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TODAY'S WEATHER-Increasing cloudiness,

YESTERDAY'S WEATHER-Maximum ten m temperature, 46; prepermiure, 79; m eintration, 0.

PORTLAND, MONDAY, OCT. 6, 1902.

WESTERN OREGON VALUES.

Residents of Salem and of the entire Willamette Vailey should give more than a passing thought to the opinion of W. E. Coman, expressed at Salem last Friday, that farm and city property affords a good opportunity profitable investment. His prediction that property values in that section of the state will increase enough in the next three years to make such an investment a safe speculation is warranted by the trend of industrial events. Aside from the income from rents and crops that may be realized upon the property, the growth in value promises an additional profit to him who buys, as Mr. Coman suggests, judiciously. Farm land in the Valley is worth for farming purposes the prices that are now being asked for it. An increased population, an extension of the market for produce, and more modern methods in agriculture, will enhance the value of the land by creating a demand for it. While the advance in values is certain to be realized, there is much that can be done to aid in the upward movement.

There should be no delay in the work of attracting Eastern farmers, manuturers and business men to this state. The tide of immigration is setting strongly toward the Coast, and Oregon should get its share of the bene-Without any attempt at "boom' methods, the people of the East should be informed of the advantages that several sections of this state afford, and the information should be provided at once. Every man who comes here to invest money increases the demand for property, at the same time that he adds to the wealth of the state by the amount of money he brings with him. The Harriman lines are distributing immigration literature where it will do the most good, and it is to the pecuniary interest of every property-owner within reach of those lines in Oregon to see that a sufficient supply of literature is provided. An increased population means that the larger farms must be divided and sold in smaller tracts, and that new land must be cleared and put under cultivation. As farms become smaller, the land must be made to produce more per acre than it has heretofore. Increased productiveness results in an advance in values, for the true worth of property is determined by the profits it will yield. A farm that is known to be paying will attract buyers, and a whole valley of farms that are yielding good returns will attract many

neekers for good investments. One way of augmenting profits is by finding wider and better markets for the products, so as to avoid a local wlut, and secure a constant demand at remunerative prices. The greater the population, the better the local market, yet for wealth production the outside market must be depended upon. The finding of new markets is a task which producers and local dealers and commercial organizations must work together to accomplish. These suggestions are made, not only for the purpose of pointing out the means by which Willamette Valley property may be enhanced in value, but also to indicate the probable basis for Mr. Coman's prediction that values will advance. Mr. Coman has observed that farmers in Oregon are adopting better methods of farming, so that greater results are attained; that wider markets are opening for Coast products east of the Rockies and across the Pacific; that many thousands of people are coming to the Coast to make their homes and invest their money. He has confidence in the ability and willingness of the people of the Willamette Valley to appreciate and take advantage of the opportunities that now lie before them.

CHURCH UNION CONTEMPLATED.

The Cumberland Presbyterian church represents a body of Christian workers who, chafing under the iron creed of "mother church," as the regular Presbyterian church is by them still affectionately designated, left home, so to speak, a hundred years or so ago, and set, up theological and evangelicat housekeeping on their own account. The doctrinaires of both bodies-the old and the new-doubtless understand the differences of belief that have kept the general public takes little interest in them-so little that a statement there of would be wearlsome. Suffice it to say that they hinged upon certain tenets of creed that, to the view of modern thought, bear no relation whatever to the welfare of mankind in this world. or any other over which theorists dream, and concerning which theology speculates with the bold assurance of the dogmatist.

Synod of the Cumberland Presbyterian church, in its recent session in this city, that the late revision of the Presbyterian creed dissolved the differences between the mother church and her century-old daughter, and that there is no longer any reason for the latter to maintain a separate theological household.

If this is true, then by all means the Cumberland Presbyterians should return to their mother's home. It is not wise for them to talk too much about it, lest they abate by unguarded speech the ardor of the welcome that they feel sure awaits them. That denominationalism is a clog upon Christianity cannot be doubted. Figuratively speaking, it is the "Christian's pack" that has turies. It has set creed and name over Christ and work as religious taskmas envy, malice and all uncharitableness, It has imposed financial burdens upon communities, under which church women have struggled with an energy born of zeal, and the public has greaned now pitifully, now defiantly. It has caused levies to be made upon community thrift, for the construction and equipment of church buildings, while those already provided presented, Sunday after Sunday, row upon row of empty pews. It has made Christian unity an impossibility, and not infrequently filled the air with most un-Christian bickerings.

