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TODAY'S WEATHER—Partly cloudy, with probably occasional light showers; south to west winds.

YESTERDAY'S WEATHER—Maximum temperature, 52; minimum temperature, 41; precipitation, 0.05 inch.

PORTLAND, FRIDAY, MAY 2, 1902.

HOSTILE TO THEIR COUNTRY.

The strenuous efforts which Senators Carmack and Patterson are making to blacken the name of the American Army do not speak very well for their Americanism or for the communities they represent. They are entirely too zealous to dig up and make the most of every shortcoming of our American officers, and they show entirely too much anger at every bit of testimony in favor of those officers. They have committed themselves to the task of proving that the American forces in the Philippines, civil and military, are a set of incompetents and scoundrels, and they are impatient of everything that stands in the way of their accomplishing that task.

This picking to pieces of words and phrases in official and unofficial orders and utterances, this microscopic inspection of every drastic military measure found necessary in subjugating the savage tribes of Luzon, Mindanao and Samar, cannot at all subordinate the main feature of this remarkable proceeding in the Senate. That feature is the BITTER AND INDEFATIGABLE HOSTILITY OF MEN LIKE CARMACK AND PATTERSON TO THE AUTHORITY AND THE ARMY OF THE UNITED STATES. The best possible construction must be put upon the acts of our enemies. The worst possible construction must be put upon the acts of our own soldiers and commissioners. The spectacle of our brave veteran officers bedeviled and badgered in the way that Carmack and Patterson are doing is very humiliating. It ought to arouse such a storm of popular indignation that the antis would be shamed into silence.

Every man who will give the subject a moment's thought can see that it is public policy of the very worst type to humble soldiers in Congress by testing the rigors of savage warfare by the standards of impracticable sentimentalism. The sturdy common sense and practical patriotism of the people ought to express itself in some way discreditable to these attacks on the Army. If a soldier is to be brought home and terrorized for killing and punishing treacherous guides and hostile savages, what will become of arms among us, and who will defend us against the foreign power that next dares assail us?

This squeamishness concerning brutality is gratuitously assumed by Colorado and Tennessee, where negroes are burned alive. Why don't Carmack and Patterson get excited about inhumanities practiced in their own states?

BLACK BASS AGAIN.

The notion that the planting of black bass in the waters of Oregon and Washington would be injurious to the salmon is, we are confident, without foundation. The black bass is found in nearly all the lakes, ponds and rivers of the states of the Middle West and the Atlantic Coast; it is found in the rivers, lakes and ponds of Canada, and we never heard of any complaint that the black bass had proved destructive to the trout of our Western or Eastern waters, or to the trout and salmon of Canadian waters or of Maine. The only way in which the bass could prove destructive to any appreciable extent to trout and salmon would be by reaching the spawning grounds of these fish and devouring the spawn. The habits of the bass are entirely different from those of the trout or salmon, and they do not seek to reach the shallow waters where these fish spawn. The bass is a river, lake or pond fish that spawns on the sandy or rocky bottoms of rivers, lakes or ponds. The bass makes a nest, spawns and watches its nest until the eggs are hatched, and remains with its young for some time afterwards.

The bass finds plenty of food in the young chub, suckers, shiners and other worthless fish with which its favorite waters swarm; it devours, too, frogs, worms, crayfish and other small deer. There is no danger of the bass devouring any trout or salmon, for its natural habitat is in entirely different waters. The rivers and lakes of Canada, which feed the St. Lawrence and the Great Lakes are full of trout, while the Great Lakes are full of black bass, pike, muscalonge and other predatory fish, but the trout streams are not invaded by these voracious fish because they do not naturally seek the shallow waters where the trout spawn. Lake St. John, which is full of trout, is discharged into the St. Lawrence, which is full of predatory fishes. The salmon and trout streams of the maritime provinces of Canada communicate with streams that are full of predatory fish, but these predatory fish do not reach the spawning grounds of trout and salmon.

We do not think that the introduction of black bass will be injurious to our salmon and trout. There is plenty of food in our rivers to feed the black bass to repletion. They will doubtless reduce the number of carp in the Willamette, the suckers, shiners and other trash fish, but they will not injure our trout or salmon, because they do not naturally seek the breeding waters of these fish.

PERILS OF THE SHIP TRUST.

The shipping subsidy bill has received many hard blows from the untrammeled operation of the natural laws of commerce. It rode into popularity on a wave of high freights, which for nearly four years remained in force, and gave strength to the argument that there was an insufficient amount of tonnage for the business of the country. No sooner had the tonnage supply caught up with the demand than the Spanish and Boer Wars drew scores of big steamships out of commercial routes and thus aided in keeping rates up to figures which were unprofitable to the American producer. A critical examination of the causes which made ships seemingly scarce and freights high would have robbed the argument of its strength, but conditions and not the causes were put to the front, and all of the circumstances mentioned were as water on the wheel of the subsidy grafters.

