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TODAY'S WEATHER—Occasional rain, with southerly winds.

YESTERDAY'S WEATHER—Maximum temperature, 55; minimum temperature, 47; precipitation, 0.10 inch.

PORTLAND, THURSDAY, JANUARY 22

A CONDITION VS. A THEORY.

We are recalled to President Roosevelt's speeches of last Spring and Summer by republication of several of them in collected form. One of these speeches contains the following statement:

> We believe that we can rapidly teach the people of the Philippine Islands, not only how to enjoy, but how to make good use of their freedom, and with their growing knowledge their growth in self-government shall keep steady pace. When they have thus shown their capacity for real freedom by their power of self-government, then, and not till then, will it be possible to decide whether they are to exist independently of us or to be knit to us by ties of common friendship and interest.

With the opinions of President Roosevelt The Oregonian is in general accord. But it is firmly of the opinion that there is error here. The error lies in the assumption that the Filipino may have qualities in him capable of development into the citizenship necessary for full self-government and national independence. Beautiful indeed is the theory that all men and all races possess them; but it is utterly unsound. Nowhere have the brown or black races shown any such capacity—yet on this subject there is a long line of experience and history, all tending to the sure result that there can be no rule of these races, by themselves alone, that can be consistent with justice and freedom. It simply isn't in them. Wherever there has been such rule it has been in fact the rule of oppression, the reign of anarchy, the prevalence of disorder, injustice, bloodshed and misery. The essential conditions of self-government, of a democratic state, are wanting in these native races of the tropics; and their government must be directed by men of the race that has the genius of government, or the alternative is to leave them to the conditions of the semi-savage life natural to them. Which is the better way for the world? Which the better for these native races themselves?

If civilization is to gain any permanent footing among these races government must continue under the direction of those competent to preserve order with justice. Before the advent of the English in India the history of that vast country was one long record of oppression, tyranny, warfare, cruelty and misrule. We need not stay in the Philippine Islands—though we shall stay there; but should we withdraw we could have no reasonable ground for the supposition that the people would be able to maintain a government on principles consistent with freedom and with the requirements and obligations of National independence. Nor is there good reason to believe they could ever learn the way. Where, in the history of these races, is there an example to be cited in support of such hope and expectation? No doubt it will still be said that we have no right or business to be in the Philippines. In savage liberty, then, so sacred a thing that there is no right of interference with it? Why, then, are we in America? Bad as the rule of the Spaniard was in the Philippines, it yet was the source of all the advance made there by the native races till the advent of the Americans.

IN DELAWARE.

Under the very extraordinary circumstances of the situation in Delaware it is rather surprising that the anti-Addicks Republicans in the Legislature do not accept the proposal of the Democrats to combine in the election of one Republican and one Democratic Senator and thus destroy the possibility of Addicks' election, at least for several years to come. The contest long ago became one of morals and common decency rather than one of ordinary politics; and the country at large, including the great mass of Republicans, would hail with satisfaction any arrangement that would accomplish Addicks' retirement.

The story hardly needs to be retold. Addicks, a resident of Philadelphia, who owns a country place just across the Delaware border, sought election as a Senator from Delaware. To that end he engaged half a dozen years ago in a campaign of systematic corruption of the voters of the state, who are relatively few in numbers and in large part negroes. Every device known to corrupt politics has been employed to this end, and while the Republican party in Delaware has almost been "captured," there remains in it a determined minority which is resolved that the shame of his election shall not be put upon the party and the state. The battle has been fought in a dozen desperate rounds during the past few years, with the result that Delaware has now no representative at all in the Senate. Deadlock has followed deadlock, for the Republicans hold the majority in the Legislature and are divided to the death between the faction which supports and the faction which opposes Addicks.

Of the 62 members of the Delaware Legislature, 21 are Addicks men, 10 are anti-Addicks men, and 21 are Democrats. Every element of decent sentiment in both parties stands pledged against the infamy of Addicks' election. The Addicks force in the Legislature makes no pretensions to political or other kind of decency, having been worked up by the most shameless sort of political practice possible in a state where the voters are few in number and with a large irresponsible element. Passion runs so high that it is soberly declared that if a member of the democratic minority should vote with the Addicks contingent he would probably be thrown bodily by his associates from the Statehouse windows.

As such political bargains go, the proposal of the Democrats to combine 21 votes with 10 and so elect two Senators, giving the long term of six years to the Republican with the term of four years to the Democrat, seems liberal; and the surprise is that the opportunity is not grasped to put Mr. Addicks out of business, at least for a period of years. The emergency, we repeat, is not one of ordinary politics, but of state decency.