The faintest sign that this ecclesias tical irritant is weakening in power ish denominational lines is worthy of ingly, their move toward improving the all encouragement, both from the standpoint of material prosperity and physical growth.

QUESTION OF PUBLIC SAFETY.

The appearance of a real live racing automobile on the streets of Portland, in sharp and terrifying contrast to the score or two of peaceably disposed vehicles that have become familiar objects to all, takes the question of speed regulation out of the academic field and brings it home to every citizen. Experience elsewhere shows that the unrestrained auto is an even greater menace to life and limb than the irresponsible scorcher. The rapidity of the flight of the newest machines is almost beyond comprehension. At the annual race meeting of the Automo bile Club of Rhode Island, the owner of a new steam-driven machine established a new "record" by covering a mile in one minute and five and onehalf seconds, without killing anybody. He also made five miles in six minutes and five seconds, without fatal results. Of course, he had a clear track. Foolhardy, indeed, would have been the Jehu who had attempted to cross his path, and luckless, indeed, the pedestrian whose business or pleasure called him that way.

These speed figures show to what extent the insane desire to cover ground in the shortest possible space of time has possessed men of a sporting turn of mind who have more money than they can put to legitimate use. The speed attained on the Providence track is equal to that of some of the world's fastest express trains that are run on well-ballasted tracks upon heavy rails firmly secured, and constantly patroled in the public interest by careful men. The question as to whether these highclass racing machines can be put to any legitimate use that will justify the menace to life and limb which belongs to recklessly driven vehicles is pertiment to this speed record. If the highconfined strictly to tracks for exhibilives in a foolish test. But, it having on the road that common prudence is evident that stringent measures should be taken to govern the speed of autotry highways.

Though far removed from what may

be called the automobile storm-center, this question is now at our very doors. We have been told that owners of automobiles are anxious for the enactment of a city ordinance licensing their machines. Is this to be interpreted to mean that these dangerous vehicles are to be allowed the free and unquestioned use of the city streets at a top rate of speed? Clearly, if such an ordinance is passed it should, in the interest of public safety, be accompanied by another, carefully restricting the speed at which these machines may be driven. The daily record in other places of deaths and injuries caused by reckless or incompetent automobile drivers, urged on by eager owners, makes the proposed introduction of these so-called high-class machines in this city a matter that calls not alone for a license to operate them upon our streets, but indicates the need for regulations governing their rate of speed, the competence of operators, etc., the willful infraction of which, whether resulting disastrously or not, shall be punished by something more than a triffing fine or the censure of the daily press. The question may not be up to the Common Council just yet, but it is not far away, and both prudence and humanity suggest that it be met firmly and justly, without waiting for a shocking fatality or painful accident to emphasize the necessity of protecting the public afoot from the speed crank with his automobile.

NEW EVIDENCE OF PROSPERITY. Bank clearings, deposits, loans, custom-house statistics, postoffice receipts and all other figures bearing on the commercial life of Portland point to a growth that has never before been so great. Reflection of this prosperity and a further tribute to its stability are noted in the remarkable activity displayed by the different street-car companies in extending their lines and projecting new ones. There was an era of this expansion in urban and suburban transportation facilities several years ago, soon after Portland emerged from her swaddling clothes, but the expansion of that era was on radically different lines from those now being followed out. At that time car lines were ex tended east, north, west and south. churches apart for a century, but the largely for the purpose of obtaining a generous subsidy in land and cash from real estate boomers, and the occasiona cars that tolled over some of these suburban extensions carried an insufficient number of passengers to pay for the grease on the axles.

This abmornal condition of affairs is time put some of the enterprising lines in the hands of receivers and seriously interrupted the flow of dividends on others. The expansion was on much people and larger interests than any

some of the big transcontinental railroads. It provided facilities for a traffic that did not exist, and, as was afterwards proven, could not exist in the localities where much of the money was spent. The Northern Pacific suffered worse from this overbuilding of roads for the purpose of booming real estate, but the conservative policy receivers is now showing results in very flattering dividends, and no more business in sight for them.

