

The Oregonian.

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TODAY'S WEATHER—Showers. South to west wind.

YESTERDAY'S WEATHER—Maximum temperature, 49; minimum temperature, 42; precipitation, 1.42 inches.

PORTLAND, MONDAY, FEBRUARY 10.

LIBEL SUITS AND PUBLIC AFFAIRS.

It is the experience of the responsible newspapers of the country that the common expedient of those whose wrong-doing is exposed by the press is to libel the press.

The experience of the press is that the people are always ready to stand by the newspaper that does its duty to them. Without the aid of the press, there can be no proper participation of the people in affairs of their government.

This sort of thing, this sort of dealing, is the natural fruit of the system of politics that has grown up among us. It organizes itself into a machine, and through the methods its employ, based on the influence secured to it by control of the public treasury, it seeks to perpetuate its power.

WHAT IS THIS THAT WE HEAR?

The communication published in The Sunday Oregonian over the signature, "A. H.," of "Chatterbox" is a very interesting and valuable contribution to the public mind.

administrators a cut-and-dried "system," and who is but nominally responsible to the School Board?

What is this that we hear on every hand of men securely entrenched in position, who rule intelligent, hard-working teachers by the uplifted rod of dismissal if they dare to open their mouths in protest or pertinent inquiry?

The stifled breath of scandal; the cruel stab of injustice borne in enforced silence; the strenuous effort to bend everything to meet the demands of the "system"—is it any wonder that, under such conditions, the public schools are not character-builders; that many pupils complete the course of studies prescribed, and at the end are unable to pass a creditable examination in spelling, arithmetic, grammar and geography?

IMPROVEMENT FOR WESTERN OREGON.

Even the Old Oregon & California, which has long been regarded as a third-rate road, is now being improved by the pouring of good money earned elsewhere, and a refuge for antiquated rolling stock of all descriptions—even this exponent of mossbackishness in railroads is beginning to "take notice" and to catch on to the spirit of progress that has made other lines popular and profitable.

PILOT REFORM PROBABLY.

The new Pilot Commissioners for the State of Washington have announced their intention of issuing licenses to as many competent men as are needed to maintain a good pilot service at the mouth of the river.

more pilots would cut down the remuneration of those already on the bar to a point where the best men would be forced to retire, and the remainder to be given serious consideration.

With an increased number of pilots, however, it would be necessary that the pilots retain all of the money that they earn. There should be no compulsory presents of costly diamonds to the wives of politicians.

NEARING THE END.

It is evident that the British are gradually wearing Boer resistance out. Depletion of the Boer forces compels them to act in smaller bodies; the block-house system commands all the railroads; and the Boers are being driven to the sea.

A NAVAL POWER BY NECESSITY.

Last year, while the United States launched only two battle-ships of the first class, two coast defense monitors and a number of torpedo-boats, Great Britain launched thirty-two ships of war.

THE ILLNESS OF THE PRESIDENT'S SON.

The illness of the President's son is to be regretted, first, of course, because it threatens the life of a promising lad, and then on account of its wider significance in view of close coming events of National and even of international importance.

OUR QUEER LANGUAGE.

When the English tongue we speak cannot cap his "horse" with "freak," why you tell me why it's true.

fallen into English hands. England is at Aden, at Zanzibar, at St. Helena, at Cape Town, at the mouth of the Persian Gulf, at Bombay, at Ceylon, at Singapore, in Australia, in the islands of the Pacific, at the Falkland Islands at the extremity of South America; England holds naval stations in the West Indies, holds the Bahamas and the Bermudas, so that there is a great circle of naval stations from Halifax to St. Kitts and Jamaica.

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THE CHURCH COLLEGE IN COMPETITION WITH THE STATE COLLEGE.

PORTLAND, Feb. 9.—(To the Editor) The highest educational standard considered in Oregon, it may not be out of place to ask whether the matter of colleges and their maintenance in our state have not, within the last 20 years, been a subject of serious consideration.

MANAGER BAKER GIVES UP BAKER CITY OPERA-HOUSE MANAGEMENT.

BAKER CITY, Feb. 8.—George L. Baker has resigned as manager of the opera-house in this city. Mr. Baker came up from Portland to attend a meeting of the board of directors of the opera-house on Thursday evening, and returned to Portland on the early train yesterday morning.

ONE THEATER IS ENOUGH.

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MR. HARRIMAN AS A HUMORIST.

INDIANAPOLIS Sentinel. Mr. Harriman really outdid himself in his explanation to the Interstate Commerce Commission of the benefits of the Northern Pacific combination.

PLEASANTRIES OF PARAGRAPHS.

An Honorable Name.—"Remember," said the impressive person, "that your ancestors have left you an honorable name."

TRUE POLITICAL EXPEDIENCY.

Chicago Tribune. A number of objections have been openly made to the proposition to reduce the duties on Cuban sugar and tobacco.

AMUSEMENTS.