INCREASING FLUIDITY OF TRADE.

It suits the high-tariff defenders to say that the abrogation of the duty on coal will not afford any relief to consumers. They do this in order to minimize the benefits of alleviatory tariff laws. But the facts seem to be otherwise. Some 500,000 tons of foreign coal have been ordered and will arrive at Atlantic Coast ports during January and February. On December 19, says the New York Journal of Commerce, thirty steamers had been chartered to bring 120,000 tons to the United States, and a special cable to that paper from London, just received, announces that 250,000 additional tons have been engaged. Altogether 500,000 tons will have been shipped early in February, and till the end of that month a vast steamship tonnage will be directed to our ports. The high prices of coal exacted by some dealers and some independent operators will for some time, it is feared, necessitate the importation of much foreign coal.

It is not an impossible situation that coal should move freely across the Atlantic, or across the Canadian boundary line, either way, as occasion requires. Sometimes we might have a surplus and sometimes a deficit. Exactly such a phenomenon is visible in the case of iron and steel. In December nearly 100,000 tons of iron and steel material came in through the three ports of New York, Philadelphia and Baltimore. The shipments included pig iron, steel billets, steel and iron rails, structural steel, wire rods and plate bars. Here on the Pacific Coast we have been importing large quantities of steel rails. A little while ago we were exporting so much iron and steel that people thought that condition would last forever. It was assumed then by many that the American prices of steel and iron would remain low, and that it would be only a question of time when the United States would supply all other countries with those products. The situation has changed suddenly. Prices are higher here than elsewhere, and the United States has become again an importer of iron and steel.

The beneficence of this arrangemnt is very great. The selling party is apt to be in grave case in these trades. For example, the heavy exports of iron and steel, woolens, boots and shoes, etc., which characterized our trade three or four years ago sprang partly from the large surplus we had accumulated owing to hard times here and a prostration in the home demand. Our manufacturers sold abroad for what they could get. Europe was selling off American securities and these heavy sales of merchandise saved us from the drain of gold exports. And so today our continued prosperity has been a blessing to the producers of iron and steel elsewhere. The business depression in Germany has been such that if American industrial activity had not opened a market to the ironmasters of that country they would be in sore distress.

So backward is popular intelligence, however, and so thoroughly are the protected corporations intrenched in power, in Germany as well as in the United States, that beneficent trade of this sort is looked upon as a calamity, especially to the people that get the coal or steel it greatly needs in exchange for something it can readily part with; and this calamity is looked upon as one which must be obviated at all hazards or at any rate visited with the severest penalties. Every ton of steel rails imported into the Pacific Coast pays a duty of $7 a ton. The Government doesn't need the duty, the steel plants do not need the "protection." Then when the tables are turned and the Germans buy of us, the German consumer has to pay $6 a ton "protective" duty on the steel rails. This he can ill afford; nor does the German producer need it any more than the American producer needs it. The deficit, whether in the United States or Germany, will be supplied, and the traffic is simply subjected to a needless burden.

Within the states we understand the benefits of unrestricted trade. We ship hay to California when she is short, and when we are short she ships hay to us. There are those who fancy that in obtaining and feeding this nutritious California product to our stock we are injuring ourselves, but no one has the temerity to propose a statutory penalty for the operation, nor would we be disposed to censure the Californians for buying our excellent Oregon hay as the choice preferable to starving their stock. It is only when we cross a National boundary line that trade assumes its malignant aspect, customers become victims to despoil and possible sellers to us take on the character of destroyers to be evaded. These are views of trade too benighted and provincial for this enlightened age. It is time to escape from the reign of tariff superstition and from the bondage of protected despots. Every tariff that we can get along without should be abolished or reduced to a revenue basis.

Julian Ralph, who died at New York on Tuesday, was a fine type of the professional journalist as distinct from the owner and controller of a newspaper. His work for many years had been that of a correspondent—a writer of articles on all sorts of topics, from all sorts of places, bearing his signature. Primarily his temperament was that of the reporter; but he was more than that, for his work was not more reflective of facts than of careful thinking. His letters, whether from the field in South Africa, from the National Capital or from the mining camps of Colorado, were, first of all, reports, but they were reports with findings. The thought always went with and matched the reported fact. There is, on the whole, no better work than this in journalism, if it be well done. Its form always gives it a certain attraction; the fact that the responsibility is personal relieves the writer from the fear of "going against" the "policy" of the journal for whose columns he may be writing; the accompaniment of opinion with fact is a wonderful steadier of the mental nerve of the writer. Mr. Ralph was, to the younger generation of journalists, a stimulating example. His work was always technically good; his style spirited and frank; and in his whole career he never debased his pen to the service of unworthy causes. Very much in the eye of the public for twenty years past, he never stooped to the devices of sensationalism. There was no tone of saffron in his mental or moral make-up; his work and his personal character made him an ornament of his profession. His too-early death at 59—when his powers should have been at their very best—carries its own warning.