So with out local street-car companies now spending large sums in extending their tracks and improving those already built. They are no longer asking land subsidies for building out into obbeen borne by overburdened churches scure districts, but in nearly every case up the Hill Difficulty through the cenare asking for franchises into new districts, which are already thickly populated and which are increasing in imters, encouraging them to deeds of portance so rapidly that better transportation facilities are almost a necessity. The suburban residents crowded back from the car line for reasons economical and otherwise have increased in number so rapidly that they are entitled to a better service than is possible where they must walk from six to sixteen blocks to a car line, and then find the seats all take by the continually increasing population living adju-cent to that line. There is nothing in the attitude or the policy of the local street-car companies which would indicate a desire on their part to improve their service unless increased profits were in sight. In fact, their settled policy on this point seems to be to give and purpose should be welcomed. The the poorest service possible without inspirit that prompts Christians to abol- terrupting the flow of profits. Accordservice by extending lines and bettering their tracks and equipment is made strictly from a mercenary standpoint, and as such is a high tribute to the remarkable expansion of the city, which makes possible such an expenditure with the positive assurance that the company making it will be promptly

compensed for its outlay. The capitalist who stands on the corner and watches the city grow while his wealth lies idle in the bank or in an old stocking may mean well when he tells the newcomer here that there is a great future before the city, and that the opportunities for investment are plentiful and safe. His testimony, however, is of small value compared with that of the men who back with hard coin their judgment on the city's growth. Hence the action of the streetcar companies in spending hundreds of thousands of dollars in betterments is an advertisement of the growth of the city that is of no small value.

THE BRITISH SUBSIDIES.

The proposal of the British Government to grant a subsidy to a few fast mail and passenger steamers on the Atlantic has caused a fresh outbreak from the boosters of the American shipping subsidy bill. The action of the British government regarding the Cunard Line is a departure from the policy of that country, which is already causing some misgivings as to its ultimate effect. Subsidies in a small way have always been paid to mall steamers for services rendered, but the amount proposed for the Cunarders in order that they may compele with the American-owned British ships of the Morgan combine is so much greater than has been paid to lines like the P. & O., which have really extended the trade of Great Britain, that the wisdom of the undertaking is questioned.

The present condition of the freight market at Portland, Seattle, Tacoma and San Francisco, or, in fact, any port speed automobile were built for and on either side of the Pacific, affords the strongest argument against shipping ited to those who chose to risk their | freights from these ports have declined fully 10 cents per bushel in the past been made plain by recent occurrences | year, and in spite of the fact that tonnage is offering at the bare cost of movan element or emotion of which the au- ing the ships, a large number of vessels tomobile crank is not possessed, it is are forced into retirement to await the return of higher freights before they can move except at a loss. This congestion mobiles on the public streets and coun- of tonnage is not caused by any striking decline in the world's business; but, on the contrary, it comes at a time when business is booming all over the world, and more ships are employed than ever before. It is caused by an overproduction of tonnage, the exorbitant profits of shipping being so great for the four years previous to 1902 that more new ships were put affoat than ever before. The men who built these ships, with the exception of the French, were promised no subsidy, and were perfectly satisfied to put their money in ships the same as they would in any

other legitimate business proposition, That the granting of a subsidy has no effect on the rate of the ship which receives it, when that ship is in competition with unsubsidized vessels of other nations, is shown in the case of the French ships which are annually becoming more plentiful in the Pacific Coast grain trade. The French government presents the owners of these ships with a subsidy sufficient to nearly pay their operating expenses, leaving the money received for freight practically net profit, and yet the rates of these vessels are always as high as those of other

nations which receive no subsidy. The American ship John Ena, which sneaked past the hidebound protectionists and got under the American flag through the annexation of Hawaii, is now en route for Royal Roads for orders, and is offering to load wheat at Portland, Seattle or Tacoma at exactly the same rate at which British, German or French ships are obtainable. If the vigilance of our representatives at Washington had not thwarted the plans of the shipping trust last year, the John Ena would now be drawing a subsidy from the American taxpayers. Would this subsidy have induced the owners of that vessel to reduce freight rates below the point at which the other vessels of other nations would carry our grain to Europe? It might in Utopia, but not in America, and in effect the Pacific Coast wheatgrower would forced to pay the American ship exactly the same rate as he would the foreign vessel, and in addition would contribute to the subsidy, which would all go to the shipowner. If there were as many shipowners in this country as there were wheatgrowers, this might present some aspects of fairness, but as there are thousands of producers where there is one shipowner, anything like a tax on the former for the exclusive benefit of the latter is unfair and un-American.