But the bill was a trifle slow in its movements, and before its success was anywhere near assured the supply of tonnage began overtaking the demand and rates fell away to figures that added millions to the profits of thousands of producers and incidentally removed them from the grasp of the comparatively small number of vessel-owners. Then James J. Hill, after exhaustive search through foreign shipyards, let the contracts for the two largest ships in the world to an American yard because he could get them built cheaper in this country than in Europe. The late C. P. Huntington did the same with two monster liners now just completed at Newport News for the foreign trade. Japan, Russia and other big powers came to American shipyards for vessels because this country could beat the world in quality and price. These facts fell with a thud on the beautiful theories which the grafters used in such an alluring manner in securing votes for the bill, but all of them combined have not hurt the cause of the subsidy grafters as it has been hurt by some of the chief beneficiaries, notably Messrs. Griscom, Morgan and Rockefeller. This combine has absorbed a fleet of more than 100 ships of varying age and degree of utility, and aggregating nearly 850,000 tons. With the capitalization of $150,000,000, the value placed on this fleet is accordingly $180 per ton. The Cunard line, which, through its splendid reputation extending over a period of more than half a century, is one of the best money-earners in the Atlantic trade, in its last annual report placed the book value of its ships at $70 per ton. It is easy to understand from these figures that the capitalization of the new combination is grossly in excess of the value of its ships.

Mr. Morgan and his associates are not noted for going into business enterprises for the purpose of losing money, and it is accordingly apparent that these ships are expected to earn dividends, not on their actual value of $70 per ton, but on their inflated value of $180 per ton. If Mr. Morgan can make the ships pay a dividend on this enormously exaggerated value, it will prove beyond question that ships like Mr. Hill's, built in an American yard and operated to pay a profit on the actual value, are no more in need of a subsidy than Morgan is of alms. On the other hand, if the combination fails to make a profit and goes to pieces, it will show that the American producer can get his wares to market by foreign-owned ships cheaper than by American-owned vessels. In either case, the interests of the men who produce the freight for the vessels so far exceed those of the few men who seek to control the transportation lines that the latter should always be made subservient to the former.

Through his control of a large proportion of the American rail lines Mr. Morgan may make his heavily capitalized steamship lines pay a profit, but there will be times when this profit will be uncertain and small. To make it otherwise, it would be necessary to syndicate nearly all of the ships afloat, and secure an exclusive right of way on the ocean, neither of which is possible.

PLAYING WITH FIRE.

The great railway transportation companies of the country would do well to remember before it is too late that when they persistently defy or evade or cheat the laws of Congress passed for the protection of the people against robbery, they are really playing with fire or shaking dice with the devil. The people are somewhat thick-headed, good-natured and unsuspicious, but in the long run they cannot possibly be fooled all of the time, and when that day of universal awakening comes it will be a day of wrath for the offending railways. And the people are becoming rapidly enlightened. The other day Interstate Commerce Commissioner Prouty addressed the Illinois Manufacturers' Association on the centralization of railroad control and the necessity of a rigid Government supervision of rates. Mr. Prouty said: "Five men now control the railroads of the United States. We are face to face with monopoly; there is no longer any real competition, and the only remedy lies in the Government control of rates set by the roads". Mr. Prouty pointed out that we have a condition of advancing rates in face of increasing traffic and decreasing cost of transportation; that the centralized control of the railroads is sure to persist in their present policy of taxing the public for all the traffic will bear. The increase of rates began about eighteen months ago, and has greatly increased in recent months. This increase has been accompanied by a reappearance of the preferences shown to favored shippers. Rates have advanced and discrimination between shippers has helped great combinations and consolidations. To attempt to eliminate competition by consolidation of vast interests is contrary to law, and preference in railroad rates by a common carrier is a crime.

The Northern Securities Company is simply a New Jersey company organized for control. The purchases of Northern Pacific and Great Northern shares are not for cash. They simply represent the trust plan for eliminating competition, carried out under the guise of a corporation. The special railroad rates given the members of the meat combination by the railroads reaching and leaving Chicago and Kansas City exclude competition, for they enable the members of the meat-packing combination to charge what they please to the consumer and pay what they please to the producer. The meat combination would tumble tomorrow but for these special railroad rates. The law requires equal rates for all shippers, but the railroads grant special rates for particular firms. The law forbids agreements between railroads to maintain rates, but railroads continue to make them. Thus far criminal process under the law has not been able to reach the railroad corporation or the big shipper. This is the present situation, and it is one that justifies our description that the railroads are playing with fire, shaking dice with the devil, in their persistent attempts to perpetuate it. The railroads will have to choose between being ruled by the rudder of strict Government regulation and control or by the rock of revolutionary legislation at the hands of a justly enraged public.