WORK OF THE U. S. SENATE.

The United States Senate, so a dispatch from Washington declares, is burdened with unfinished business which it sees no way to dispose of. Of all the Senate committees, not one is even with its work. At every point the congestion is great so great that only the more important or pressing matters get anything like prompt, interested and legitimate attention.

The truth is that the Senate is not a working body. Its membership is, to a very large extent, made up of men of large private affairs which take much of their time and working energy; while, on the other hand, there are many Senators whose working days are over and who have not the vitality for detailed attention to business. There are, too, a considerable number of purely "show men" in the Senate—men of the Chauncey Depew type—who are always willing to shake the rafters with ornamental oratory but who have no inclination for the drudgery of attendance upon committee meetings and no disposition or ability for the hard work of considering the details of legislation, recasting and consolidating bills, etc. It is, in truth, not so much to find work as to get out of work that many seek membership in the Senate.

Society and politics, too, are powerful distractions to a man who permits himself, as most Senators do, to go deeply into them. They serve not merely to destroy time, but to break down the working mood and habit, and thus in large measure practically to incapacitate those who permit themselves much social indulgence. Escape from the social contagion of the capital is almost impossible for a Senator; it is ever present; it presents itself in almost irresistible forms, and, once the surrender is made, it is difficult to break away—so difficult that few find the resolution to do it. This, while only one of many causes, is the most potent of all in relation to the congestion which is paralyzing the business of the Senate.

It is the indifference of many Senators to their work or their inability on one account or another to do it that gives such large measure of legislative authority to the comparatively small number of men who are willing to work and who allow nothing to interfere with their attention to business. Allison, Aldrich, Platt and others of the more potential men of the Senate are by no means its leading intellectual lights, but they are easily in the list of its more effective men. Their ability to get things done is because they are workers, willing to carry not merely their own load, but that of others, and as a matter of course—since a willing horse may always find a load to pull—they are allowed to do it. In the Senate as in most situations, diligence, a steady working habit, will carry a man further than almost any other form of qualification.

Some way must be found to expedite the work of the Senate; but nobody as yet has suggested a plan that wears the look of practicability. That there will be any reform in the individual practice of Senators is hardly to be expected, for, as has already been stated, one-half of the membership of the Senate goes to Washington with the idea of gaining a respite from old burdens rather than to take on new ones. Relief will probably come through the increasing employment of unofficial assistance in committee work—in shoving over the hard work of consideration of measures in their details upon employed legislative experts. This is not in accord with the theory of our legislation, but it will probably work out as good results as if the men elected to the Senate gave less attention to dining and to politics and more to their constitutional duties.

The statistics of railway building in 1902 compiled by the Railway Age show a much smaller total than the compilation of the Railway Gazette. The Age's total is but 5548 miles, against 6070 miles shown by the Gazette. Whether the Age's compilation is as full as it could reasonably be made or not, its summaries of the building of railways by groups of states and by systems is undoubtedly accurate enough for comparative purposes. According to the former summary, it appears that the Southwestern States had 2570 miles added to their system, the Northwest standing second, with 659 miles. West of the Mississippi 3800 miles in all were built, the two sections lying north and south of the Ohio and east of the Mississippi dividing the remainder of the new mileage about equally. The only Western States to get no new mileage were Wyoming and Idaho. Almost all of the new mileage was built by established systems into new and undeveloped country, the only notable case of paralleling being the completion by the Chicago Great Western of its 130-mile extension from Fort Dodge to Omaha. The Rock Island led in new mileage built, having constructed 626 miles in Oklahoma, Indian Territory, New Mexico, Texas, Missouri and Arkansas. The St. Louis & San Francisco was a close second, with 609 miles built in the same territory. Oregon added nineteen miles of steam railroad line in the year, and Washington eleven miles. The mileage of new trolley lines, which in a measure take the place of the standard railroads, has been quite large, and, if added to the figures given for new railroad mileage, would reach well up toward the totals for the boom years in the later '80s.