It took the Northern Pacific Railroad many years to find out that it was worth while to arrange its train schedules so as to accommodate Portland. Latterly its consideration for the interests of this city has increased, and the present train schedule is the best ever put in force. It accommodates more It was frequently said in the Oregon the same lines as those laid down by previous arrangement did. The Gray's

Harbor country and the South Bend section get more satisfactory service under the present schedules, though their connection with Puget cities is rather better than with Portland, and all the Pacific Northwest traversed by Northern Pacific lines now has transportation accommodations materially better than were ever enwhich lifted it out of the hands of the joyed before. Trains are not bunched receivers is now showing results in at this terminal as they formerly were, very flattering dividende, and no more but move at reasonable intervals extensions are being made until there is throughout the day. And four passenger trains each way daily speak of a local business large enough to be entitled to special consideration. Portland people should see to it that, with the adjustment of time tables usually made at the beginning of Winter, there be no sacrifice of the interests of this terminal. Timely action, through the proper agencies, will possibly prevent harm that, once done, would be difficult or impossible to undo.

> Imagine Seattle, or even San Francisco, sending long trainloads of salmon across the continent without advertising the fact over the earth in various striking forms. Portland is about to send out its fourth trainload this season, and everybody takes it as a matter of course. This is an event of impor-tance to this city and to the Columbia River. It is of more than local interest as a matter of industrial history. One train bore banners telling the country what the load was and where It came from, and it woke interest all along the route. Every one of these trains should have been similarly labeled. The next train to go will be made up entirely of refrigerator cars, and they ought to carry consplcuous banners. This is a class of advertising that can hardly be overdone. It presents an interesting fact in a manner that appeals with convincing power to the average citizen. It/gives him something definite to think about. Let us tell the world we ship salmon by the trainload.

The leading feature in the current number of the Pacific Miner is an lilustrated article on the Coos Bay country. It is from the pen of T. F. Kane, who recently visited that section of the state. The article is profusely illustrated with many half-tone engravings illustrative of the diversified industries and great natural resources of the region to be traversed by the Great Central Railway, and is replete with scenes at the entrance and around Coos Bay harbor, all tending to give a clear understanding of that section, while the letter-press matter is of a character that will impress the reader with the importance of the moves now on foot for its greater development. There are many other excellent features between the covers of this handsomely printed journal, including much valuable information of the mines of Oregon, Washington, Idaho and British Co-

lumbia An impressive lesson in taxable valuations is supplied by the assessment roll of Tillamook County. In one year the value of taxable property in that county leaps from \$1,439,005 to \$3,412,-575 an increase of about 135 per cent. The actual increase is twice as great as in Multnomah County. It's a fine showing for Tillamook; but would it have been made if the law fixing the proportion each county shall bear of the state expenses had not contained this line:

It doesn't cost the countles anything to be generous with their valuations

If it should happen that oil as a fuel the importance of the anthracite industry should be reduced thereby to negligible proportions, the public would not grieve overmuch. The effect of oil fuel on the coal mining of the Pacific Coast is already quite perceptible, particularly in British Columbia mines, which found their chief market in California. Oil is rapidly reducing the call for coal on the Pacific Coast, and it may do the same in the East, though it is late in the season to effect this transition.

Chicago Tritune. The "spectacular" campaign of Mr. Eu-

gene N. Foss in the 11th Massachusetts Congressional District, which is in the Boston "Back Bay" region, has come to a close, and Mr. Foss has won the greatest anti-machine victory ever known in that state. Mr. Foss has secured the Republican nomination to Congress as against Colonel Adams; the regular nominee. No candidate was ever more flercely assailed than Mr. Foss was. He was charged with ignorance, with boodling, with being a Democrat, and with seeking to go to Congress for the benefit of his pocket-book, The regular party organization opposed him at every step. One member of the Republican State Committee, in speaking of his candidacy, said: "If he tries to run we will crucify him." The Boston Journal (Republican) denounced him flercely, The threats did not seem to disturb Mr. Foss or his friends. The latter railied around him, and in every city ward in his district his meetings were attended by thousands. The president of the Boston Chamber of Commerce wrote to him: "You have my best wishes, and if I were a resident of your district you would have my vote." The leading manufacturers, bankers and business men in his district signed published appeals in his behalf, He took the stump as a Republican and a protectionist by principle, but stood for revision of the tariff, and especially for free raw material, and for reciprocity with Canada as well as with Cuba. He advocated the further development of the

ufacturers from being compelled to move their plants elsewhere. Upon this platform Mr. Foss beat the regular party candidate and won the nomination, which unquestionably means his election. That he should have won the fight on that platform against a powerful machine sounds a novel and rather omlnous note in Massachusetts Republicar politics.

commercial and industrial interests of the

state, through reciprocity and free raw

materials, to prevent New England man-

The Glimpse.

William Watson.

Just for a day you crossed my life's dull track,
Put my ignoble dreams to sudden shame.

