### THE MORNING OREGONIAN. MONDAY, MARCH 10, 1902.

# The Oregonian.

Entered at the Postoffice at Portland, Oregon as second-class matter.

	REVISED S	UBSCRIP	TON BA	ATES.
	Mail (posta			
Dail	ly, with Sunday ex	iny, per ma	year	
Dall	ly, with Sund	lay, per yes	T	
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Daily, per week, delivered, Sundays excepted, 15c Daily, per week, delivered, Sundays included, 20o

POSTAGE RATES. ed States, Canada and Mexico; 10 to 14-page paper.....

Foreign rates double. News or discussion intended for publicat

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TODAY'S WEATHER-Partly cloudy, with YESTERDAY'S WEATHER-Maximum tem-

62: temperature, 40; precip-Mation, 0.01 inch.

PORTLAND, MONDAY, MARCH 10.

THE LOCAL SITUATION IN POLITICS.

Such interest as The Oregonian has een showing in our current political affairs has proceeded from two purposes. First, its desire to contribute what it can to securing best obtainable results in the public service, both at home and at Washington. Second, as a means to this end, its desire that errors which threaten repetition of the defeat of the Republican party in Multnomah County may be avolded.

It is through no ill-will of any kind toward Senator Simon-for The Oregonian has none-that it has said that the Republican party cannot come together, under Senator Simon's leadership, with a view to his re-election. Mr. Simon has been very aggressive in his political methods; when he has had the whip hand he has pushed his opponents hard, and their disposition to retallate cannot be thought unnatural. They have retallated repeatedly; they did it two years ago more effectively than at any other time, and he cannot unite the party now.

Two years ago, The Oregonian, foreseeing defeat, under a narrow regime, made such effort as it could to induce those who had the party organization in their hands to enlarge the circle and elimination, there will be proposals for ace the party op a wider basis The suggestion was rejected, and defeat ensued. It had hoped that a different course would be pursued this time. But evidently in the official circles of the party there has been no intention of doing It. It is probably useless to make further protest, since matters now must take their course. It is to be determined in the primary of Saturday next whether the organization of the party is to be continued in the hands of those whose leadership has been so unsuccessful, or not. The primary election is now, for the first time, to be held under a state law, protected by all the forms of law that pertain to a general election; and every violation of this primary election law will be subject to the same penalties that follow illegal practices in a general election. So now it is possible to ascertain, through a primary, the will and desire of a majority of a party; and men who stay away from the primary can no longer have a right to complain of a result which they did nothing to avert,

man to reconcile the differences of labor and capital, and thus, through this merger, which represents stock to the value of \$21,600,000, give the people of Cleveland assurance of safe and uninterrupted transit over their city. Of the superior equipment of the road under the new arrangement there can be no doubt, and the good will of the public is assured by the sale of six tickets for 25 cents. This alone, however, will not suffice to insure safety and tranquillity in the street railway service. A mighty and more or less turbulent host of labor is to be reckoned with, and upon this reckoning depends the result. The earn-

ing capacity of the vast sum of money represented by this merger, directed as it is by careful and shrewd financiers, is sufficient to insure large returns to the stockholders and good living wages insure the former without strife and interruption, it will be necessary to provide for the latter. It remains to be panies of Cleveland a few years ago has had a salutary effect. If so, a just and equitable wage scale as applied to the operation of cars of the consolidated system will show it. If not,

events will show it later on.

### THE RIVERS AND HARBORS BILL.

The rivers and harbors bill, as it omes from the hands of the House committee, calls in the aggregate for \$50,700,000 more-two or three times over -than has ever been appropriated at any one time for river and harbor work It goes without saying that it will be made the target of a vast amount of criticism. This is always the case, no matter what the proposition may be, and in consideration of the really large sum provided by the pending bill, the opposition is likely to be even more positive than usual. Many states represented powerfully in Congress have little or no direct interest in harbor work: and in the view of all such, the money provided in the annual rivers and harbors appropriation is moneythrown away-given out as a sort of sop to the states within whose boundaries It is spent. Every bill has to meet this unreasonable charge and to combat the political force of inland districts, which, since no direct advantage comes to them through expenditures on river and harbor account, affect to see no. reason why money should be spent in

other districts. Another factor in opposition to the annual bill is the attitude of the great

Atlantic ports, which have no wish to see a development which may raise up or aid other and in a sense rival ports. New York, Boston, Phliadelphia and Baltimore have had liberal treatment at the hands of the Government, but they are always critical of expenditure for other parts of the country, and especially for the Pacific Coast, whose interests they always make light of. The newspapers of these great cities take their tone from the local commercial in-

terest, and unfallingly take ground against the annual rivers and harbors bill as a disreputable scheme of political plunder.