The death of a pitiful little musical prodigy of 5 years in New York the other day from the rupture of a blood vessel while trying at an entertainment to maintain a high note, may be held to have granted blessed relief early in the fray to the poor child, destined by foolish parents almost from his birth to pose and sing and shriek and quaver that thereby their vanity might be gratified. When we read of children of from 6 to 10 years who have been tied to piano stools to prevent them from falling off from fatigue, and forced to "practice" four, six and eight hours a day in order that their supposed musical talents might be properly cultivated, we are prepared to hail death in the case of this young victim of parental vanity as a kind messenger sent from some angelic society for the prevention of cruelty to children to rescue him from slow torture. Parental pride guided by common sense is quite a different thing from parental vanity that basks unblushingly in the reflected glory of childish precocity. The one seeks to train sons and daughters in the ways of intelligence and usefulness, never losing sight of this legitimate object; the other strives at the expense of all of the care-free joys of childhood to make known to the community the fact that "we are the parents of a very remarkable child."

It is a mitigating circumstance in the case of most great opponents of religion that their personal characters have been lovable. Colonel Ingersoll, our most popular infidel, was a man of many amiable qualities. This was true in a pre-eminent degree, also, of Thomas Paine, who, like most of the great popularizers, ranked low as an original thinker. Paine's "Age of Reason" was his first public disclosure of his religious sentiments. He intended that book to be his last offering to the world, and, in hourly expectation of arrest and death by the guillotine, he made haste to prepare a portion of the work. With no Bible at hand to refer to, he completed the first part, gave the manuscript to Joel Barlow, and in less than six months was sent to prison. Thomas Paine never profited by the sale of the 100,000 copies of "Common Sense," nor of the 1,500,000 copies of the "Rights of Man," nor, indeed, by the sale of any other of his literary works. Writing in 1802, he said: "In a great affair, where the happiness of man is at stake, I love to work for nothing." And in 1807, two years before his death, he wrote: "I take neither copyright nor profit from anything I publish."

Comparing the foreign trade of the United States with that of England, the New York Financier finds the exports of the United States in the eleven months ended December 1 to have been worth $1,212,500,000; those of England, $1,270,750,000. Of imports, on the other hand, the United States had $875,000,000; England, $2,355,500,000. The aggregate of our imports and exports was 2087½ millions; that of England, 3626 millions. We sigh over an increase of imports and rejoice in an excess of exports over imports, thinking that the latter means prosperity. We sold abroad in the period under notice 394½ millions more than we imported, and feel good about it, whereas England had a balance of trade against her of 1085 millions, and seems none the worse for it. Her imports were more by 268 millions than our exports and imports combined. Most of her imports were foodstuffs. Of the total of 2355½ millions, 962½ millions were for food and drink. Raw materials were 595 1-3 millions, or 25 per cent of the whole. Of the 1270 millions of exports, 950 millions were manufactures, while but 32.6 per cent of the exports of the United States were manufactures.

There is a basis of equity in the demand of the range counties for some share in the tax paid on sheep pastured within their limits during a large part of every season, but owned and assessed in other counties. Crook County, for example, furnishes Summer pasture for half of the sheep of Wasco County; and in common justice these flocks ought to contribute something to the treasury of the county in which they get much of their living. The adjustment is not easy, but there ought to be some means of distributing the tax equitably between the counties in which the flocks are Winter ranged and those in which they are Summer ranged. The talk in this connection of injustice to the sheep interest is nonsense; nobody thinks of taxing flocks twice. It is simply a question of dividing the tax between the counties which support the animals in common.

There is a flavor of poetic justice in the transaction by which foreign wares get cut railroad rates into the interior of this country and are thereby enabled to crowd certain domestic productions rather uncomfortably. Some of our own manufacturers have for several years been selling in foreign countries cheaper than they do at home, because our "protective" tariff makes it possible to keep the domestic price at tall figures. If the foreigner, by making terms with the railroads, is able to overcome the tariff advantage enjoyed by these Americans, it is one way to square accounts. All this is illegal, however, and it cannot be suffered to continue. Our trust manufacturers will still belabor the tolerant home consumers with the club the protective tariff places in their hands. The tariff is not illegal; it is merely unjust.

Estimates of gold production in 1902 indicate an aggregate output of $306,700,000, or slightly more than in 1899, the year that the Boer War practically stopped the enormous production of the Transvaal mines. The total last year was only $262,550,000, to which the United States contributed $78,656,000, as against $87,710,000 contributed to this year's total, and the Transvaal $5,000,000, against $35,000,000 this year. The United States still holds first place; Australia again is in second place with $81,000,000, and the Transvaal comes third instead of seventh. Probably at the end of this year the Transvaal will be restored to the lead, with the United States second. The only other notable producers in 1902 were Russia, with $29,000,000, and Canada, with $19,000,000.