The managers of the Pennsylvania Railroad are far-sighted enough to see that the railroads cannot afford to defy the public by persistently nullifying the interstate commerce act, and they are prompt to favor the present measure before Congress which gives the railroads the right to make combinations, but leaves the ultimate power over rates in the hands of the Interstate Commerce Commission. The Pennsylvania Railroad is opportunely wise, for it sees that resistance to all regulation of rates by law is sure to end in sharp and merciless exercise of public sovereignty over railroads. The present measure before Congress makes the big shipper as responsible for breach of rates as the railroad, and brings him within the scope of the criminal law. One thing is certain, and that is that if Government control so effective as to extirpate secret discrimination and the unjust rate is impracticable, then we shall have Government ownership, for the people are thoroughly aroused over this conspiracy to extinguish competition on the part of railroads and the great shippers. The public authority will determine sooner or later not only when rates are unjust, but will compel a just rate when rates are found to be unjust.

The railroad corporations are nothing but the creature, while the Government is the creator; and if the railroads henceforth are able to defy or nullify the interstate commerce act, they will be doomed to Government ownership and operation, and when that day comes the railroads will no more be able to sell out at their own price than a landowner in the path of a railway can force the railway to pay him any price he sees fit to place upon his land. The language of the President in his recent speech at Charleston shows that he deems it his duty to warn the reckless forces of capital that the National welfare requires that "the power of supervision and regulation over them be exercised by the state." The great railroad combinations cannot afford to burn down a barn to roast a pig. They cannot afford to prune a tree by sawing off the limb on which they stand.

NECESSARY TO OUR RAPID GROWTH.

There is small prospect of an isthmian canal bill becoming a law during the present Congress. Its importance as a National work cannot be exaggerated, so far as the Pacific Coast is concerned. It is not too much to say that our Pacific Coast States of California, Oregon and Washington will never have any very rapid growth until the isthmian canal is built, despite the fact that they are connected with the Middle West, the South and the Atlantic States by seven transcontinental lines of railroad. The area of these states is great, their population comparatively small, and this population will never increase very rapidly in numbers and wealth until a trans-isthmian canal is built, which will give the bulky freights of the Pacific Coast cheap transportation without breaking bulk from Portland and Puget Sound ports to the Atlantic ports of the United States and Europe. When that day comes, population will increase so rapidly in our Pacific States that large manufacturing plants will be established. These plants are not here today for two reasons; first, there are not people enough in Oregon and Washington to make remunerative support today for great manufacturing plants, and the haul by rail across the continent is too costly to enable a great manufacturing plant to market its goods at a profit at the East. The commercial marriage of the railroads with the steamship companies enables these great transportation lines to work their will. Their united "pull" is really at the bottom of this interminable delay in the construction of the trans-isthmian canal. Session after session the Panama project has been played against the Nicaragua scheme for the very purpose of killing the enactment of a canal bill, and thus far it has succeeded.

In our judgment the steamship companies are stupidly short-sighted in their opposition to the isthmian canal, for its construction would open to them the trade of the whole west coast of South America, whose Pacific frontage is in area and population double that of our Pacific States. The Pacific Coast of South America has but one railroad, and that is not yet completed. The Panama Railway is comparatively worthless to the trade of South America, because the cost of trans-shipment at the Isthmus and the high freight and passenger traffic limit the use of this route mainly to passenger traffic and articles that need quick transportation. Cheaper freight takes the longer route, around the continent. The west coast of South America requires transportation lines that can profitably and cheaply move coal, iron and other ores, grains, etc. The Panama Railroad cannot do this, and such commodities must go through the Straits of Magellan or around the Horn. Callao, Peru, is today farther from New York by steam than the south pole, but an isthmian canal will bring Callao at least 1000 miles nearer New York by steam than San Francisco will be. The trade of the west coast of South America is today mainly with Europe. But with the opening of the isthmian canal our United States ports will have from 2000 to 3000 miles the advantage over Europe in the voyage to the west coast of South America, whereas at present the distances from New York and the ports of the English Channel and Southern Europe to that part of the world are nearly equal.