All these opposing forces may be expected to be unusually positive and active this year, the real magnitude of the proposition affording them an argument likely to be heard in many quarters with serious concern. There will soon be loud outery in Congress and elsewhere, and it is hardly to be hoped that the bill as it has come from the committee will go through. It has a gauntlet of fierce opposition to run, and before it gets to the end it is likely to be modified in unnumbered details. At the last, when the opposing forces have done their utmost in the way of detailed

enter the Christian ministry there will for the deserving poor of the great city. view when it says: "The churches have a terrible responsibility in this matter. Who does not remember Presbyterians coquetting with Jay Gould? What Protestant church in this city would refuse a present from Platt to support a vested choir? What Catholic church would turn on Croker, bearing gifts, with an indignant 'Thy money perish with thee.' The plous Quay founded a church in Pennsylvania, and, we do not doubt, would endow a theological seminary, if necessary." -

### IMPROVE ALDER STREET.

For a text on necessity of street improvement we take Alder street at this to the men who operate the lines. To time, because there just now is an effort to secure improvement of Alder street, which ought to be successful, for no street needs it more. It is a promiseen whether the lesson learned at such nent street of the city, at Fourth street great cost by the street railway com- in a horrible condition, and west of Sixth street a disgrace to Portland. In the effort to get the improvement started, the usual obstacles are found. Some objection is made to asphalt, but Alder is one of the streets of the city for which asphalt, and no other material, ought to be used. West of Fifth no street-car

> crosses Alder, and as this street lies between Morrison and Washington, on each of which there is a car line, there never will be a demand for a car line upon it.

This town might begin to put its unsightly streets in order. It needs good citizens and the profit of the owners of property than for the desirability of giving visitors a good impression of it, and of the thrift and enterprise of its citizens. Whoever stands in the way of improvement of these streets, in the heart of the city, stands very much against his own and the public welfure. Enhancement of property values and of rents on a street like Alder will far exceed the outlay for the improvement. Alder may become the finest east-andwest street in the city. Everything will follow a good pavement and good sidewalks laid upon It. The improvement ought to be made this year, not next. All pipes and sewers and channels for electric communication should be laid down, so the surface may never be disturbed. Are we to have a city fit to look at for the Centennial of 1905? If so, Alder is one of the streets that must have at-And there are many more. tention. But the discussion has special reference to Alder now. Where abutting property is mortgaged there are some obstacles; but so much the more need for owners not mortgaged to unite and make the conditions required by law for the improvement. Don't let the improve-

### LOCAL ASPECT OF THE SHIP-SUB-SIDY BILL.

ment of Alder street lag or fail.

The local freight situation at the pres ent time throws some light on the workings of the ship-subsidy bill, indicating very clearly where the direct benefits of the proposed subsidy would go. An unsubsidized British vessel has been chartered to carry wheat to Europe at 25 shillings per ton, a rate less than onehalf that paid a little over a year ago. A number of subsidized French vessels are in port or near by, seeking business, but thus far the lowest rate at which 6d. According to the theory of the sub-

any of them could be secured was 26s sidy-bill promoters, the Government assistance given vessels enables them to make a lower freight rate than could be made without it. This feature ing the destruction of trees which ought never gets beyond the theoretical stage, however, for, as is now shown in the local freight market, the subsidized ves- would be wise at this time to secure the els are demanding nearly a cent s bushel more for carrying wheat than is type of Frederick Law Olmstead-to exacted by the unsubsidized vessels. create a general park scheme, to be The only subsidized merchant vessels used as the basis of future operations now carrying wheat and other products and as money may be available. Such out of Oregon and Washington ports fly a plan, even though it might be in adthe French flag. These vessels carry vance of the ability, and even of the ne American products to the English marcessities, of the city, would be an aniazkets, and touch at a French port just ing stimulus and aid to future developoften enough to maintain their eligibilment. ity for a subsidy. Even if there were It is gratifying to know that there i any benefits accruing to this peculiar low engaged in connection with our system for the encouragement of shippark interests a commission which feels ping, the French taxpayer,, who foots the right sort of enthusiasm in its work. and which safeguards and makes the the bill, has not the remotest opportunity of partfcipating in them. If the most of the little money which we desubsidy does anything. It becomes a vote to park purposes. We fancy it will factor in fixing the rate paid for transbe a surprise to most of the citizens of porting American products to English Portland to learn that Portland spends markets, neither producer or buyer ofrelatively less for parks than any other fering anything in return to France for city of its pretensions in the country. the aid given shipping by the French Government. The new buildings now under con-Twenty-five shillings per ton for struction for the United States Naval wheat from a Pacific Coast port to Eu-Academy will constitute, when finished rope is said to be lower than the actual the finest marine college home in the cost of the service, unless the vessel world. The old buildings are practiengaged therein is fortunate in secur cally extensions to old Fort Severn, ing inward cargoes and quick dispatch where the school was first established at both ends of the route. Yet unaided n 1845 by Secretary of the Navy George by a subsidy of any nature, Pacific Bancroft, and, as patchwork structures Coast farmers are now sending to maralways are, they are and long have been ket the last of one of the largest crops wholly unsuited to the purposes of the of grain ever produced at a freight rate school. Besides being sadly lacking in nearly, if not actually, below the cost such modern equipments as are now considered among the necessities of life, of operating the ships engaged in the business. The Pacific Coast farmerthey are dreary, draughty and uncomand, in fact, all American farmers-are fortable in Winter and Summer. The not at the mercy of any one country new buildings will represent an outlay for transportation facilities, for the of \$6,000,000-an expenditure that the wheat fleet from Portland this season most stringent economist can scarcely has sailed under the flags of England. grudge, as it represents the proper hous-Germany, Norway, France, Italy, Dening of the naval students of the United mark, Holland and Austria. At Port-States for many years. The sentiment 'Nothing is too good for the Navy" land and Puget Sound ports British, Dutch and Franch are now lying in found patriotic expression at the close idleness awaiting business, all eager to of the Spanish War, and this magnificarry away the products of Pacific cent marine college is, to some extent, Coast farms, fields and forests, without the outgrowth of that expression. exacting anything like a subsidy, except Though since then the Navy has been the low freight rate fixed-not by Govto some extent under a cloud, its gloryernment bounty, but by the natural law has not been dimmed nor its power of achievement doubted. The new build-

