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TODAY'S WEATHER—Occasional rain, with brisk, southerly, shifting to southwest, winds.

YESTERDAY'S WEATHER—Maximum temperature, 65; minimum temperature, 44; precipitation, trace.

PORTLAND, THURSDAY, OCTOBER 23

NOT FOR A FOOTBALL.

The original conception of a special Legislative session was not based upon the exigencies of the Lewis and Clark Centennial. That enterprise is an afterthought. As the weather is balmy, and owing also to the near approach of the blessed holiday season, let us not specify what we wanted the session, or what they wanted it for. Let us simply put on record, without comment or praise, and without circumstantiality, the fact that the special session has become a thing of port and peace, and that it has gained the admiration of all persons of weight and sincerity in the community, such as ex-Senator Corbett and the members of the Taxpayers' League.

But if this session is to be called, its ostensible purpose must become its real purpose. It must go to the work out for it in its own right, and it must be called. Unpleasant as the thing is, it comes more tangibly than in rumor that purposes are entertained toward the special session and toward the Lewis and Clark Centennial, other than those of straightforward discharge of the state's business. This idea must be abandoned, once for all. It will be monstrous for the important public interests at stake to be offered up as a sacrifice on the altar of political and personal or party schemes. The state's honor and credit are above party, and the Centennial exhibition must be above juggling and individual ambitions.

Extra session or no extra session, this great celebration of Oregon's early beginnings must not be made the football of any unworthy aim. The expedition we are to commemorate was the darling project of Thomas Jefferson, one of the greatest of Presidents. It was made by a man who stands in the front rank of our heroic and intrepid American patriots. The Centennial is to celebrate not only their prowess, but the patient heroism and devoted fidelity of the Oregon pioneers of sacred memory, who conquered this great region for the cross as well as the eagle and brought Bible and school along with ax and musket. The historic meaning of the celebration overshadows its every other aspect, and those patriotic memories have consecrated the millions which rich and poor alike in every corner of the state have dedicated to its observance.

There will not be room enough in Oregon's political life hereafter for any man who sets so mean a store by the Oregon Centennial as to seek to utilize its heroic memories and the present sacrifices of its supporters for his personal and political aggrandizement. The pride of the state in its past, embossed in history, in its present, proud with achievement, and in its future, big with every promise, is to be exulted with impunity. If the special session is to be called, and then if it is conducted on the high plane of civic honor and conscientiousness which actuated those who created the Lewis and Clark expedition and those who have made sacrifices to commemorate it, there is no reason why it may not be both wise and beneficent.

But if it is to be called, through design or mere carelessness, through unworthy purposes, then it would a thousand times better never be called. The special session is advocated by men who thus testify their confidence in the lofty purposes of the members of the Legislature. They have put the Centennial above politics, and they trust the Legislature to do the same. It will cast an indelible stain on the state and on the members of this confidence should prove to be misplaced.

Deputies and Malheur before permitting them to go ahead. For, somehow, when The Oregonian sees men who have no claim to engineering knowledge and who are notoriously without capital moving in great schemes of land "development," it can but fear that the state has little to gain from their operations, and that in their end it is likely to be no better off than before.

WHAT DENMARK WANTS.

The Upper House of the Danish Parliament has rejected the treaty ceding the Danish West Indies to the United States, despite the fact that our Government has been reported to have given a written promise to the Danish Premier that there would be free trade between the United States and the islands after the cession had been made. The treaty itself does not contemplate free trade, leaving all such matters to Congress. However, Congress was quite certain to have confirmed this pledge given the Danes by our Government, because the islands are very small and so insignificant in a commercial way that there would have been no opposition to extending to them the same trade privileges now granted to Porto Rico, which adjoins them. The United States wished to acquire these little islands for a naval and coaling station in the Caribbean Sea. When the transatlantic canal is built we shall need such a stronghold.

Secretary Seward, under President Johnson, in 1867 negotiated for the islands of St. Thomas and St. John, but the Senate ultimately rejected the treaty. In April, 1893, Senator Lodge introduced a bill asking Congress to purchase the islands for \$5,000,000 for the purchase of the islands. The Spanish War suddenly interrupted the negotiations. After the war the negotiations were resumed and the treaty was framed which has just been rejected. Denmark's leading officials consented to the treaty because St. Croix was an expensive luxury, with its yearly deficit, which had to be made good by the home government. But the upper classes in Denmark stood out against the sale. The opposition to the sale for a substitute treaty was as follows: That Denmark shall cede to the United States either St. Thomas or St. John, both of which islands have excellent harbors; that she shall guarantee never to sell the other islands to any other power whatsoever, except the United States of America; that the United States shall, in return, arrange tariff concessions to St. Croix. No money would change hands.