The small part of our trade that has not gone by sail around the Horn has gone by steam to Panama for trans-shipment to the two lines of steamers going down the west coast of South America. These lines have combined to keep the rate at such a figure that for the last thirty-five years it has been cheaper to ship American goods to South America via England or Germany. It has cost the American shipper from 30 to 50 per cent more to send freight 3500 miles direct to Western South America by Panama than to send it 14,000 miles indirectly by way of Europe. Under these circumstances it is clear why the United States has but a small share in the trade of the west coast of South America. The steamers that go around the Horn from New York charge higher rates than those from Europe, and nearly as high as the Panama line. Nevertheless, these steamers leave New York with a full load of exports, which shows what may be expected when the isthmian canal and more lines of steamers give shorter and better means of communication. These facts, which have been recently set forth by Professor Johnson, of the Isthmian Canal Commission, show that our future trade between our east coast and the west coast of South America, when the canal is built, will have the advantage of a heavy traffic both ways. Our trade to South America will show an increased exportation of iron, cotton, foodstuffs and coal, and these commodities will be exchanged for Peruvian sugar, Chilean nitrate, ores and heavy produce, so that there will be an advantage to both the steamship companies and the shippers.

The argument applies with equal force to our Pacific Slope. No state grows rich rapidly without manufactures on a large scale. On a large scale they will not exist unless they have a very populous local market or a foreign market for the product. The population will come rapidly with the canal, because there will be cheap transportation to Eastern markets for products. The increased population will support great manufacturing plants; the cheaper rates will permit the marketing of the bulky products of the Pacific Coast at the East and in European ports.

W. Bourke Cockran, who in his recent travels abroad has had ample opportunity to judge of the matter, thinks that the British Government will gladly restore and rehabilitate the homes and restock farms of the Boers if the latter will return to the ways of peace. To hold out against this spirit of recompense, as unusual under the circumstances as magnanimous, will but emphasize the folly of stubbornness in a distressed, vanquished people. Liberty, in the sense that it is known in the United States, was never enjoyed by the Boers under the name of a republic. As a colony of England or an integral part of the British Empire, these people will be more wisely and justly governed than they were under the absolutism of Paul Kruger. This is not doubted, except by the Boers themselves, and a few years under the laws of England will convince them of their present mistaken views, though with characteristic stubbornness they may not admit even to themselves that they fought so tenaciously for an idea merely. They can hardly fail, however, to acknowledge and appreciate the magnanimity of the British Government in re-establishing them in their homes, made desolate by bitter strife. Not only England, but the civilized world, will rejoice in the coming of peace to South Africa on terms as favorable as possible to the suffering burghers, who staked and lost all in the contest, but to whom their losses in homes will be made good by the victors when permitted to do so.

In August, 1900, Hon. H. W. Corbett published a letter in The Oregonian, on the Philippine Islands, in which he urged that we ought "not to levy taxes on them not levied on other states and territories of the United States," and that our policy throughout in dealing with them "must be just, equitable and fair." The Albany Democrat reprints part of Mr. Corbett's letter, and says the views expressed in the present platform of the Democrats of Oregon are identical with those expressed by Mr. Corbett, though in different words. Not at all. The summing up in the Democratic platform is that we must "grant them (the islands) their independence." Mr. Corbett said nothing of the kind, nothing that by any construction, or even by any distortion, could be given that meaning. On the contrary, his argument was framed with an express view to their pacification and permanent retention by the United States, and to pointing out a policy under which it could best be accomplished.

Princess Radziwill, "the only woman of whom the late Cecil Rhodes was ever afraid," has been sentenced to the House of Correction at Cape Town. This, judging from the eloquent plea of the English Attorney-General at the trial, will insure peace and safety for that length of time to susceptible subjects of the British Empire who might otherwise be injured in purse and reputation from association with the Princess. Let the weak be given necessary protection, by all means. Such as these should not be expected to take proper care of themselves.

The late Sol Smith Russell began life as a drummer boy in the Union Army in the Civil War, being at that time but 14 years old. He left the service at Cairo, Ill., where he sang in a theater and beat the drum in the orchestra. He was a sturdy lad, upright and full of spirits, and "stuck to business." His success in his profession is a matter of common knowledge, and he died at 54 years of age, a man of wealth and honor.

Mr. E. S. Willard, an actor, is now appearing in Portland in "The Professor's Love Story." Along toward the close of the season some of the many people who are now overlooking an unusual opportunity to see a real actor will inquire why nothing good in the amusement line ever comes to Portland. The question is answered in advance by the empty seats before which Mr. Willard is appearing.

The conduct of the war in the Philippines will be a decisive factor in the campaign of 1904 unless in the meantime its inhumanity is disproved or those accountable for any atrocities have been summarily dealt with.—Chicago Record-Herald.

If worse punishment than the Filipino amigos have been given had not been inflicted upon the Indian tribes about Chicago, it would have been a wilderness today.