not be free speech in the pulpit. The She asked the Prince to beg his enter-New York Evening Post indorses this tainers not to associate his name with such a senseless and harmful waste of money. The Princess, as was her mother, the Grand Duchess of Hesse-Darmstadt, is devoted to charitable endeavor along self-helpful lines. Of course, it was impossible for Prince Henry to act upon this suggestion. Men will give their money for what they want, and not at the dictation of others. Had Prince Henry declined to accept the invitation to an extravagant dinner given in his honor, it does not follow that a home for the poor bearing his name would have been founded with the sum saved, though the object, fully elaborated, would no doubt prove a very

worthy one. He would simply have declined to accept a courtesy without benefiting the poor by so doing. The suggestion, however, is stamped by the kindness and thoughtfulness that are leading elements in the characters of Princess Henry and her sister, the Czarina of Russia.

### A POINT WELL TAKEN.

### President Roosevelt, though an ardent advocate of civil service, objects to an extension of the law that includes all of the clerks now employed in the Census Office. These employes number about 700, and the President sees in their wholesale retention an injustice to those who have passed or may pass the civil service examinations pre-

scribed by law. The point appears to be well taken. There is distinct injusstreets not less for the comfort of its tice in favoring the "ins" in a case of this kind to the disadvantage of others who may prove themselves, upon examination, to be better qualified for the service. All should be required to take the examinations, and aspirants should be rated according to their standing on the lists. Anything less than this is not equity, and nothing more than this can be asked. The whole contention of the civil service idea is against political favoritism as opposed to official capabillity. The bill recently passed in effect throws the mantle of official favoritism over a large number of employes who want to retain their places without fair and open competition with those whose rights in the premises are equal to their own, and who only ask opportunity to have their fitness for the work fairly tested. The President favors the creation of a permanent Census Bureau in connection with which the bill was passed, hence, though he disapproves the clause which retains the clerks now in the bureau without examination, he will probably sign it and endoavor to regulate by executive order the appointments under the bill, so as to avoid the injustice which it foreshadows. It is worth something to have a President take cognizance of such a matter, even though he may not be fully able to mete out exact justice in the premises.

### PARK INTERESTS.

The annual report of the City Park Commission, summarized in yesterday's Oregonian, is worth careful attention. We are not doing much in the way of parks, and in the condition of our finances it may not be advisable at this time to go into very costly enterprises, but this is the time, unquestionably, to secure the basis for a future park system. There are tracts of all but waste land in and about the city which in a few years will be priceless from the parking standpoint, and which it will be impossible to acquire in future at reasonable outlay. Furthermore, the demands of the city for fuel are causto be preserved, and which could be preserved for relatively little money. It rvices of some competent man-of the

their walls will redound to the glory

of the Nation through coming genera-

A Progressive Ratirond.

Hartford Courant.

The Pennsylvania Railroad, up to date

in all things, is now going to put all its telegraph wires between New York and

tem along that route worthless for days

Recent

Philadelphia under ground. Re storms have rendered the telegraph

ered, to be magnanimous.

tions.