Denmark would gladly part with one of her islands for the benefit accruing to the most important, commercially, of the group, St. Croix, and the United States would gain the only advantage she wants, viz, the fine harbor and naval station of either St. John or St. Thomas. It is said that Denmark would be entirely satisfied with this settlement, and would like this quasi alliance with the United States. In case Denmark retained the two of her islands, she would establish a fine steamship service to the West Indies.

In our judgment, this substitute treaty which the Danes have in mind is better for the interests of the United States than the treaty that has just been rejected. We should never think of purchasing the Danish West Indies but to obtain a fine harbor and site for a permanent naval station. The cession of St. Thomas or St. John, with the pledge never to sell the other islands to any power, but the United States, far better bargain than to buy three islands when we only need one, and St. Croix is of no value to us commensurate with the cost of its purchase and government. We have all the sugar plantations we can afford to cultivate in Porto Rico. Denmark naturally does not want to part with all the islands if she can help it, and we really need to acquire but one of them. For the cession of St. Thomas without the payment of a dollar we could afford to make trade concessions to St. Croix that would enable her to get upon her feet and make her revenue equal her expenditures.

INFINITE BENEFICENCE.

There is release from all our troubles, according to Governor McBride, in a good railroad commission. And to prove his triumphant assertion he has called for "experiences" from the executives of numerous states. The verdict of this symposium is that the railroad commissions of Georgia, Illinois, Minnesota, Texas, South Carolina, North Carolina, Missouri, New Hampshire, Maine and Iowa have done good. But more than all this, "It has helped Kansas." Words fall properly to appraise its beneficence.

It is because the railroad commissions have prevented unjust discrimination, have corrected abuses, increased competition, built up small industries, and (legitimately, let us hope) added materially to the population. Through the arduous labors of these expert commissions, jealousy between towns has been allayed, municipalities dwell in peace one with another, the poor man is equal to his wealthy fellow—in a word, Governor McBride has found the panacea, which, if working well, will result in the millennium.

Yet to the thoughtful observer it seems that there is a broader and untouching field. That the death rate has been lowered by a potent railway commission is progress, but we feel still a necessity, a pinch, as it were, of the shoe of Fate. Can the railroad commissions of our glorious land not make this general subsidence in the tide of mortality a matter of shrewd distinction? Must the unjust and the just still find death impartial? Enthusiasm flares at the glowing picture of fancy.

The assertion also comes from the mouth of the Governor of our neighboring state that nothing would so contribute to the growth of Washington as a proper railroad policy. He quotes authorities innumerable, and it seems bright with reality until the question comes: What have the states without commissions of the kind done for a living? How comes it that the mountain sun still sees happy faces in Oregon? Can it be the foresightedness of Washington's policy that keeps death, and falling off in the birth rate, and increase in the death list, from afflicting us into obscurity? Or have we been blindly walking where "twere dangerous to do else than creep?"

Such are the dark questions that do cloud the mind deep in contemplation of the tremendous beneficence of the railroad commissions. Yet these millions of the night of doubt take wings and flap heavily away; fear becomes joyful assurance; eyes blinded by scintillating proofs open upon fair futures; multiplying population, immortality and the millennium itself will merely manifold present prosperity attained

under less favorable conditions. We take heart and look undaunted into the felicity. One is tempted to believe that the railroad commissions of Oregon and California must have existed only in dreams.

VALUE OF MILLING INDUSTRY.

Sixty-eight cents was paid yesterday for Walla Walla wheat for milling purposes, a premium of more than 3 cents per bushel over the actual export value of the cereal for shipping purposes. This is a differential which has seldom reached such proportions, even late in the season, when the crop is pretty well cleaned out. With the heavy shipping season not yet fairly under way, it is something remarkable and is a high tribute to the value of the milling industry to the country. The export, owing to the keen competition of the business in the Pacific Northwest, have been paying top-notch values, based on the European market, and that they are unable to go as high as the millers is due to the fact that the latter are in a position to secure the last farthing of profit that is to be made in handling the wheat. There is an excellent demand for all kinds of mill feed at high prices, and the four business with the Orient is better than it has been at any time in the past five years.