The speech delivered by Mr. Fulton last night at Ashland is published in full today, and is a very comprehensive one, full of facts and arguments. It ought to be read closely by every citizen of Oregon.

CUSHMAN IS IMPRACTICAL.

New York Sun.

Mr. Cushman, of Washington, is the young Congressman from the glaciers of Mount Rainier who made the asbestos and hand-grenade speech the other day on usurpation of power by the Speaker and the committee on rules. He is one of the beet-sugar 40.

To escape the National duty of providing relief for Cuba by means of a reasonable and entirely Republican measure of reciprocity, Mr. Cushman advocates this alternative plan:

> We think that Cuba can be aided in a way that will not destroy or menace the American sugar industry. The plan we had outlined was that the Cuban Government, instead of receiving a 20 per cent reduction on the tariff rates on what they import into this country . . . should pay the full import duty on what they imported into the United States, and then there should be turned back to the Cuban Government from the United States Treasury, for distribution among the Cuban cane producers according to the amount of cane produced, an amount equal to 20 per cent of the duties paid on goods imported from Cuba.

This plan of Mr. Cushman and the other beet-sugar men is nothing more or less than a proposal that Congress shall appropriate from the United States Treasury a certain number of millions of dollars to be distributed among the citizens of another country as a bounty upon foreign sugar-cane production.

Where in the Constitution of the United States does Mr. Cushman or any other beet-sugar protectionist find authority for such an appropriation? Where is the precedent for such an appropriation?

It is true that one of Mr. Oxnard's friends in the House thinks he has found a precedent. We refer to the Hon. Robert W. Tayler, of Ohio, who sits in the seat once occupied by William McKinley. Mr. Tayler says of this unconstitutional scheme:

> It is sustained by precedent since the establishment of our Government, and particularly by the legislation refunding duties collected on the products of Porto Rico and the Philippine Islands.

The money refunded out of the Treasury for duties collected at a certain time on imports from the Philippines and Porto Rico is returned to individual American citizens because the United States Supreme Court has decided that during that period the Philippines and Porto Rico were not foreign territory, and that Congress had not yet enacted laws for the collection of such duties. In other words, the duties were paid back because they had been collected unconstitutionally and unlawfully.

Does Mr. Tayler or Mr Cushman, or anybody else with common powers of reasoning, honestly believe that this is a precedent for the payment to citizens of a foreign country of the amount of duties collected here, Constitutionally and lawfully, and covered into the Treasury?

WHAT COURSE IS BEST?

The Dalles Chronicle.

On June 2 the voter will again be called on to decide whether Democratic principles or Republican principles are in his judgment the better for the country. If he votes the Republican ticket it will show that he is in favor of things continuing about as they have in the last six years. If he votes the Democratic ticket it will be because he wants a change. Just what the change will be is not certain. It may result in opening up the silver question. It certainly will if the Bryan theories prevail, and Bryan is still the strongest man in the Democratic party. It may bring free trade legislation, such as led to the disastrous years from '92 to '96. It surely will if Democrats have the nerve to enact their own platforms into law. It probably would lead to the withdrawal of our flag from the Philippines. It would if they do what their platforms favor. It is now for the voters to say what they want. In one case there is likely to be little change in business conditions or political principles. In the other case there will probably be a change, and a radical one at that, which will as usual affect every avenue of trade and commerce as well as all of the great industries and manufacturing institutions throughout the land.

Harney Valley News.

In the coming Oregon election the Republicans expect to roll up a very handsome majority for their ticket of two Congressmen and state officers. The Republicans have put up a good ticket and stand upon a platform which comes out strongly in favor of the retention of the Philippines, attacks the trusts, advocates protection of domestic industries which need it, declares for Chinese exclusion and favors irrigation. The Democratic platform, on the other hand, demands the withdrawal of the United States from the Philippines. The country will watch with considerable interest as to how the two propositions are received by the people of the Pacific Coast commonwealth.

A Breach in the Tariff Wall.

St. Paul Pioneer Press.

Although the defeat of this measure is to be deplored, the means taken and the arguments used to bring it about are likely to have indirect consequences which will more than compensate for this temporary setback of the policy of reciprocity in this particular case. For the most conspicuous and cogent of these arguments was that reciprocal trade concessions should not be given to Cuba unless they were given to other countries, such as Canada and France, with which the volume of our trade is much greater. The insurgents virtually demanded reciprocity on this larger scale, and so distinctly coupled their refusal to grant it to Cuba on the opposition of the ways and means committee to a liberal policy of reciprocity with other countries and to the demand for a reflection of duties on trust-made articles which no longer need protection that they may be fairly said to be committed to this more liberal and progressive policy. They have at the same time broken the spell of Republican subservience to the dictatorial authority of the ways and means committee on the tariff question, and have thus effected a broad breach in the solid wall of party unity on the do-nothing, let-alone tariff policy. The insurgents have probably defeated Cuban reciprocity for the time being, but to accomplish this they have invoked the aid of the spirit of tariff reform, which is supported by an overwhelming popular demand, and have summoned into the contest forces representing the most progressive elements of the Republican party, which will compel the adoption of a more liberal tariff and reciprocity policy in the near future.