## NICARAGUA THE BETTER.

Louisville Courier-Journal. The familiar story of the taking of Troy vindicated the sagacity of the old Trojan who feared the Greeks even when

they were bringing gifts. The offer of the Panama Canal Com-pany to make the United States a present of \$89,000,000 is too alluring to jus-tify any confidence in the good faith Yet negotiation. characterizing the that is what the latest offer, taken in connection with the former one, really ago the amounts to. A few months company pretended to think that its Panama property was worth \$109,000,-000; now it offers to sell it for \$40,000,-660. It is true that the latter offer is tendered through other representatives, but that makes no difference.

The new offer by the Panama Com-pany may not have been made for pur-poses of delay, but it is certain that Mr. Hutin, late president of the Pana-ma Company, was long ago reported as saying that if his offer was not accepted -that is, the offer to sell for \$160,000.-000-he would join with the trans-continental railway lines in an effort to de-feat the construction of any canal. It is equally evident that the effect of this new offer, if it have any effect at all, will be to delay the work. Already pre-dictions are freely made that there will

be no canal legislation at this session of Congress. It is clear enough that the desire for delay is inducing all the open or secret friends of the trans-continental railroads to give a qualified support to the Panama route and then to insist that there is no need of haste in providing for the beginning of the work. If many of these men have their

way the work may never be begun. It cannot be denied that the opponents of the enterprise have scored a point in getting a unanimous report from the Canal Commission setting forth the advantages of the Panama route. Nevertheless, it is easy to exaggerate the importance of that recommendation. A close examination of the report dis-closes the fact that the cost of the two routes, after paying the \$40,000,000, is nearly the same. The cost of construc-tion over the Panama route will be \$45.-000,000 less, according to the commission, but this does not take into account the \$10,000,009 to be paid the Panama Company, and hence may be misleading on a casual reading. In another part of the report, however, it is shown that the total cost of the Nicaraguan route will be \$189,864,062, and of the Panama route \$184 221,258. Of course, these are not final figures, but only provisional estimates. The difference is not great enough to cover probably errors or omissions in the estimates or payments that cannot be forescen. For practical purposes, we may say that, so far as estimates go, the two routes are on equality,

This brings us to the question of the ost of operation. It is said that the cost of the Panama route will be less. But it is not a matter of a few dollars one way or the other in operation in which the country is chiefly interested. If we wish to save money, we shall not build the canal at all. Operating expenses are to be considered, but they must be considered in connection with the business to be done and the benefits to be received. The proportion of expenses to receipts is important; the exact amount of expenses is not. If it were, nobody would be willing to do a large business, for that means large expenses. The canal is to be built for the benefit of the people, so that the ex-pense of getting to it and getting away from it is as legitimate an object of in

quiry as the expense of operation The Commission has not overlooked this consideration, but it is important that the reader who desires to form a correct judgment should not overlook it. There are considerations material to this in-quiry that are not expressed in the mere authenticated calculations, however important these may be. The greatest advantage of the canal

in the time of peace will be in bringing practically nearer the eastern and western coasts of this country. To get to California by way of the Panama route ships from the east coast, using that roughly to include the gulf coast, will have to go 400 miles farther to reach one end of the canal, and then cover the distance again to go to San Francisco or any other domestic port on the Pacific coast. This means about two days' more

## TRANS-ATLANTIC TRAVEL,

## Brooklyn Engle. Some estimate of the remarkable devel-

spment in the passenger traffic between be and this country may be formed the official figures of HCI as com-Europe and this pared with those for the past few years These figures come from the landing office in New York, and may therefore be accepted without the prejudice which snight attach to statements emanating from steamship companies. During the year lately ended the total number of passengers brought to our shores was 567,011, of whom 125,143 were cabin and 438,968 steerage. The total for 1960 was 541,343, while the aggregate for the year preced ing was 41.177. The basis of normal com parison exists really between 1901 and 1889 because 1900 was exposition year in Paris,

and there was consequently an unusual in-brease in all the cabin passenger lists both to and from Europe; in 1901 the cabin lists on the more important lines were smaller than in 1900, but generally much large than in 1809, while the increase in totals

for 1901 over 1900 is explained by the fact that the steerage traffic experienced a natural and considerable expansion. The following table is worth studying:

Number of passages, Cabin, Sivernae, 901 90,082 102.004 .812 80,586 210,551 .826 107,415 703,762 .838 107,552 406,401 .887 128,143 458,968 v 1807 ..... 1807 ..... 1808 ..... 1800 .... 1801 .... 282,036 300,237 411,177 541,343 507,011Of the 19 principal lines engaged in the Atlantic passenger traffic we may take the Hamburg-American as an example. It