Went your bright way, and left me to fall On my own world of poorer deed and aim;

To fall back on my meaner world, and feel
Like one who, dwelling 'mid some smokedimmed townIn a brief pause of labor's sullen wheel'Scaped from the street's dead dust and factory's frown-

In stainless daylight saw the pure seas roll, Saw mountains piliaring the perfect sky. Then journeyed home, to carry in his soul The torment of the difference till he dis.

VIEWS OF THE WORLD'S FAIR.

Pendleton Tribune.

The directors of the Lewis and Clark Centennial will ask the State Legislature next January for an appropriation of \$50,000. They claim that this amount is needed and that the state should contribute such a sum to the exposition for the benefits the entire state, will receive. The amount is desired in two gayments, \$55,000 a year for 1904 and 1905. The rate of assessment would need to be raised from assessment would need to be raised from 5.961 mills to about 7.7 in order to make

the appropriation.

A quarter of a million a year is a pretty large sum to add to three-quarters of a million, and unless the assessed valuation of property throughout the state is raised the rate will become rather high. The amount of money appropriated for state expenses by the 1901 Legislature for the year 1901 was \$787,699, and for 1902, \$885,000. The total assessed valuation of the state in 1901 was \$141,328,513. All things co ered, \$500,000 is a handsome sum for the state to contribute. The Centennial should be made a success, but unless it can be fully demonstrated that profitable returns be received from this big investment of the taxpayers, the amount asked for

should not be granted.

It is well to be conservative in this matter, as in all matters affecting public interest. The enthusiasm of the Portlanders may cause them to magnify the possibilities of the Fair. Their seal may carry them beyond practical reason. It is pos-sible they may have too large an under-taking in wiew.

The accounts of the Centennial should balance. It would be easy to give a great show if plenty of money was at command, but how large the exposition can be made and yield a profit on the labor, carnest effort and capital invested, is another question. A Chicago, a Buffalo or a St. Louis fair is impossible for Port-land. The occasion does not warrant it, the population of the country in 1905 will the population of the country in 196 will not justify it, nor is the good to be derived for the Northwest, in advertising and increase of wealth and number of people, sufficient. We should have a celebration of the historical event of the coming of Lewis and Clark, but we should not exhaust our resources to the utmost to make it a credit to a wealthy, densely nonviered East.

populated East. No one desires to throw cold water on the enterprise of the Fair directors. The people of the Northwest are behind them, but good assurances must be given before the Legislature should consent to an increase of the state taxes by one-thir Rigid economy should also be used making all other appropriations. be used in

Taxpayers Favor It. Harrisburg Bulletin.

The people of Oregon are wide awake o their interests and understand the great benefits to be derived from our 1905 Fair, and consequently in the of state appropriation will indorse a lib-eral donation should it be made by the

Legislature.
The managers of the Fair have estimated that, in addition to the ubscribed and to be subscribed, \$500,000 will be sufficient to make a creditable ex-hibition. This brings the matter up to the taxpayers for a conclusion-resolves itself into a financial scheme for solution by

To raise this \$500,000 will require an additional state tax of 1% mills each year for two years. The levy under which taxes are now paid is 5.961 mills. An addition of 1.75 mills would make it 7.711 a levy which would be only .7 mill

above the highest that has been imposed in the past decade—that of 1892. It is a noticeable fact that our heaviest taxpayers are in favor of such an appro riation. Believing as they do that it will be a paying investment for the w state, they will stand for it; and, sh this view be generally entertained, it would place the Fair management on the sunny side of easy street, and they could enter the field of construction and detail with a knowledge of the scope which their means would allow. Thus situated, the would be clear for them to move forward in an intelligent way. as the taxpayers have to furnish money for this great enterprise, what they may wish to say on the subject is entitled to respect, and in this connection we will say that the columns of the Bulletin are wide open for all who wish to give an opinion on the matter. At the same time we believe it is to the best interests of the people of Oregon to give good support to our 1906 Fair,

What Will the Taxpay Receive? Lebanon Criteri

The directors of the Lewis and Clark Exposition will ask the Legislature for an appropriation of \$500,000. This is a lerge sum of money, and it may or may not be granted. It is claimed by the board that it will take but a 1% mill tax for two years to pay the amount and that the burden will not be felt by the people. At the proposed rate a man paying taxes on an assessed value of \$1000 will pay \$3.50 but will have two years in which to pay it. If that were all the taxes he had to pay he surely would not feel it very much. but to add that amount to his taxes would in some instances become a burden. The thing to consider is not so much what the tax will amount to, but what will the taxpayer receive in return. If the exposition will result in a general improvement of values in the state, and it is necessary, as is claimed by the directors, that the Legislature appropriate this large amoun in order to insure its success, then we be lieve that the Legislature should make the appropriation and that in so doing they will be upheld by our people. But it is yet a little early to give any definite answer to these questions and conservaminds will ponder them well before making a decision