This condition of affairs is a forerunner of a great change that is coming in the wheat trade in the Pacific Northwest. The flour trade has increased so much more rapidly than the wheat production in the past dozen years that it is only a question of a few years until the greater portion of the exportable surplus of wheat from Oregon, Washington and Idaho will go for foreign trade. It has been less than twenty-five years since the entire wheat surplus of the three states was in ordinary seasons less than 10,000,000 bushels, and yet for the past two years the flour trade of these states has taken up over 10,000,000 bushels of wheat, and is now increasing more rapidly than ever before. The lowest grade of flour that has been made in the Northwest requires 250 pounds of wheat to produce a barrel of 48 pounds, and for the standard and fancy grades a much greater quantity is needed. This shows a saving in freight alone of 20 per cent in shipping the manufactured product instead of the raw material.

It is not in this respect that the greatest benefits of the milling business are noticeable, but all of the expenditure necessary for the manufacture of the flour assists in helping local trade. The big force of men employed in the large number of mills throughout the Northwest spend their money in this country, and the Northwest is a distinct gainer by the curtailment of wheat shipments when a relative gain is shown in the sale of the flour exports. A few years ago some difficulty was experienced in finding a profitable market for mill feed, but this drawback to the trade has been eliminated all time by the wonderful growth of the dairy business. The increase in population and widening demand for milk, butter and cheese have opened a field for disposing of all of the mill off that can be produced, and the demand is almost certain to keep pace with the increased output of the mills.

A very important factor in the present big demand for flour from the Pacific Northwest is the drought in Australia. This has been the means of opening the markets of Africa to North Pacific millers, and it has also had some effect on the demand from the Orient, Australian wheat and flour in good years finding its way into certain portions of the Orient to the disadvantage of the Oregon and Washington grades. The drought has hung over the Antipodes so long that it has pronounced the doom of Australia as a factor in the wheat and flour trade of the world, and the famine-stricken wheat-growers have abandoned their fields never to return. This will insure a continuation of the trade to which we have fallen heir by our location and ability to deliver the flour to better advantage than it can be secured from other ports. Aside from this, the market is being widened by persistent effort on the part of the millers, who have their representatives in every part of the globe where there is a possibility for the trade to be increased or for the development of new fields.

DEFECTIVE EYESIGHT.

The Medical Record speculates somewhat gloomily upon the possible effects of underground street railways traveling upon the eyes of the traveling public. If it be true, says this journal, that dust is a prominent factor in causing defective vision, and that travel underground is injurious to the eyesight, then the outlook for the inhabitants of New York is the reverse of hopeful, adding: "Dust we have with us now, and in enormous quantities, and soon we shall have it in the air, and the dust of the future, that in the course of a few years the man or woman who does not wear glasses in New York will be the exception rather than the rule."

The writer goes on, however, mitigating somewhat the shadows of this picture by suggesting that possibly the hurtful influence of dust upon the eyesight has been exaggerated by an English theorist who lately published an opinion upon that subject, while as to the underground it is stated that as long as the tunnel is kept free from smoke and are well ventilated there should be no reason to apprehend that this mode of transit, rendered imperative by the growing traffic of a great city, will be a menace to eyesight. Falling eyesight, or defective vision, is a deplorable but seemingly unavoidable feature of advanced civilization. It is one of the prices exacted for living under modern conditions. Gas and electric light are prime elements in defective vision, and the hurry and strain of modern life add their quota to the general result. The father reads his morning or evening paper on the flying electric car, or in the atmosphere of his office, which is blue with tobacco smoke. His young children peer through glasses over their lessons at school, partly, no doubt, in consequence thereof.

A magazine writer several years ago said that in the course of a year he had seen a community in an isolated mountain region of the South, the members of which, from causes common to all intermarriage, the use of signs in communicating with each other, and the general dead level of isolation, were almost universally and entirely deaf. It will be a sad commentary, indeed, upon modern intelligence, so quick and ready in applying science to the prevention and cure of disease, if within a few years the deafness represented by great cities of the land, a muffled community is developed to a degree that a person, young, middle-aged or old, who possesses normal eyesight will be the exception rather than the rule. Between the excess of silence and isolation that produces stolidity, and with

other causes may conduce to deafness, and the excess of noise and overcrowding and activity that produce irritability and may conduce thereby, to defective eyesight, it is pleasing to reflect that in a vast middle group of human intelligence may and does occupy, insuring thereby reasonable retention of the faculties until they are dulled and dimmed by time.