is chosen for the purposes of illustration because of the numerical importance of its fleet and because the size and speed of its steamships have been influentia in determining the trend of travel; of the 258 vessels under its flag, representing the enormous total of 668,000 tons, the largest and fastest come to New York. In 1901 the Hamburg-American beats landed at this port a total of 90.537 passengers, of whom 20,977 traveled on eabin tickets and 78,560 came in the steerage. In 1900 the figures for the same line were 23,657 cabin and 72,245 steerage, an increase in the aggregate of 355, which is larger than seems when the heavy cabin lists of I are taken into account. In 1895 the Hamburg-American boats carried to New York 14,534 cabin passengers and 40,505 steerage; this is a total of but 55,122 as compared with nearly 96,000 for the succeedi and almost a round 100,000 for 1901 VEAD figures tell their own story, which is repeated in the statistics of other great lines. They indicate that a desire for transationate travel is constantly increasing, both in this country and in Europe, which means the development of neigh-borliness and good feeling between the Old World and the new. They indicate, too,

that the annual additions to our perma-nent population due to immigration are steadily mounting toward the record of 1891, when Europe sent us no less than 445,290 steerage passengers; this shows that the advantages of residence and citizenship in the United States are appealing more and more to the working people of the older world.

## Go and Get a White Feather.

New York Evening Post. That it may be extremely important to save a good father if one aspires to high judicial office appears to be the lesson of James P. Platt's selection by President Roosevelt as Judge of the United States District Court for Connecticut, Mr. Platt is the son of Senstor O. H. Platt, and there seems to be a general agreement that the father of no other candidate for this position stands anything like so well. The leading Republican newspaper of the tate, the Hartford Courant, declares that "his father is one of the ablest and strongest men in Washington." The The Hartford Post, another Republican newspaper, affirms that "James P. life wisely by picking out just the right sort of a father." The President bears witness to the truth of this claim. Mr. Lewis E. Stanton, who went to the White House the other day in the interest of an-oher candidate, makes this report:

When I saw President Roosevelt Saturday, he treated me very nicely. He said: "Sit down on the lounge, Mr. Stanton," and then, leaning forward, said: "I think, Mr. Stanton, that Senator Platt is one of the whitest old men I ever knew, and I think I shall appoint his

We have read everything that we could find regarding the other men who were suggested for the position, but we have

### NOTE AND COMMENT.

If you couldn't register yesterday, you can today.

The idea of expecting the enforcement of ordinances before election day!

General Funston's speech will not be printed as anti-imperialist campaign material.

The Meteor has a mast of Oregon pine. Notice what kind of pine the Seattle papers call it.

Not to be outdone by Miss Roosevelt, Queen Alexandra has christened a ship. But the American girl set the pace.

A Northern Pacific brakeman has killed cook. Perhaps the latter was one of the kind who make gutta-percha ples.

This is not the first time that the sliver-tongued Simon orator has been forced to bottle burning thoughts within him.

The Secretary of Agriculture has returned to Washington. He will miss a good many seeds when he comes to take stock.

The British Army is to be reorganized on the American plan, The War Office seems to desire that it win a victory once in a while.

The Chinese insurgents continue to insurge. The Empress Dowager will presently send for the foreign devils to come back and keep the peace.

Russia is eliminating all foreigners from the public service. A job of that kind in this country would create a state of affairs where there wouldn't be enough office-holders to go 'round.

The ability of Prince Henry to be a good fellow astonishes his friends at home. But they don't know anything about the infection of democracy.

Some men are born with silver tongues, And voters gladly throng to hear them; Some men are born with leather lungs, And not a voter will go near them. A fow with but a word can reach The center of an issue burning. Alas for those whose every speech

Provokes a swift and sure adjourning!

Bishop Brewster (Episcopal), of Conaccticut, tells this story: "Kipling is said to be not ladylike enough to suit some of his critics The story that I am to reinte about Kipling-and I suppose none of you have heard it-comes to me first hand, and shows the strong, vigorous faith which is back of the man's writings. A trained nurse was watching at the bedside of Mr. Kipling during those moments when the author was in the most critical stage of sickness, and she noticed that his lips began to move. She bent over him thinking he wanted to say omothing to her, and she heard him utter these words: 'Now I lay me down to sleep,' that old, familiar prayer of childhood days. The nurse, realizing that Kipling did not require her services, said, in an apologetic whisper: 'I beg your pardon, Mr. Kipling. I thought you wanted

something. "'I do,' faintly observed Kipling; 'I want my heavenly Father. He only can care for me now."

"It is this masculine, robust religious faith that we see in Kipling's writings, and it is a faith which the young men of Yale University may well carry with them in the performance of their daily work."