The death within a few hours of each other of a husband and wife who had brought up to manhood and womanhood a large family is an event closely in accord with nature's plans. It forestalls the loneliness that follows the broken association of a lifetime that results where one is taken and the other left, and makes impossible the realization of that most desolate condition on earth, that of an aged man or woman who has outlived companionship, place and usefulness. The event of such a passing, though an unusual one, has occurred several times in this state in recent months, the latest instance reported being that of Zephaniah Bryant and Luvina, his wife, of Clatskanie, the one going out with the morning, the other with the evening tide.

That an office or a title is not a guaranty of good conduct is rather pointedly shown in Colorado, where the Humane Society is after the State Dairy Commissioner for starving his own horses and cattle.

MISSOURI'S OLD ROMAN.

Boston Herald.

Senator Vest for many years had been one of the most effective debaters in public life. He was always earnest, often aggressive, and recognized as possessing qualities that commanded respect and insured influence among his associates. But as he has advanced in age, ill health has overtaken the Missourian, and physically he is but a wreck of what he was. In this condition he could well have asked to be excused from active effort in the debates of his body. The fire of energy is still, however, in his heart, and the clearness and the forcefulness of his brain is not a particle abated. He comes into the Senate with all his old fiery spirt. No more picturesque figure has appeared there since the days when John C. Calhoun sat and heard his last speech read by one of his colleagues, being himself too weak to utter it; or, to go farther back, there is a reminder in Mr. Vest of the closing period of Chatham's discussion of American affairs in the British Parliament. And if Mr. Vest was picturesque in his personality, he was magnificent in his appeal to the sense of reason and of justice in his colleagues.

This was acknowledged on the high tariff side in the selection of one from their own forces to reply to him. Senator Aldrich, of Rhode Island, has studied the tariff question in its history and its details as has no other man on his side of the Senate; yet, when he came to discuss the subject in its relation to the coal oppression, he seems to have derived little aid from his information and his trained resources. A condition was confronting him here, and he squirmed out of meeting it in a manner unworthy of a man of his character and reputation. He raised the party issue, and charged the Democrats with refusing to vote for the removal of coal duties when the opportunity to accomplish it was before the Senate, they having a majority in that body. This was literally true, but in fact it gave a false impression. Mr. Aldrich must have known that this would be the case, and must have meant it to be so. He declared that the Democrats refused to remove the duty upon coal when they could do so, and he was too intelligent a man in the history of legislation not to know that this latter assertion was false. The truth in the matter was that the Democrats could not remove the coal duty; that they then as a body were as strongly in favor of repealing this duty as they or anybody else are now, but that there were Gorman, a Democratic Senator from New Jersey, and two or three other recusants who held the majority of their party up on this question, threatening to defeat the tariff bill if free coal was in it. Rather than lose the tariff bill altogether the Democrats agreed—were, indeed, compelled—to retain the coal duty. Mr. Aldrich knew this, but in the face of it he suppressed a fair statement of the case, and represented the bulk of the Democratic party as being opposed to free coal, when it was patent that it was favored in that quarter.

Mr. Vest effectively exposed this essay in misrepresentation on the part of Mr. Aldrich when he came to reply to the speech of the Rhode Island Senator.

"We wanted to put free coal in the tariff bill of Mr. Cleveland's Administration," he said, and then turning to the Republican side of the chamber, and directing his remark straight at Mr. Aldrich, he added, "but the same interests which you now represent held up the Senate then as they are doing today." The effect was withering to Mr. Aldrich, who attempted no reply or explanation, but sat mute in the face of his exposure. But Mr. Vest did not stop here. He went on further to declare in his most incisive manner of arraignment of those who had foisted high protection upon the country and refused to modify it even to relieve distress like that caused by coal conditions:

> I have had occasion to say, and I repeat it deliberately, the tariff is an interdependent mutuality of greed. When you once establish it it is established for all time to come, never to be reduced if it is possible to prevent reduction. The protected industries are like a brood of English sparrows. When one gives a cry of distress the air is darkened with the whole brood rushing to its rescue.

Mr. Vest, though suffering so much from physical exhaustion caused by his speechmaking that he is compelled to remain in bed for 48 hours after one of these efforts, persists at the end of that period in returning to the work again. The last time he engaged in it he was compelled to be assisted by an attendant on either hand as he took his place upon the floor. In this condition, however, he continued to fulminate against tariff abuses and to appeal for fair treatment of the people who were suffering from their effects. Said we not truly that his is a sublime spectacle!

Governmental Extravagance.

Pittsburg Dispatch.