Trying to Spoil a Good Story.

Brooklyn Eagle.

Newspapers all over the country have freely related a story published originally in Philadelphia and relating how Admiral Dewey, while at Manila, bought up a lot of coal without consulting the Bureau of Equipment at Washington; consequently these cablegrams are said to have passed between the Admiral in command at Manila and the Admiral at the head of the Equipment Bureau:

Navy Department, Washington, D. C.—To Dewey, Manila: Why did you buy so much coal? BRADFORD.

Flagship Olympia, Manila—To Bradford, Chief Bureau Equipment, Washington: To burn. DEWEY.

And now Admiral Dewey comes along with a statement ruthlessly denying this little tale, which really ought to be enshrined in the anecdotal literature of the centuries, side by side with thousands of other yarns less entertaining and quite as mythical. With the details of the Admiral's disclaimer and with the corroboration of his chief afforded, we grieve to say, only too willingly, by Admiral Bradford, we have nothing to do. The story was recognized from the first as being too good to be true, and, being so recognized, what was the use of producing documentary evidence in rebuttal? In spite of the two Admirals, we venture to say that the coal yarn will live as long as the story of the May-day fight in the Harbor of Manila.

HEROISM IN THE DAY'S WORK.

Chicago Inter Ocean.

That one negro elevator boy deserted his post in the burning Vincennes apartment building is a fact so uncommon that it must be regarded as one of those exceptions that prove the rule.

In the evolution of city life the elevator boy has acquired much of the status of the policeman, the fireman, or the locomotive engineer. It is the duty of his occupation, as it is of theirs, to risk his life and to die, if need be, for strangers who have upon him only the claim of a common humanity.

In several recent fires in this city and elsewhere the elevator boy has shown that he clearly understood the duty of his trade. In the Vincennes building fire two such boys, Henry King and Frank White, proved this. They stuck to their posts, awakened sleeping inmates, and ran their cars until all the endangered people were in safety. And for the deserter a substitute promptly came forward from the ranks of common life to perform the duty in which he had failed.

Arthur Batter, a painter at work on a house near by, was appealed to by Miss Julia Campbell to rescue a friend lying sick in rooms on the fifth floor, which could be reached only by the deserted elevator. He took the place of the runaway elevator boy and aided in rescuing not only the sick man, but ran the car until all the persons on the same side of the building were out. On the last trip the car stuck in the burning shaft, and Mr. Batter and Jerome Epstein, also a volunteer, had to climb out of it to the fifth floor to reach a blind and unconscious woman.

This episode, and half a dozen other rescues, in which Policemen Michael Hayes and Patrick Murphy; Tenie Mueller, a housemaid; Sam Hall, a colored boy; Julius A. Lense, a City Building Inspector; Charles Dunning, the engineer of the building, and half a dozen unnamed firemen, took prominent parts, show how general among all sorts and conditions of men is that instinctive sacrifice of self for the benefit of others which constitutes the stanchest heroism. These men and women did not pause to weigh motives or consider reasons. They simply responded to the call of a common humanity and performed heroic actions as a part of the day's work.

Those who deem mankind growing always more hard and cold and selfish because the conduct of some of their neighbors does not rise to their own ideals will do well to read their daily newspapers in the proper spirit and take reasonable note of the daily record of heroism in common life. The fact is that never in the world's history, and never in any country more than in the United States today, was the average man so self-sacrificing and heroic as he is now.

Let Up on Funston.

Kansas City Star.

Nothing that General Funston ever said about Senator Hoar or anybody else could have been more unbecoming than the screed of Senator Carmack, of Tennessee, on Funston in the Upper House of Congress. It was abusive and uncalled for, and can have the effect only of creating sympathy for Funston.

Concerning the reprimand which the President considered it necessary to administer to Funston, there is a singular harmony of sentiment. It is cordially approved by the people because Funston's indiscreet utterances justified correction, and because the reproof was administered in a proper manner, and by a man who was known to be entirely friendly to Funston.