A Chicago man who lives in Goethe street gets off the car at Schiller street, two blocks away, because no conductor can understand his pronunciation of Goethe. "I had practiced on the pronunciation for a week," he says, "and I one of them. On the showing that was made by the rival candidates themselves. I sprung it on the conductor the first

### A GRAFT THAT FAILED.

There is interesting confirmation of something said in these columns a few days back in the suddenly changed attitude of the Colombian Government respecting the suggested purchase of the Panama Canal by the United States, It will be remembered that when the sale was first seriously proposed the Colombian Government was prompt to de clare that there were difficulties in the way, due to the terms of the concession held by the French company. The effect of this announcement was to turn the attention of Congress away from the Panama scheme and to revive interest in Nicaragua. Now, all of a sudden, the Colombians declare their willingness to concede such readjustments as will enable the United States to make the purchase. All of which being interpreted means that the Colombians. after the approved Spanish-American method, were simply trying to work a graft for themselves; and, seeing that the game will not work, they now want to make it easy for the United States. of his position. to take hold of the work. Of course, the Colombians are not such fools as seriously to wish to prevent the construction of the canal. What they wanted was a "rake-off" in the form of bribes. The apparent difficulties in connection with the Nicaraguan concession are of the same piece. They are not practically serious. Nicarague is eager for the canal, and will make

any terms we may demand. But the Nicaraguan officials would like to make a little something out of the deal-on the side, so to speak.

The great street rallway systems of Cleveland, O., have been merged. Senator Hanna is president of the consolidated system, which will include and control every street-car in the city. Cleveland's citizens have in times past been subjected, through street railway strikes based upon labor grievances, to much annoyance and not a little at 50 danger to life and property. It may be

a wholesale and proportional cut, at fecting every item in the bill.

The relationship of all this to the interests of Oregon and Washington in connection with the pending measure is plain enough. There is danger that the provisions made for river and harbor

development here will be so cut down as practically to be ineffective. The prospect is serious, because the amounts apportioned to us are not beyond actual needs, and any severe shearing process is likely to leave us without the means of accomplishing, especially for the Columbia River, works of the most positive urgency Plainly, if Oregon and Washington are to get anything like adequate funds for river and harbor work this year, they must give a very interested and persistent attention to the progress of the bill through its various stages. A little neglect or a lack of urgency at some critical time may be fatal. In times past we have suffered in this way. and the danger is always one which

needs to be guarded against. There must be no let-up in the effort at Washington in behalf of our interests as a whole, and particularly in behalf of the Columbia River. Especially it

will be necessary to put before Congress in the plainest terms the conditions at the Columbia bar which call for heavy expenditure, and to employ all the forces of argument and persuasion to the end that the sums provided in the bill as it stands shall be retained.

#### FREE SPEECH IN THE PULPIT.

Frederick Stanley Root writes the New York Sun that the lot of the middle-aged clergy in all denominations is a hard one; that Ian Maclaren's inquiry, "Should the old minister be shot?" is pungently suggestive of deplorable existing conditions. Congregations don't want an old clergyman on their hands. Furthermore, rich men alone can preach without fear. No minister can speak his honest convictions at all times with a wife or children of supply and demand. looking to him for support, for he may be dependent on the whim or caprice of

a wealthy parishioner for the retention Once out of a parish for any caus at 45 or 50, it will require an extraordinary combination of favoring circumstances to reinstate that man. The present system practically rules out every minister from the pastorate who is over 50 or 55. Such a man, it is said, cannot stay in the profession because he has reached the dead-line, and he cannot get out of it because the clerical routine has unfitted him for suc-

cessful endeavor in other directions. No wonder young men are reluctant to undertake the duties of the ministry as a life work. Mr. Hall thinks that the chief reason is because they perceive that at an age when a lawyer or doctor is most useful and honored

the minister is left to shift for himself by a commercially calculating parish Men of first-rate pulpit ability and blameless character will often struggle iong and hopelessly to find a parish

Mr. Hall thinks that until able, dedoubted whether Senator Hanna is the voted young men of independent means a nucleus for a "Prince Henry Home"

There will be no permanency in a 25s freight rate from Portland to Europe. This rate is the result of an overproduc tion of tonnage which was rushed out of the shipyards at a time when worldwide prosperity was taxing transporta-

tion facilities to the limit and rates went skyward in accordance with the demand. Unsubsidized British vessels wished, it is true, to preserve peace, are now carrying freight at lower rates than will be accepted by subsidized French vessels, and if the American ship-subsidy bill becomes a law, rates will be regulated, not by the American beneficiaries of the law, but by the competition of the fleets of the world, practically all of these fleets operating Thus the international sky is clear

on business principles, unaided by subsidies. The shipping subsidy bill will tax millions of producers to enrich a few shipowners.

It is said that Princess Henry, who greatly desired to accompany her husband to this country, but was not permitted to do so, was greatly opposed to the press dinner that was given to the Prince in New York, urging that

at a time, and the company is coming to the money thus expended be used as what must be the final settlement of difficulty.

slower vessels. inst this more for there will be an estimated difference of twenty-one hours in passing through one proposed canai as compared with the other, which is not half enough to offset the difference in distance. As to the west coast of South America our trade with it is of much less importance and likely to remain so.