When the President found it necessary in his annual message to condemn the growing tendency in Federal departments to publish documents for which there was no public demand, no justification and no necessity, and to recommend that nothing should in future be printed unless it had some permanent value, it became evident that the extravagance in this function of administration had become a dangerous abuse. Details are now furnished showing the Department of Agriculture to be one of the chief offenders. During the year this department issued 757 different publications, with an aggregate of over 10,000,000 copies, illustrated with costly engravings that recalled the famous Pennsylvania Bird Book. The total cost, exclusive of the Weather Bureau publications, amounted to over $1,000,000, of which only a little more than a tenth was spent upon farm bulletins. The rest represented "dough" for the use of Senators and Representatives in distribution among their constituents "where it would do the most good." Taken in connection with the abuses in the distribution of free seeds it is clear that there is room for very vigorous pruning in the Agricultural Department.

Congress and Coal.

Philadelphia Record.

Representative Jenkins, of Wisconsin, has offered a resolution calling on the judiciary committee to report to the House as to the power of Congress to take possession of all the coal mines and deposits, all lines of transportation and agencies of commerce, and, if it shall believe the power and the emergency to exist, to report a bill providing for the seizure of all this property. If Mr. Jenkins were a young Populist from Kansas or Oklahoma his resolution would not justify even passing reference; but he is chairman of the House judiciary committee, a Wisconsin lawyer, 60 years old, and is serving his fourth term in Congress, and he has said that Congress has no power to go beyond the anti-trust law of 1890 in the regulation of trusts without a Constitutional amendment. There may be some emergency in the Chippewa Falls district to account for this resolution, or there may be something in Mr. Jenkins' mental condition.

The Smoot and Roberts Cases.

Chicago Record-Herald.

The election of Reed Smoot as United States Senator from Utah will present a very different problem from the one involved in the Roberts case. Roberts was a polygamist, and was prevented from taking his seat in the House on the ground that he was a lawbreaker. Smoot, it is said, is not a polygamist. The record will show merely that he is a Mormon and an apostle of the Mormon church. If this is the limit of the proof against him it is clear that the task of preventing him from taking his seat or of unseating him would encounter obstacles much more serious than any that Roberts could devise. For the question raised would be whether a Mormon is barred by his religion instead of by social practices that are contrary to the laws and customs of the country.

SPIRIT OF THE NORTHWEST PRESS

Fair Is Worth Doing Well.

Independence Enterprise.

The Enterprise favors a liberal appropriation by the state Legislature for the Lewis and Clark Exposition. The opposition to an appropriation little thinks that we are asking our sister states and private capital for liberal appropriations and we cannot be niggardly in the matter. Anything worth doing is worth doing well.

It Is Still Complaining.

Roseburg Review.

If an appropriation of $500,000 is made for the Lewis and Clark Fair it will mean that $8625 will be added to Douglas County's state tax each year for the years 1904 and 1905. This is equal, each year, to one-third of the amount of state tax now paid by this county. Our people would rather see at least $100,000 of the proposed appropriation devoted to educational purposes.

Strong for Wilson.

Tacoma Ledger.

John L. Wilson is the man of the hour. He can be depended upon to stand for Washington. In every part of the state there is tangible evidence of what he accomplished before. In his former term there had not arisen the necessity of combat with the allied powers of California and Oregon, which is now a living issue, and the people of Washington would feel safe if they knew that Senator Wilson was at the capital, alert, purposeful, shrewd, his energies devoted to the grand young state in which he takes pride.

Obligations on City and State.

South Bend Pilot.

The Oregonians' New Year's annual is all that might be expected from that great paper. As a matter of fact much is always expected from that source and there is never any disappointment. The City of Portland, the State of Oregon, and in fact the whole Northwest is under greater obligations to The Oregonian than they can ever repay. The statistical and descriptive matter in the New Year's Oregonian, if the paper is intelligently distributed, will greatly increase the wealth and population of the Northwest.

Which Should Be the "Two."

Weston Leader.

Most people will agree with Governor Chamberlain that two normal schools in Oregon are sufficient. As to which particular two are superfluous, however, there is apt to be a difference of opinion. 'Twould be difficult to convince Drain and Ashland that elimination of their state schools would further the ends of economy and utility. Yet if two only are maintained, logic points to Monmouth and Weston as the survivors. Both east and west of the great dividing line of the Cascades, there would then be one good state normal.

Big Year for Eastern Oregon.

La Grande Chronicle.

Oregon has made great progress during the year, additional stamp mills and reduction machinery of all kinds having gone to the state. Around Sumpter alone it is estimated that there are at least 400 stamps dropping. The Golconda property has again entered the shipping list to be the extent of sending out its weekly quota of bullion. In the Greenhorns it is said there never was so much activity as there is at present. Everyone seems to be stimulated with the idea that the year 1903 is to be the greatest in the history of Eastern Oregon. In fact every possible sign points that way. The entire country is well known now from the Pacific to the Atlantic, and thousands have it in view, many of whom will head this way when Spring opens so that traveling is easy.