Not Legitimate State Expense. Medford Southern Oregonian. A proposition is being advanced, principally by residents of Portland, to raise a large sum of money for the Lewis and Clark Exposition in 1995 by taxing the people of Oregon. Speaking of the matter the Eugene Guard well says that the ways and means committee of that en-terprise does not lack assurance. It has been figuring upon the best way to get money with which to run the fair, and have concluded to ask the people of Ore-gon to pay for Portland's fun-and profit. The Legislature will be asked to levy a 1%-mill tax for each of the years 1863 and 1984, for the fair, aggregating about \$500,000. That would cost our people \$3 5 on every thousand of their property. It isn't worth it; besides it is not a legitimate state expense.

Cantions Careful Consideration. Forest Grove Times.

The directory of the Lewis and Clark Exposition have decided to ask the Legslature for \$500,000 as the state's contri little bution for the big show. That is over \$1 per capita from each inhabitant of the state, and is perhaps rather a lib-eral sum. The Legislature should consider the matter carefully before making such an appropriation.

Takes a Liberal View.

Cathlamet Sun,
The State Legislature of Oregon is expected to appropriate \$500,000 for the Lewis and Clark Centennial. Then if Congress shall vote a good liberal amount, the success of the Exposition will be an assured fact. Washington should also make a liberal appropriation, for it will undoubtedly be of much real benefit to all the Pacific Northwest. Pacific Northwest.

Eastern Oregon Will Be Liberal.

Heppner Gazette. The ways and means committee of the Lewis and Clark Exposition will ask the Lewis and Clark Exposition will ask the Legislature to appropriate \$50,000 for the 1906 fair. Whatever the appropriation will be it ought to be liberal, and we venture the assertion that Eastern Oregon will pay her share without half as much kicking about it as Western Oregon is making about the scale bounty law. about the scalp bounty law.

PROTECTION VS. FREE TRADE.

"The tariff was made for man, man was made for the tariff," says The Portland Oregonian. This is a new was stating not made for the tariff," says The Port-land Oregonian. This is a new way of stating a very old Republican doctrine, that the tariff schedules shall be changed from time to time to meet the conditions of business in this country. It is the posi-tion stated by the Iowa Republican state platform, and it was the position of Mc-Kinley and Blaine, and all other great protection leaders. The Republican party protection leaders. The Republican party has had protection to American industries as one of the cardinal principles of all its platforms for the last half century, of from the time of its organization. There has never been any question about the wisdom of that principle among Repub-licina. They are more firmly committed to protection today than ever before because of the demonstration it has given in building up the phenomenal prosperity since William McKinley was elected President. The history of the past six years has fully demonstrated that William Mc-Kinley was the advance agent of prosper-ity, and thousands of Democrats have united with the Republicans in admitting

that fact.
Tariff, schedules have never been considered as sacred by the Republicans. rice occurred in changing schedules to meet existing conditions. That is as much the policy of the Republican party as is pro-tection, but they believe that these sched-ules should be changed by Republicans, when such changes are advisable to better insure protection to American labor. There is no common ground on this issue for Democrats and Republicans. The Democrais who are in control of the party, shap-ing its policies, do not believe in protec-tion. They are as much opposed to reciprocity as they are to protection, and the only tariff revision they demand is one that will wipe out all tariff schedules and all protection to American industry. They are committed to free trade as their reve-nue policy. That means direct taxation to take the place of customs taxation on the products of foreign industry imported from other countries. They want the producers of all the world to enjoy the free mar-ket in the United States on equal terms with the producers of this country. There is therefore only one issue between the parties on this question, and that is proection versus free trade

A Few of Henderson's Mistakes. Chicago Tribune.