CORDRAY'S THEATER WAS CROWDED last night at the first presentation of Mark Swan's roving farce, "Whose Baby Are You?"

VAUDEVILLE AT THE BAKER. Splendid Programme Pleases Two Large Houses.

ONE THEATER IS ENOUGH. Manager Baker Gives Up Baker City Opera-House Management.

MR. HARRIMAN AS A HUMORIST. Indianapolis Sentinel. Mr. Harriman really outdid himself in his explanation to the Interstate Commerce Commission of the benefits of the Northern Pacific combination.

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REPORT OF HENRIAN. The cast of "Rupert of Hentzau" by Anthony Hope's sequel to the "Prisoner of Zenda," which will be produced at the Marquon on Friday and Saturday evenings, is headed by such well-known players as Harry Leighton, as Rudolph, and Miss Charlotte Tittell, as Queen Flavia.

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NOTE AND COMMENT.

Today's weather—Assorted. Maroon is keeping quiet. Is he courtin' another girl?

Why not build a canal across Chile, the Andes and Brazil? It is understood that there is some little political talk around town.

It is hard to see the point of a tack when you are at the butt of it. We might as well make "The Wacht am Rhein," the national anthem and be done with it.

Kipling hasn't written any poetry lately, and John Bull is beginning to have a relapse of chestiness. Thirteen persons were killed in a Panama church Saturday. Now can anyone say that it is not an unlucky number?

The Kaiser is making a fight against Mary Baker G. Eddy. When autocrat meets autocrat there is going to be trouble. Prince Henry's special train will have no car for newspaper correspondents. But then, it must be remembered that it is not running for any office.

It is announced that the Boers were taken by surprise and defeated. But it is natural for them to be surprised when they happen to lose a battle. A canvassing committee has a field including newspapers, reporters and feed stores. Why were threshing machines and camelopards discriminated against?

There are still a few sections of New York which have not fallen victim to the seemingly general belief that gunpowder and dynamite can be treated like railroad baggage. President Roosevelt will not allow Colonel Roosevelt to be brevetted for gallantry. This jealousy of the reputation of a brave officer is certainly an unworthy trait.

The New York statute against prize-fighting was passed by the Legislature on the express recommendation of Governor Roosevelt at his annual message of 1898, and the bill was approved by him as Governor. In his message Governor Roosevelt said: "Athletic sports are excellent when treated as what they should be, that is, as healthy pastimes; they become harmful if indulged in to excess, and if their importance in relation to the serious work of life is misestimated, and still more harmful when twisted into adjuncts of brutality or gambling."

A monument has been erected at the old Pawnee Indian village, near the town of Courtland, Kan., to the memory of Captain Zebulon Montgomery Pike, U. S. A., who, at that place on September 29, 1806, pulled down a Spanish flag and raised the Stars and Stripes. It was the first time that the then new National flag had been raised west of the Mississippi. From the place in Kansas where the monument has now been dedicated, Pike went west along the Arkansas River, and camped near the springs now known as Manitou, at the base of the great peak which bears and perpetuates his name. The land for the monument site was given by Mrs. Elizabeth Johnson, and the Legislature appropriated the money for the monument. The man thus honored, the soldier-explorer, Pike, was killed in 1813 in the attack on Toronto (then York) by the explosion of the magazine of the captured fort.

On the railroad running between Buffalo and Okeost, N. Y., an electric locomotive has been in operation handling freight cars for three years. It has pulled up 23 loaded freight cars at one time, but usually 16 to 18 cars make up a train. The speed is about 30 miles an hour. The company has also developed the past season the trolley freight car for handling fruit and vegetables. The car is of the ordinary freight and express car type, and by 25 feet and furnished with motor similar to that of an ordinary street-car. Late in the evening the fruit and the farm products are placed on the car at Okeost and arrive in Buffalo about 3 A. M., ready for the early market. This season the company will haul all sorts of farm products. The present rate of 40 cents per 100 pounds will be reduced when the system is thoroughly organized. A conductor, motor-man and two assistants are employed for each car, which carries fruit, vegetables and other goods. The freight motor cars carry rail wagons as trailers, which take the load unbroken in the wagon from the time it is loaded until it is delivered. This rail wagon is a combined road wagon and railway truck, animal power being used on the highway, and electric power on the rail tracks, the skeleton truck being placed under and between its wheels when elevated some six inches above the bed of the roadway.

Mr. Harriman as a Humorist. Indianapolis Sentinel. Mr. Harriman really outdid himself in his explanation to the Interstate Commerce Commission of the benefits of the Northern Pacific combination. In reply to a suggestion that it would enable the company to control rates, he said that the complaint had been made that rates were too high and "we may be able to stop the discrimination in rates of one shipper against another." Considering the recent testimony before the commission, the idea that complete control by railroad officials would eliminate discrimination in rates is quite humorous. But Mr. Harriman has a humorous vein. He seriously argued to the commission that competition could not cause any permanent reduction in rates.

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