Russia's Big Outgo and Income.

Chicago Record-Herald.

The estimates of the Russian government for the ensuing year include an ordinary expenditure of $940,202,614 and an extraordinary expenditure of $85,631,121, or a total of $1,025,833,735. This sum is larger than the National debt of the United States and calls for a larger revenue than is raised by any other country of the world. England, under stress of the Boer War, has increased her annual expenditures to about $900,000,000, but the situation is abnormal, and before the war the amount was considerably under $600,000,000. France requires something like $700,000,000 annually, and including postoffice expenditure and interest payments the United States has approximated that figure. Germany's account is less than $600,000,000.

Russia does not rank with any of these powers as an industrial nation, but it is evident that she must have great resources in order to keep up her present gait and continue solvent, and it appears that to care for the estimated expenditures she has estimated revenues of $948,516,339, a surplus of $8,313,724, an extraordinary revenue of $1,250,000 and a treasury reserve of $80,067,397. In glancing over a statement of the estimated revenues of the last year the largest items are seen to be: Under the head of indirect taxes, customs duties, 205,732,000 rubles (the ruble being worth about 51.5 cents); under the head of state monopolies, sale of spirits, 462,808,000 rubles; under the head of state domain, state railways, 396,070,000 rubles. There are direct taxes on land and forests, a considerable sum is raised from trade licenses, from stamp duties, from mines, posts and telegraphs and from divers other success, so that a complete enumeration would be a long one.

It is to be noted also that part of the expenditures, as this description of the revenue shows, go to productive investments. A large income is derived from the state railroads, and no doubt the money that is still pouring into the great Siberian transcontinental line will ultimately yield a return.

The Anglo-German Alliance.

New York Times.

With the bluntness of a British seaman Admiral Lord Charles Beresford gives the real meaning of the Anglo-German alliance in the interview to which he submitted on his latest arrival on these shores, and dusts off the false pretenses in which it has been officially enveloped:

> No sensible person believed that Germany and England started out to settle a debt. It was an attack on the Monroe Doctrine. England and Germany had an idea that they had a grievance against Venezuela. No doubt they had, but the situation was absurd. I do not wish to criticise Germany, but I think that England made a big mistake in consenting to the alliance.

The opinions of this British Admiral on this question we believe to be the opinions of the British people. We know them to be the opinions of the American people. Considering the importance which British statesmen have of late attached to a good understanding between the United Kingdom and the United States, and the unmistakable actions by which they have testified British good will to us, the committal of Great Britain by Lord Lansdowne and Mr. Balfour to what Lord Charles Beresford accurately describes as a joint attack with Germany on the Monroe Doctrine fills Americans with a mixture of sentiments in which wonder is the chief ingredient. We fail to understand it, and we do not like it. All the more do we like such outspoken dissent from it as that which this British Admiral expresses.

Men Who'd Cut the Tariff.

Philadelphia North American.

When the "captains of industry" begin chipping away at both sides of the Dingley wall of ultra-protection, it would seem as though the common people might be pardoned for trying to "open the tariff question." This week it is President Hill, of the Northern Securities Company, and Charles T. Yerkes, the street railway builder, who have set the splinters flying. Mr. Yerkes, fresh from London, declares emphatically that "high prices maintained by tariff-fostered trusts are ruining American foreign trade." President Hill, speaking "not as a free trader by any means," protests against the narrowness of the protectionists who opposed reciprocity with Canada.

NOTE AND COMMENT.

The prima donna is justified in putting on a good many airs.

Put your trust in New Jersey—if you want it well cared for.

If publicity would really hurt the trusts it seems to us that some of them would already be limping.

The man whose parents ran a boarding-house doesn't remind his wife how his mother used to cook.

Those two Colorado Legislatures will rank as standing bodies if they keep on unseating each other.

Whether it is easier to live within one's income or without one will ever be the great human problem.

A man who can't open his jaws has been sent to Bellevue Hospital. Why not send such men to Congress instead?

He may have trouble when he gets there, but Apostle Smoot will go down to the Potomac with a big majority any way.

Unless San Domingo changes its tactics and becomes good Uncle Sam may send a little beneficent assimilation down that way.

Senator William E. Mason says that he never really ought to have gone to Congress. This seems to make the matter unanimous.

If Senator Quay has the pull he is credited with he may be able to drag his omnibus statehood bill out of the Senate committee.