The New York Evening Post recently asked all the Senators and Representatives for their views on pending trust and tariff issues. Only 79 of the 444 responded, but so far as these replies can be accepted as representing the average of opinion, the results are interesting. Of those replying, 63 believe that the powers of Congress in dealing with corporations have not been exhausted by the Sherman anti-trust act, and 11 are of the contrary opinion. Twenty-three Republicans and 15 Democrats are in favor of a Constitutional amendment to give Congress additional power to control corporations. Five Republicans and thirty-two Democrats are opposed to that policy. Thirteen Republicans and forty-nine Democrats are in favor of the reduction or repeal of import duties on articles whose production is controlled by monopolies. Fourteen Republicans and no Democrats are opposed to that policy. Seventeen Republicans and six Democrats are in favor of a commission to revise the tariff. Eleven Republicans and thirty-seven Democrats are on the opposite side. Finally, twenty-two Republicans and twenty-one Democrats are in favor of the pending reciprocity treaty with France. Only six Republicans and four Democrats are on the other side. These returns would indicate that on none of these important questions are party lines strictly drawn, but that this is a period in which opinion is crystallizing. Unfortunately, a certain proportion of those who have thus clearly made known their views will be influenced in their final action by the merits of these questions than by the dictates of their party managers.

The Germans are masters of the uncouth art of caricature. During the Boer War the comic journals of the great cities of the empire vied with each other in the production of cartoons of the British court, Princes and soldiery, not sparing even the sovereign. These cartoons, when reproduced in London, caused a great hostility toward the German press and people, the effect of which is still apparent in the attitude of the English people toward German influence and the remote possibility of a German alliance. The power of the pen has long been conceded; that of the pencil, when used in caricature, is even more pronounced in its influence upon the masses, and when the "sharp pen backs up the pencil's length" the offense is one that is hard to forgive.

It is significant, perhaps, that the New York Journal of Commerce, which has been praising Secretary Shaw's every act in aid of the money market, now calls a halt. It says: "There is nothing in the present condition of business to make exceptional measures of relief by the Treasury necessary. The interests which have been pressing for bond purchases are chiefly speculative, and the effect of these purchases will be to protect the boom in the market. The act which is financially superfluous, is politically inexcusable. Of the bonds which the Secretary offered to buy last month, less than \$20,000,000 were outstanding, but of the bonds for which he now offers more than the asking price there are outstanding about \$135,000,000."

E. W. Parker, editor of the Engineering and Mining Journal, who was placed by the President upon the Strike Commission, is reported to have been hitherto a strong partisan of the mine-workers. His journal at the outbreak of the strike declared that there was not the slightest excuse for the strike at the present time, and that the Mineworkers' Union was incurring grave responsibilities in undertaking one. As late as October 11 the Engineering and Mining Journal commended the course of the railroad presidents in refusing to have anything to do with the Miners' Union. This was following the failure of the conference before President Roosevelt at Washington.

The statement that the crowded condition of the United States prison at McNeil's Island has been relieved by sending nineteen prisoners to San Quentin will be gratifying to those who remember the outbreak at the former prison some months ago, and the unsafe condition of the prison as disclosed by that event. An overcrowded prison is an abomination and a disgrace to civilization, and doubly so when maintained by the National Government. But for the sake of humanity and in the interest of public safety it is well that this overcrowded Federal prison has been relieved of these desperate prisoners.

On the 15th inst. United States Senator William P. Dillingham was elected to be United States Senator for the full term of six years from March 4 next. Senator Dillingham was elected by the Legislature of 1900, the unexpired term of Senator Morrill, deceased. His competitor at that time was Representative W. W. Groat, when recent death left a clear field to Dillingham.

It's Different Now.

The settlement of the differences between the coal miners and the operators differs from that reached at the time of the first strike in the United States. The first recorded strike in the country was in 1791. The leaders were tried for conspiracy. The shoemakers of Philadelphia struck in 1791, 1798 and 1799. In 1833 the Baltimore & Annapolis Railroad men struck for an increase of from \$10 to \$14 a month. They were arrested and their leaders imprisoned. The New York cordwainers struck in 1839, and the printers of the city of New York in 1844. The first women's strike took place in the Lynn shoe trade in 1834, and it failed. In 1848 the workmen of Allegheny struck for a 10-hour day, and won after eight weeks of rioting, and with a 15 per cent reduction in wages. As the Civil War approached, strikes became more frequent, but there was no such organization of workmen as now exists, and the strikers usually lost.