Mr. Roosevelt's admonition to General Funston was straightforward and candid, as became a gentleman and a man in authority, in the fulfillment of an imperative duty. It was wholly free from reflections and needless severity. It showed no desire to humiliate General Funston or to employ the power vested in the Chief Executive in an arbitrary or offensive manner.

What was proper to say to General Funston has been said in thoroughly fitting style by the President. That ought to close the incident. It is not well-bred or magnanimous to jump on a man who is not in a position to talk back. Besides, it should not be forgotten that General Funston is a fine soldier and an undoubted patriot.

Injustice to a Good Man.

New York Commercial Advertiser.

Bishop Potter paid a just and striking tribute to Governor Taft in his address in Cincinnati yesterday when he said:

> Nations have other duties than those arising from their diplomatic relations, and in the Philippines this Nation has a moral obligation. I believe that God had a hand in placing our people on that soil. In dealing with such a people there can be no progress without absolute, inflexible equity. I thank God that the State of Ohio, from which have come so many great men, has furnished the one man among millions competent for that task. Governor Taft has carried on that work with an unerring judgment, as far as is possible with any human, and has vindicated his wisdom at every step; and the man who by misrepresentation of facts places obstructions in his way is not a friend of the oppressed, but an enemy of the public.

That puts the venomous criticism which the shameless "antis" have directed against Governor Taft on the right ground. They are not friends of the oppressed, and they are public enemies. They know that Governor Taft deserves the high praise Bishop Potter gives him, they know that in character and ability he is surpassed by no man in this country, yet they treat him habitually as if he were half trickster and half fool. Of course, they do not injure him in the slightest degree by this course, but it is no less contemptible on that account.

Money Made With Sailing Vessels.

Springfield (Mass.) Republican.

A seven-masted steel schooner of 11,000 tons displacement is among the ships under construction at Quincy, and when built it will be the largest sailing vessel in the world. This is of interest not only as showing that the sailing ship still has a future, but as bringing out the practical possibilities which have been developed in the way of handling large masses of tonnage under sail. Not many years ago a steamship of so great size as this would have been deemed wonderful. Now the big schooner of 5000 to 10,000 tons displacement is becoming quite common. They are said to be exceedingly profitable. Some of them which have recently been built on the New England coast have been earning from 25 to 40 per cent a year—something the average steamship with its expensive motive power is incapable of doing.

Dirge for a Soldier.

George Henry Boker.

Close his eyes; his work is done!
What to him is friends or foeman,
Rise of moon or set of sun,
Hand of man or kiss of woman?
Lay him low, lay him low,
In the clover or the snow!
What cares he? he cannot know;
Lay him low!

As man may, he fought his fight,
Proved his truth by his endeavor;
Let him sleep in solemn night,
Sleep for ever and for ever.
Lay him low, lay him low,
In the clover or the snow!
What cares he? he cannot know;
Lay him low!

Fold him in his country's stars,
Roll the drum and fire the volley!
What to him are all our wars?—
What but death bemocking folly?
Lay him low, lay him low,
In the clover or the snow!
What cares he? he cannot know;
Lay him low!

Leave him to God's watching eye;
Trust him to the hand that made him.
Mortal love weeps idly by;
God alone has power to aid him.
Lay him low, lay him low,
In the clover or the snow!
What cares he? he cannot know;
Lay him low!

NOTE AND COMMENT.

Good morning; have you moved?

The queen of the May didn't need her umbrella.

Russia seems to be having a good normal uprising.

After a while people will be wearing beefsteaks for jewelry.

Secretary Long has retired, and Admiral Schley is of course in deep mourning.

But in these advanced days, no one pays any attention to a mere Sergeant of industry, like James J. Hill.

Now India has been having a tornado. American institutions come high, but foreign countries must have them.

General Funston continues to talk, as he continued to fight, in the face of exceedingly adverse circumstances.

The cost of the Boer War up to date has been $1,115,000,000, or nearly as much as J. P. Morgan's annual income.

The Democrats are more eager to fill the vacancies on their ticket than the more glaring ones in their platform.

The vegetarians are beginning to feel uneasy lest the rush for their diet force up the price of cabbage and potatoes.

James J. Hill threatens that the trusts will annihilate the Republican party. Let us hope that the threat will work the other way.

Those officers of the Chicago will not start any controversy to determine who is entitled to the credit of breaking into a Venetian jail.

> He who talks and talks all day,
> May get called down, as well he may,
> But if he's smart, he talks away
> Until he's said his little say.

Princess Radziwill has been sentenced to two years for forgery. She could have got the advertising just as cheaply and far more comfortably by paying a visit to the United States.

Virginia tobacco-growers use paris green on their plants to kill the worms, but the fumes of the poison will be no more potent than those of the Virginia leaves which are made into 5-cent cigars.