Speaker Henderson is not the kind of nan ordinarily to take a step of this kind without consulting his political friends; yet his withdrawal was announced without previous consultation with the men closest to him in public life-Senator Al-lison, Secretary Shaw, Secretary Wilson lison, Secretary Shaw, Secretary Whise and his colleagues in the Congressional delegation, and his principal associates in the secretary Shaw, Secretary Whise and his colleagues in the Congressional delegation, and his principal associates in the House. It was not right of the Speaker to get out of the campaign without consulting these old and tried and intimate friends, but if he thought it was necessary to take the step, it was still less becoming of him to do it on the ground that he was dissatisfied with the action of his party on "the tariff ques-tion." It was not a fair deal. The action of the Speaker might have had a disturb-ing political effect. Fortunately it had The waters closed over his head as they do over a drowning man, and 24 hours after he had disappeared from view the surface was as serene and unruffled as ff he had never made a hole in the deep. But there was a "man overboard" and a commotion for a while. was inconvenient. From this time on there should be less talk of the withdrawal of Mr. Henderson, and the reason for and its supposed effect upon the pub-lic mind. We should hear nothing more about the "20 years" he has spent in "battling for protection and the Republlean party," nor should allusions to the "virus of free trade" receive serious attention. They mean nothing. As Bob Ingersoll used to say: "Let us be honest, and if we can't be entirely honest, let us be as honest as we can be.

Governor Taft's Promises.

Boston Herald. Governor Taft is making a good many promises to the Filipinos. For instance, he is reported as saying that it will be only a matter of a year or two before the American duty on Philippine products will be so reduced as to make it practically free trade. He then declared:

and postponement of the time for a popular assembly are only the outgrowth of a conserva-tism due to a doubt on the part of many as to real conditions in the islands.

We only hope that Governor Taft will be able to deliver the goods. When asked by Congress in regard to the Philippine tariff he advocated a cut of at least 50 per cent of the present Dingley rates of duty, but all that Congress would do was to remove a quarter of the duty, so that Philippine exports when entering this country have to pay 75 per cent of the duty charged on goods from foreign coun-tries. This duty, though collected in the United States Custom-Houses, is set aside for the uses of the Philippine Treasury, but, as we showed some few weeks ago, but, as we showed some few weeks ago, the amount thus collected has been very disappointing. The bulk of the trade be-tween the Philippines and the United States is now done on a free trade basis as far as we are concerned, the larger part of our imports from the islands coming in free of duty. Those articles on which import taxes are levied will, however, continue to pay customs taxes, in our opinion, for some time. Governor Taft should be careful not to promise too great liberality in tariff changes to the Filipinos, for he may not be able to deliver the goods.

Not Treated as Sacred. Atlanta Journal.

President Roosevelt has been talking ut the "strain which a revision of the tariff every few years" involves, as if our tariff laws had been considered sacred from change for long periods at a time in the past. The President's party has never hesitated to tinker on the tariff whenever it thought it would be to its advantage to so, and the idea of setting fixed intervals between tariffs will hardly strike the country as a businesslike proposition,

Philadelphia Press. Deacon Snow-Does I un'erstan', paron, dat yo' opinionate dat Adam wuz colored man?" Parson Johnsing-Yo' diagnose mah views c'reckly, suh. -Den I s'pose yo' 'low dat dat apple wuz in real'ty a watahmillion.

O Captain! My Captain! Walt Whitman Captain! my Captain! our fearful trip is

The ship has weathered every rack, the prize we sought is won, The port is near, the bells I hear, the people all exulting.

While follow eyes the steady keel, the vessel grim and daring:

But O heart! heart! heart!

O the bleeding drops of red,

Where on the deck my Captain lies, all exulting.

Fallen cold and dead. O Captain! my Captain! rise up and hear the

Rise up-for you the flag is flung-for you the bugle trills, you bouquets and ribboned wreaths—for you the shores a-crowding, you they call, the swaying mass, their

eager faces turning;
Here Captain! dear father!
This arm beneath your head!
It is some dream that on the deck

My Captain does not answer, his lips are pale My father does not feel my arm, he has no

You've fallen cold and dead.

closed and done,

From fearful trip the victor ship comes in with object won;
Exuit O shores, and ring O bells!
But I with mournful tread,
Walk the deck my Captain Hes. Fallen cold and dead.

NOTE AND COMMENT.

A Boycottee Rebels. It's rocky on a feller, When he's weak and small, Actin' like he's got no right, To be on earth at all. Everybody hates us, Not a soul in town, 'Ceptin' Pop and Mommer, Seems to want us roun'.

Doggies always bark at us, Kitties always run; We are always sent to bed Can't play in the parlor, Can't make any noise; Don't see what's the use o' havin'

Mommer's tryin' to get a cook; Lote of 'em consults; But they all must have a place In "fam'ly of adults. Pop can hardly find a house For us anywhere, Landlords say no children; That makes Popper swear.

And dogs are not allowed. Everybody hates us, 'Coz we're young and small. None but Pop and Mommer Want us 'round at all. It says in Mommer's Journal, Poor folks are to blame Havin' such big fam'lles, Is an awful shame.