With 1877 began what were really the great strikes of American history. In that year the men on the Baltimore & Ohio, the Pennsylvania, and the Erie systems went out, and for several weeks there was a reign of terror in Western Pennsylvania. Before a settlement was reached there was destruction of 100 cars, 138 locomotives and \$5,000,000 worth of property. Since 1877 the most formidable trouble was the strike of the American Railway Union, under the leadership of Eugene Debs, which affected all parts of the country, and which was finally suppressed by Federal troops.

DEMOCRATS ON ROOSEVELT.

As in Europe, So Also Here.

President Roosevelt's share in bringing the coal strike to an end has added materially to his prestige in Europe. The London papers had much to say in praise of his course. Thus it appears that strenuous is not only admired, but in actual demand in Europe as well as in the United States. There is a disposition among nonpartisan and disinterested newspapers in this country to view the President's latest performance in the same way.

Above the Plane of Party.

The President's part in reaching this commission stage of the conflict has been evidently dictated by an honest desire to serve the public interest. He recognized the perils of the case, both to public order and to the popular necessities in the face of approaching winter, and we are frank to believe that he has labored with the strike with a patriotic motive or a prime desire to safeguard his party's interests. In the successful issue of the negotiations he initiated will come the vindication of his action and gratitude for his patriotic performance.

For All Time to Come.

The President's ability to take what seemed to be the ultimate of the coal barons—framed in such a manner as to make an acceptance by the miners impossible—and turn it into a splendid commission of honest and acceptable men, is most remarkable—and that ability is possessed by but few public officials. The country will remember for all time to come that in a great emergency, where wise men predicted disaster and possibly revolution, Theodore Roosevelt rose to the occasion and within ten days from the time he took the matter in hand, placed those difficulties in process of satisfactory adjustment amid the acclamations of all the world!

Hats Off to Roosevelt!

The settlement of the coal strike, which now seems assured through an arbitration commission to be appointed by the President, and unquestionably a great triumph for Theodore Roosevelt, whose chief fault is that he is not a member of the Democratic party, where he belongs, instead of being allied with the party of the trust plutocrats. Roosevelt is much better than his party machine, and he may be able to reform his party within itself, but the odds are overwhelmingly against him. For his courage and patriotism in bringing the ruinous coal strike to a happy settlement, the Statesman today feels like saying, Hats off to Roosevelt, while we join in giving him three cheers and a tiger.

A Dignified Triumph.

From an extremely delicate position, with overcautious counselors pulling on one side and demagogues on the other, President Roosevelt has accomplished a dignified triumph. With a full knowledge of what failure would mean to his little fortune, Mr. Roosevelt did not hesitate to step into the controversy as the first citizen of the land speaking for all citizens. His object was to open the mines and give the people coal without infringing upon the rights of labor or capital. It took a strong man to remain silent under the insulting advice given by the operators to the mediator at the first conference. It proved the sincerity and earnestness of the President's purpose and gave his critics an extraordinary proof of his power of self-control.

Greatest of Living Rulers.

Kansas City Star.

The President's triumph in the settlement of the coal strike, or rather in opening the way for final adjustment, has greatly increased his popularity at home, but it has caused nothing less than astonishment in Europe. He has successfully coped with a problem that is proverbially a bete noir in the path of the public man, and a political first and a statesman's feat. He has brought to his counsel room the foremost representative of the trust power with offers of terms of surrender in the instance of the coal strike. This, too, after the lesser representatives of industrial combinations had treated the Chief Executive with characteristic arrogance. Mr. Roosevelt has not only earned the right to be classed as a great President, but he is the most potential figure among the heads of government in the world at the present time.

Commission Couldn't Be Surpassed.

Brooklyn Eagle.

The event is a great personal triumph for Mr. Roosevelt, who acted without precedent, who disavowed any official relation to the matter, or any personal relation to it other than that sustained by every citizen. He had what the French call "the weight of the initiative" of his office and of his character, and the words he used, as well as the spirit which he showed, were patriotic and nonpartisan in the best and most absolute senses. His prestige as a man of action has been established. It was action in the public interest and for the public good. Law, constitution and Government ought to be equal to the purposes for which this commission is constituted. But the default of their official agents, lamentable and terrible and shameful as that default is, could not be followed by a better device than a commission; and a better commission than the one chosen could hardly be picked out from our American citizenship.