The Oregonian is in receipt of an enlarged edition of the ever-excellent Dallas (Tex.) Morning News of April 23. The occasion of the extra edition was the Confederate reunion, which finished its session in Dallas, April 25. The edition is well printed on 72 pages, contains many interesting articles, and is profusely illustrated with excellent half-tones. The paper is interesting, not only to the people of Texas and the South, but also to those all over the entire United States.

Young Cornelius Vanderbilt is becoming quite a favorite with other workmen in the Mott Haven shops of the New York Central Railroad. It is not uncommon to see him lying on his back among coal dust and cinders inspecting the construction of a locomotive firebox. Grimy-faced engineers and firemen like to chat with the young millionaire, not so much because he is his father's son, but because he is a good mechanic and understands the topics they like to discuss.

Senator Pettus went overland from Selma, Ala., to California on horseback more than 50 years ago. Once in a great while in the Democratic cloakroom at the Capitol in Washington, he tells about his experiences. Senator Bacon pestered him for a story, a correspondent says. The ancient Alabaman didn't feel like telling one. Finally he said: "I remember once when the whole outfit was captured by Indians. It was an exciting experience, but I'll have to make the story very short, because I have some letters to write. The Indians took us, tied us to trees, built fires around us made out of resinous pine wood that burned like oil, and left us to our fate." "Heavens!" said Senator Bacon, "how did you escape?" "We didn't," said Senator Pettus, as he arose to go; "we were burned to death."

Robert Vaun, colored, of Philadelphia, and his wife, quarreled over religion, and as a result found themselves in the Police Court.

"It's just because I won't join them blame old feet washers that my wife brings me here," said Robert. "She says she's a saint and that all the other feet washers are saints, and they go to the other place on wings. I don't know which place she means. But I do know this, that when I leave this world for the other I want to go in the regular way and I don't want wings, wheels or anything else."

"Now, Robert, the only way I see out of this difficulty is for you to join your wife's church," said the Magistrate.

Robert said he was an out and out Baptist, and would not change.

"Before I would join the feet washers' denomination and parade up and down the streets in my bare feet I would die."

PLEASANTRIES OF PARAGRAPHERS

The Dad—I trust you haven't contracted debts at college, my son. The Son—They are scarcely contracted, father.—Harvard Lampoon.

A Fair Average.—Visitor—Lady Evelyn tells me, Dan'l, that you have had four wives, Dan'l (proudly)—Ess, zur, I 'ave—an' what's more, two of 'em was good 'uns!—Punch.

Between Friends.—Helen—Young Softleigh proposed to me last night. He ought to have known beforehand that I should refuse him. Mattie—I'm sure he did, dear.—Tit-Bits.

Used Advisedly.—Casey—Don't say, "I ain't done nothin'." Cassidy—Phwy not? Casey—Bekase that's not good English. Cassidy—Thrue for ye. Nayther am I.—Philadelphia Press.

Professional burglars entered the home of Dr. Quackling some time last night and broke open the doctor's steel safe, securing a fine soupbone that the doctor valued highly.—Cleveland Plain Dealer.

Hard Luck.—Blowhard—My ancestors had blue blood in their veins. Biffer—Too bad! I suppose there weren't so many blood-purifiers on the market in those days as there are now.—Ohio State Journal.

Caught With the Goods.—Diggs—Say, I thought you always claimed to be a man of intelligence? Biggs—You have said it. Diggs—Then how do you explain the fact that you were called to serve on a jury last week?—Chicago Daily News.

Fashion in Billville.—"These fashions," said the Billville matron, "air mighty hard to follo'r!" "Why, what's the trouble now?" "Jane's got a new muslin an' a flowered calliker, an' to save me I don't know which one she orter wear to the hangin'!"—Atlanta Constitution.

Like Stealing the Money.—First Artist—A Mr. Struckoyle offered Dobley $1000 for that picture yesterday. Second Artist—And didn't he grab it? First Artist—No; he said he wanted time to consider. Second Artist—Poor fool! To let his conscience trouble him like that!—Puck.

Mrs. Hickey (who is entertaining her little son's playmate, aged 5, to dinner)—Willie, can you cut your own meat? Willie (who is struggling with a piece on his plate)—Yes, thank you (with a desperate saw at the beef). I've cut quite as tough meat as this at home.—Glasgow Evening Times.

The Usual Thing.—"Wasn't that an odd thing for the minister to say just as we were leaving?" asked the Chicago bridegroom of his bride. "I don't think I noticed what he said," replied the bride. "What was it?" "He invited us to come again." "Oh, that was just ordinary politeness. He always does my marrying."—Detroit Free Press.