive, but it needn't think that because its product will not strike, the same rule applies to its employees.

Prince Henry must be careful not to become too popular when he comes to America. Admiral Dewey can give him a few tips on that point. A Cincinnati bookkeeper is a quarter of a million dollars short in his accounts. The mystery about it all is that a man with that kind of a genius hasn't been put in charge of a trust before this.

There was a meeting of Free Methodists in Verona, Ont., the other day, and one of the brethren, believing he had become sufficiently holy to emulate the angels, declared he could fly. Proceeding to demonstrate his power, he launched into a large coal-oil lamp. The lamp fell to the floor and the oil ignited. At one time five men and three women were on fire, and five out of the eight were seriously burned.

John I. Davenport, for years New York's ear on election day, a man who boasted that he made and spent \$50,000 a year, the most talked about man in New York a few years ago, is today broken in health and almost destitute, though not yet 60. From a modest little store he goes daily to Lower Broadway, where he visits the office of an old-time friend and sits for hours in the ante-room waiting for the five minutes' audience that he knows will result in a little aid. During the war Davenport was military secretary of General Benjamin F. Butler. His notoriety came in 1874, with his appointment as chief supervisor of elections in New York City.

Half a dozen Representatives stood in Statuary Hall in Washington and heard the Capitol guide speak of the echoes as one of the "sights." This made everybody laugh except Representative John Wesley Gurnea, who is serious minded. Then Representative Ryan, of Buffalo, told a story. A party of Americans and Englishmen were in Ireland touring. They came to a cross roads where there was a sign reading: "Eleven miles to Ballyshannon, if you can't read, ask the blacksmith opposite." The Americans had a good laugh, but none of the Englishmen could see anything curious about the sign. Next morning one of the Englishmen said: "Now, I understand what you were laughing about. It was this: Suppose the blacksmith wasn't at home?"

Senator Hanna has been quoted more than once as favoring the Darien route for an isthmian canal, in preference to either the Nicaragua or the Panama route. The grounds for his preference are not discoverable in any printed matter within our reach. The report of the Canal Commission discusses the isthmian routes, but the Darien route is there are four possible routes within that territory—the San Blas, the Caledonia, the Saneardi, and the Agassienque. All of these routes are impracticable. The Darien route would be 115 feet high from the water surface. It would be upwards of four miles long. Its cost would be \$4,000,000, and the total cost of the canal, including the Saneardi, would be \$12,000,000, and of the Agassienque \$28,400,000. The only advantage of the Darien route is that they would be at sea level. The report says, however, that the material through which the tunnels would pass is unknown, and that it might be of a kind which would render a tunnel impracticable. If Senator Hanna, under these circumstances, favors the Darien route, the public will naturally infer that he has not read the report of the commission or that he is opposed to any canal.

Jim Ham Lewis at Chicago. New York Sun. Who should turn up as chief speaker at the Jackson Day banquet of the Cook County Democratic Club? Colonel Jim Ham Lewis, of Washington State and the world? He viewed "our threatening destiny" with alarm, "I view my country's future in despair," he cried. Our threatening destiny was only a pole wherewith to stir up the English language. We can stir up the English language as the orator yells: "I sound the warning to wake her vigil that when aroused they may beat the cunning despisers."

At the Church Gate. William Makepeace Thackeray. "Of his own accord," said the old Tet round about the spot Ofttimes I hover; And near the sacred gate I wait, With longing eyes I gaze, God me! Expectant of her. The minister bell tolls out Above the city's rout, And noise and humming; They're coming, the minister bell; The organ 'gins to swell; She's coming, coming!