Makes Him More Serviceable.

New York Evening Post.

President Roosevelt will receive, as he well deserves, great praise for his courage, persistency, tact and good nature with which he applied himself to a settlement of the coal strike. The happy ending crowns his work, and puts it beyond criticism in the popular judgment; but even if his patriotic efforts had failed, he would none the less have merited grateful recognition. It was against the advice of some of his most cautious counselors that he decided to intervene in what threatened to be a National calamity. He frankly disclaimed legal warrant. It was simply as first citizen that he gallantly came forward in behalf of all citizens. And he steadily kept his eye on the object—an agreement. His calm disregard of the hectoring tone of the operators in the lectures on his duty which they delivered to him two weeks ago, was possible only in a man who was more intent upon his goal than upon any question of personal policy. It was this spirit of entire disinterestedness, with the added impression of Mr. Roosevelt's absolute impartiality and fairness, which enabled him to achieve the success that he has now won. That his prestige is immensely heightened thereby will mean to him, we are persuaded, only that his ability to serve his country is increased.

VIEWS OF THE WORLD'S FAIR.

Not Very Enthusiastic.

Dallas Times-Mountaineer.

When Portland is ready to put up \$100,000 for the Lewis and Clark Fair it will be in order to ask the Legislature to appropriate half that amount, but until it comes with a million-dollar appropriation, a \$100,000 appropriation by the state ought to be made in a whisper.

Would Carry by Popular Vote.

Salem Statesman.

If the matter of a \$500,000 appropriation for the 1905 exposition is submitted to a vote of the people, under the provisions of the initiative and referendum amendment to the Constitution, we believe it will carry. The people of Oregon, we believe, will not be disposed to act in a narrowly partisan manner with reference to the great enterprise.

Determined on Success.

Princeton Review.

The directors of the Lewis and Clark Fair are now getting down to business, and are determined to make it one of the great events in the history of the state and this time in the name of Oregon will be prominently before the people of the United States, and our hitherto unknown state will become prominent. It is the duty of all of our promoters, and the duty of all who are interested in the river helps to swell the stream.

Taxes Will Be Higher.

Eugene Journal.

Unquestionably this great exposition will greatly benefit Oregon and the other Pacific Coast States by attracting the attention of the people of the Atlantic States and foreign countries, which will result in bringing people and capital here abroad. But whether it will be wise under present circumstances and under the provisions of the state constitution to levy a tax to assist in paying its expenses is another question, and one which the Legislature will be called upon to consider. The tendency is to increase, rather than to reduce taxation all along the line, even without any appropriation for this exposition and materially with it.

Logrolling Openly Advocated.

Lakeview Herald.

Portland wants an appropriation of \$300,000 by the next Legislature of this state for the Lewis and Clark Exposition. Well, yes, but there is Lake, Malheur, Klamath, Grant, Harney and other counties that are anxious for the State Legislature at its coming session to make an appropriation under the old bounty law. It is just barely possible that the bunch-grass counties of Oregon may be able to get their work in on the "Salem hog" this time, and they might also be able to do some business with the Legislature in the delegation from Portland. Portland needs a "small" appropriation; so do we. We simply suggest a little Republican reciprocity in this case. No scalp bounty law, no state appropriation for the Lewis and Clark Exposition. Give the sheep a chance.

Cut Out the Logrolling.

Pendleton Tribune.

The idea that the Legislature of the state will demand special favors from Portland in the next Legislature has gained some hold in that city. If this is true it should be corrected and such methods should be aroundly condemned by the public press generally. Because Portland wants the senator and must have an appropriation for the Lewis and Clark Centennial is no reason why the remainder of the state should be asked to contribute to logroll a lot of pet measures and unjust laws through the Legislature. There has been enough of such business in Oregon, and it is time to demand a halt. The appropriation should be general, and not to supply the needs without it being necessary to resort to trades and concessions to other parts of the state that have not the right to win on their own account nor could be secured under ordinary circumstances.

No Call for Excitement.

Astoria Astorian.