### YOUR ANTI AND HIS NOTIONS.

In contrast with the many discouraging reports which are constantly coming from th Philippines, it is gratifying news that dis tinct and valuable progress has already been ade toward the sanitation and cleansing of the City of Manila and the improvement o the public health throughout the archipelago Like the reforms in Havana, this work is be ing carried on under an officer of the Army Medical Department-in this case Major Louis M. Maus, who has been appointed Commis-sioner of Public Health of the Philipping. The first two months of his incumbancy of this position Major Mans gave to the prepa-ration of proposals for suitable medical and sanitary laws. Those in regard to the practhese of medicine, compulsory vaccination and the establishment of provincial and municipal heards of health have been placed on the statute book by the Philippine Commission Under the first named, a board for the examination of all persons desirous of practicing in the Islands is already in session, and it is confidently believed that its work will result in placing the profession on as high a plane as it now occupies in any state of the Union. By hard work the plague, which again became serious last Summer, has been nearly, if not wholly, stamped out-partly, it is thought, by means of the rat crusade, which has resulted means of the rat crusade, which has resulted in thousands upon thousands of rodent vic-tims. Arrangements have also been made for the establishment of a leper colony on the Island of Kullon, in the Calamines group, to which 500 or 600 lepers are to be taken be-fore June 1. In Manila itself more than 3000 bouses have been thoroughly cleaned and re-modeled, and this work is to be continued. Such praiseworthy regard for human life brings out in strong contrast the slaughtering which goes on in other parts of the island. Today's report that 80 bolomen in Samar were recently killed, without injury to a single American, is a striking example of this .- New York ning Post.

Certainly; the bolomen are savages fighting against sanitation and civilization. Why shouldn't they be slaughtered unless they will submit? Our antis have lost all semblance of common sense. They want the rule of savage bolomen and ings will accommodate 600 students, and smallpox and leprosy to continue, in the the valor and skill nurtured within name of liberty and humanity. Your anti is a person who tires patience,

### **Prehistoric Cremations.** London Mail.

Austria, too, it seems, was our friend At the new golf links at Sunningdale, in 1898. The Austrian Government near Windsor, a new tumulus has been discovered. It is a circular mound, about but it was as much for the sake of the 10 feet high and 75 feet in diameter. Th United States as for that of Spain. It number of cists or urns at present taken would be grieved to think that we would out is 10. They vary in size and are extremely fragile. More than half of the mound is yet to be opened. Two of the for a moment at this late day suppose that we, as a people or a Government, urns were found in an inverted position cherished hard feelings in consequence According to the supposition of archaeol-ogists, they were so placed to prevent the of anything that it did at that time pirit of the buried from escaping. Two urns examined contain small calcined bones. The bodies had therefore been We can well afford, all things considremated. The tumulus is to be thor oughly investigated by experts.

## Mottoes for Various People.

New York Times. Cahman's-Han'som' is that han'som' does. Pickpocket's-My heart goes with my hand. Doctor's-All's well that ends well. Puglilst's-Knocking, knocking, who is there? Policeman's-Far from the maddening crowd. Lean Man's-May my shadow never grow less Fat Man's-Oh, that this too, too solld flesh

it seems clear that any President who was looking for the son with the "whitest" father would have been forced to select James P. Platt.

Censorious critics, to be sure, might raise the point that, with all due deference to fatherhood and its indisputable importance in the life of anybody, the vital question in the selection of a man for such a position on the bench is his own fitness for the place-whether, for example, he has risen higher in his profession than the judgeship of a police court in a small city by the time he has reached his prime. Fathers sometime die before attaining their 75th year, and it is quite possible that one or more of the other middle-aged candidates for this Federal Judgeship may have been a good deal hampered by the fact that he is an orphan. However, if James P. Platt had been fatheriess, Mr. Roosevelt might well claim that be was entitled to the appointment on the basis of his vouchers. Ex-Governor Waller, the ablest Demo-cratic lawyer in the state, wrote to the President that he was "confident that, if

Mr. Platt receives the appointment, he will discharge the duties of the respon sible office with ability and faithfuiness to the Government," Dean Wayland, of the Yale Law School, wrote that "by education, by capacity, and by experience I believe Mr. Flatt to be well qualified to fill the position with advantage to the public interests and with credit to him self." Finally, Judge Townsend, of the District Court, whose promotion to the Circuit Court causes the vacancy now to be filled, wrote that "he has the ability to creditably perform the duties of a United States District Judge." There may, of course, be people who will say that these letters would not have been written now if James P. Platt had become an orphan 10 years ago, but this would be to reflect severely upon ex-Governors, law school deans, and Federal Judges-and a President could not reasonably be expected to do that.