Hotels are so proud. Children in the dining-room

If we try to travel,

But Pop read in his paper, Just the other day, It's wicked not to have 'em In the good old way, I know why they hate us, 'Coz we make 'em mad, Tellin' everything we see, Whether good or bad. Popper says we'll banish

Folly with our youth,

For only fools and children Always speak the truth. We didn't sak to come here And I say, if the Lord Sent us down from Heaven Of his own accord. He might try to keep us Out of harm and fear. Just a little better, Now that we are here.

The Strong-Yohe wedding seems to have been an afterthought.

Anyway, T. T. G. is dead sure that his press agent won't throw him down.

Well, we can at least look down from fourth place on Spokane and Tacoma. Possibly the full dinner-pail as a cam-

paign issue will give way to the empty coalbin. Tie up your babies, everybody. The white-flyer automobile has made its ap-

pearance on Portland streets. ft is a trifle annoying to the police to have a plain, ordinary constable butt in and flush a flock of gamblers.

When we reflect that coal is \$20 per in New York, we may rejoice that we live in a country of perennial slabwood.

As we remarked before, Editor Bryan will not let the Presidential faux pas go by without scintillating in a few pungent paragraphs.

Possibly the Washington campaign would be livened up a trifle if the greatest living sounding-board, Jim Ham Lewis, would get into the game. We trust Editor Hearst will not over-

look his great opportunity to start a most-popular-candidate-for-Congress contest in the columns of the Joynal.

Anyway, Blahop Potter had the good taste to pick out one somewhere near his own age. It is our understanding that the lady is more than 16.

A well-known lawyer and writer, a resident of Oneida County, N. Y., who has long since passed away, used to tell a joke on himself. His story was to the effect that he called for a bootjack at a country hotel at which he stopped. Now, this lawyer and writer had very large feet, and the hostler to whom he made the request, after casting a glance at the big boots, exclaimed: ."Why, man, it isn't a bootjack you want for those! You need the fork of the road."

The explorations of Dr. Koldenberg and his discoveries in the ruins of Nebuchadnezzar's Palace at Babylon are creating the deepest interest among German Ori. entaliets. Dr. Koldenberg declares that the tiling he has found surpasses in fineness of glaze and lustrous beauty anything that modern art ever attained, and he has written that he is convinced that he will find further specimens, proving that even in the time of Abraham and earlier art had reached a high point of development on the Plains of Mesopo-

Recently it was learned, quite by acciient, that many of the 26 survivors of the Light Brigade at Balaclava were in the workhouse. Others, though not exactly in the house, were at its portais, actually in want of food and decent clothing. A fund was started for their relief, but contributions came in so slowly that the founder has been obliged to pay out of his own pocket more than twice the amount received. A collection at a smoking concert organized by a prominent athletic club in London realized \$2 50. The famous charge of the Six Hundred made the name of Balaclava (it used to be Balaklava) as glorious as Thermopylae. When the magnificent remnant were gathered together Lord Cardigan said: 'My men, some one has blundered!" They replied: "Never mind, my Lord, we are ready to charge again if it is your Lordship's command." And the surviving 26 are starving in England!

PLEASANTRIES OF PARAGRAPHERS

"He has fishing on the brain." "Fishing tackle, you mean. I have seen him when his brain reeled,"—Philadelphia Bulletin. Niece—That's one of Rubens' paintings. Uncle Chinks—I thought it looked like some farmer had done it.—Chicago Duily News.

Teacher-Jamie, can you tell me why Lincoin is called the martyr President? Jamie, 'Cause he had to spand for all the Lincoin stories.-Chicago Record-Herald. In a cemetery in Middlebury, Vt., is a stone

erected by a widow to her loving husband, bearing this inscription: "Rest in peace—until we meet again."—Life. "So Ethel's refusal has broken your heart Are you sure of that, old man?" "Sure! Why, all the other girls' refusals had the same effect, so I ought to know that symptoms by this

time!"-Baltimore Herald. "There is something wrong with Newport," remarked the editor, "with the dispatches."
"Why so?" asked the assistant. "Why, nothing silly has happened there for over two weeks."-Philadelphia Record.

The old gentleman was serious. "You should decide now what you will do," he wrote. "What line do you think you will take up?" In his reply the boy was equally serious. "The rush line," he said.-Chicago Post. "I understand that you serve good, substan

tial dishes here," said the stranger to the waiter. "Dat's what we does' boss," replied the colored gentleman. "I th'owed a plate at dat fool nigger in de conner de odder night and never even chipped it."-Cincinnat Co