The Portland paper should not become excited because of the propositions raised here and there to the proposal that the Legislature appropriate \$500,000 for the Lewis and Clark Fair. It is unkind as well as untrue to suggest that this proposition is actuated by sinister motives. Those who believe \$500,000 too large a sum for the Portland undertaking are, we think, actuated only by a desire to subordinate what they regard as the best interests of Oregon. If the amount is too great, it should be reduced; if it is too small, it should be increased. If there is any merit in the Portland contention that the state should make a contribution to the fair, it is a state of affairs of equal interest to the citizens of Multnomah, of Clatsop, of Walla, Curry and Malheur, there should be no objection to a thorough discussion of the question outside of the Oregon metropolis.

An Opinion of the Clergy.

Vida D. Souder, in the October Atlantic.

It would be an exaggeration to say that all working people feel antagonistic toward the church and the clergy. It is rather that of indifference. The thinking poor are well enough aware that there is nothing unnatural in the situation, and that if the tables were turned, they would probably remain unchanged. At times their feeling, especially toward the clergy, is curiously sympathetic. "Say," remarked a minister to me recently, "I am the writer; say, I'm actually sorry for ministers. Most of them are real good fellows. They know well enough what Christ is, and they'd like first rate to preach it—if they dared. Look here, can't they? They've got to draw their salaries; they've got families to support." All this quite without a touch of irony.

Must Be Made Into Law.

New York Journal of Commerce.

The President has been obliged to act upon his own initiative, and merely through his personal influence. With the present tendency to concentration and monopoly on the part of capital, and the growing power and aggressiveness of the labor organizations, the interests of the general public are certain to be imperiled on future occasions. The law must provide the obligation and the authority for protecting the people from the results of deadlocks between combinations of capitalists and combinations of workmen.

Tribute to the Coal Monopoly.

Springfield Republican.

If anthracite coal were really free of duty, as the English tariff revisers contended that it was, the question of importation for import into the United States from England would cost consumers here over \$300,000 less than it will cost. This should be kept in mind by the people, to the end not only that they could be relieved of all customs taxation, but that soft coal also go on the free list.

Republican Tariff Doctrine.

We favor such modification in our tariff schedule as is now or may be from time to time required by changing conditions to remove any burdens from our people, and to hold and extend our trade among the nations. We heartily favor the wider extension of our markets for the sale of American products. To this end we endorse the policy of reciprocity as defined by President Roosevelt in his last message to Congress. Fifty-eighth Congress, and as defined by our lamented President McKinley in his last utterance to the American people at Buffalo. A million-dollar platform, 1902.

NOTE AND COMMENT.

Since when has Attorney Lord been studying law?

Mary MacLane's sister has eloped. She, too, is preparing to write a book.

Another ascendant in the State of Washington. A highwayman was shot by a Sheriff.

Any one glancing over the list of bridges closed by the City Engineer would judge that Portland was an island.

A doctor in Pittsburgh killed a man and refuses to give any reason for it. At last a sane murderer has been found.

Mr. Kilmer's wife, on her husband says, is not of sound mind. Good work, Mr. Kilmer. And only married seven years?

"The Portland Railway will hereafter fumigate all its cars." Up to date only the two rear seats have been so treated.

The ladies of the W. C. T. U. have taken issue with President Eliot, of Harvard. Dear, dear! Has Harvard at last got up to date?

President Kilmer, of the Law Enforcement League, is noncommittal, according to reports. He must be looking for the Municipal Judgeship.

Carnegie is now organizing "The United States of Europe." It is understood that Mr. Emperor William will be the manager of the new concern.

It will be observed by our London contemporaries that it was an American who administered the grand ding-bump on English soil to Mr. Morgan.

It seems as if the extra expense of a special session of the Legislature might be saved and the money applied on a state building at the St. Louis Fair.

After reading the New York Journal, the Chicago American and the San Francisco Examiner, we have reached the conclusion that there were three coal strikes, and one each was stopped by each newspaper.

It is announced that there will be naval maneuvers by our Navy off the coast of Venezuela. In view of the fact that Germany, England and France are already using these waters for "maneuvers," it seems as if it would be a little crowded.

"Doc" Brown, of Morgansfield, Ky., who represents his district in the State Legislature, is one of Kentucky's unique characters. To illustrate a point in a recent speech he gave the following account of his courtship: "Take my advice and never give a woman anything she can't eat, and never make love to her out of an ink bottle. Why, when I courted my wife, I just grabbed her and said, 'Sally, you are the sweetest thing on earth, and you are beauty bodies the skill of man and subdues his ferocious nature,' and I