### Hard to Tell a Chinaman's Age. Washington Post,

How old is a Chinaman? Can you give good guess? It is harder to tell than the age of a negro. The Chinaman has-no heard and his hair is of a jet and glossy blackness, which turns gray only at an extreme age, when a Caucaustan head would be either snow-white or baid. Then, head

again, the Chinese have the most perfect nervous systems of any people in the world, and do not wrinkle up with age. They can stand any amount of oplum smoking without material injury, that would send a white man to his grave or an insane asylum. So you have little to g by. A Chinaman will look 30 when he i

20 and when he is 50. If you ask him his age he will place it at least 10 years ahead. for he holds old age to be honorable, and among his people he will be respected and looked up to by all his juniors.

#### Mr. Gage's Physical Strength. Kansas City Journal.

The first job Secretary Gago had was as clerk in a wholesale grocery house that made a specialty of flour. He had to load the barrels of flour on the delivery wagons. He developed great lifting unacles, and today probably is as strong as any other man in public life, unless it should be Senator Heltfeld, who is a giant. A few days ago Secretary Gage was walking down Pennsylvania avenue with some friends. Two mon were load ing barrels of flour on a wagon, "I to do that," said the Secretary. He stooped and lifted a barrel and placed it on the wagon, and he did it casily and expeditiously, to the great astonishment the loaders. No one e'se in the party

vening. He looked at me blankly, and replied: 'Huh?' I repeated it over once or twice, and finally a great light broke over him. 'Oh, yes, you mean Go-the. Why didn't you say so?' The next evening the conductor called it Go-eeth. The third time up it was Go-e-the. Then there was a raw Irishman in charge of one of the trains, who spoke of it as Go-tay, with the accent on the last syllable. One morning I left an order for my wife at the grocer's. He looked at me in silence for a minute after I had given our address, 'Oh, yes,' he said, 'you mean Certie street.' The butcher calls it Gavtie. the laundryman pronounces it Gay-tub. and the man who delivers coal alludes to it as Goth street. I have a woman friend, who prides herself on her culture, who sneaks feelingly of Gutter street. But the devoted thoroughfare doesn't really 'get it in the neck' until you hear the janitor

### Letter Drifted for 27 Years. Chicago Tribune.

talk. He calls it Goltre."

A letter written on the stationery of the Metropolitan Hotel, formerly located at Washington and State streets, and mailed n Chicago on November 15, 1874, was delvered at the Paimer House yesterday. The letter was addressed to 'Frank Mc-Donald, room 247, Paimer House, Chica-go." The stamp was canceled in the Chicago Postoffice on November 15, 1874, and was delivered from this office on February Where the letter 21, 1902, 27 years later. has been during all the intervening years is a mystery which the clerks at Palmer House are attempting to solve. The Postoffice people also are mystified. Frank McDonald is unknown, although there is a room 247 in the hotel.

PLEASANTRIES OF PARAGRAPHERS

Excused .- Judge-Have you formed any prejutice against the prisoner? Juryman-I have seen some newspaper pictures of him. Judge-You are excused.-New York Weskly.

A Weighty Opinion.-Edith-What on earth made you break off the engagement? I thought you were awfully in love with him. Madge-I ras, but Hover couldn't bear him.-Brooklyn

A Rhugh Game .-- "Mammy," said Pickaninny Jim, "Bill is smackin' Joe agin." "Well," said the colored woman, "you tell dem chillen dat dey's gotter quit playin' "Nited States Sen-Dat game's too rough."-Washington are. Star.

A Criterion-She-Jack, I'm afraid this dog you've given me isn't a good one. He-Not a good one! Why, what's the matter with him? She-I don't know. I'm sure; but I've had him a whole month now, and no one has ever iried to steal him!-Punch.

Not a Stage Meal.-"Myl" exclaimed the good-natured housekeeper as she watched Weary Wraggles devour the food, "you certainiy do act as if you were hungry." "Act" he cried between blies. "Gee whizz, lady, don't you know de diffrence between actin an' de real t'ing "-Philadelphin Press.

Rev. Goodley-Do you think you observe the Sabbath as you should? Jiggaby-Well, I usually spend the day quietly at home. Rev. Goodley-Ah! but do you never go to church! Jiggaby-No. However, we have stained-giaw windows in our library, and they afford a set of church effect while I read my Sunday paper. -Philadelphia Record.

Expense No Bar .- Mrs. Grinder-My dear, pardon my frankness, but really I feer your daughter can never be a social success. Mrs. Yearner-Why so, dear? Mrs. Grinder-Well, she has no-no aplomb at all. Mrs. Yearner-Is that all? She shall have one Me and John will spare no expense with Mollie. She shall have the best supply of it that can be could get a barrel higher than his knees. had -Chicago Daily News