In the way of complimentary votes the members of the Multnomah delegation may now give return for a whole lot of past favors.

It's strange that the anarchists who want to get rid of young King Alfonso haven't thought of sending him a box of doctored candy.

If all that we have heard about Bremerton be true we tremble to think of what will happen when Captain Richmond Pearson Hobson reaches there.

The debate as to whether "ill" is a better word than "sick" continues to rage in the Eastern newspapers, but it arouses no interest in the man in the hospital.

Now the Denver Republican is becoming unkind. It says that the Omaha safe-blowers who got 30 cents for an all-night job probably agree with Mr. Bryan that this prosperity is not all it is cracked up to be.

Charles Frohman, who owns and manages almost all the theaters and theatrical organizations in the world, says that he is in need of new attractions. Usually we are diffident in the matter of offering advice, but we cannot help but suggest the immediate drawing powers of a quartet made up of the Sultan of Morocco, President Castro, the Crown Princess of Saxony, and the late Postmistress of Indianola.

The American-Hawaiian steamer Texas, which arrived at San Francisco late Tuesday night, made the run from New York in record time, taking 47 days and five hours for the voyage. The actual steaming time was 46 days and 17 hours, a brief stop having been made in the Straits of Magellan. The best previous record was 55 days, made by the Californian, of the same line. The Texas is on her maiden voyage, having been built last year.

Driven to desperation by the losses of stock as a result of the depredations of mountain lions, the ranchers and stockmen of Northern Montana are organizing an immense drive, which will be, perhaps, without a parallel in Western history. The recent blizzard and intense cold have forced the animals from their mountain lairs into the valleys below in quest of food. It is proposed to have about 100 men engaged in the chase, and from different points they will proceed toward a common center, which will be some mountain basin. Into this trap the lions will be driven and then picked off by the marksmen.

The Judge, the Sheriff, the Coroner and the Chief of Police of Red Gulch were enjoying a little game of poker. The pot was large and there was considerable excitement. The Judge called the Sheriff, who casually remarked:

"I hold four aces. What do you hold?"

"I hold a bowie-knife," promptly returned the Judge, as he perceived a fifth ace in his own hand.

"And I hold a gun!" exclaimed the Chief of Police as he realized that he was not entirely destitute of aces himself.

The Coroner quickly dived under the table and waited. Presently, when the smoke of battle had been cleared away, he crawled out.

"I hold an inquest," he commented, "and I guess that takes the pot."

The following rules are said to have been adopted by a new street railroad company in Cardiff, Wales:

> Thou shalt not use cuss words or swear,
> Or play sweet music on the air.
> Or give out tracts or ask for alms,
> Give way to cards or such like charms.
> When drunk thou shalt in nowise ride;
> No dog or beast shall with thee bide.
> Thou shalt not cut or scratch thy name,
> Defile the car, deface the same.
> Thou shalt not smoke, thou shalt not spit,
> No antics, mind, but merely sit.
> Don't try to boss or interfere,
> Or show the driver how to steer.
> Just sit you down and take your rest—
> The men must know their business best,
> And keep your hands off curious things,
> The trolley rope, the bell that rings.
> Upon or off a moving car
> Thou shalt not jump, so, friend, beware,
> Nor carry gun or dangerous thing,
> Nor with disease that risk may bring.
> Pay up, nor grumble at the fare,
> Before you quit or leave the car.
> Such is the law, don't say it nay;
> There's fines for those who don't obey!

PLEASANTRIES OF PARAGRAPHERS.

He—Yes, darling, for your sake I would meet death in any form. She—Will you ride on the elevated from 5 to 6 P. M.?—Life.

Doctor—Have you heard of Mr. Blank's death? Friend—No. Are you sure he's dead? Doctor—Positive. I treated him myself.—Chicago Daily News.

Wilson—How is it that your feet are never pointed toward the clubroom nowadays? Samson—Guess it's because I'm not club-footed.—Boston Transcript.

Aunt (ending an exciting story)—"And when she had said this the bad fairy disappeared in a cloud of smoke and flame"— Niece (eagerly)—I know, auntie—in an automobile!—Judge.

"Doesn't it give you a terrible feeling when you run over a man?" they asked him. "Yes, if he's a large man," replied the automobilist. "It gives me a pretty rough jolt sometimes."—Chicago Tribune.

Grumpp—Is there such a thing as a Pianists' Union? Regester—I never heard of one; why? Grumpp—I thought if there was one I'd like to call it to the attention of the young woman next door and get her to join. She works at her piano more than eight hours a day.—Philadelphia Press.

"I am glad to note," said the friend, "that gambling is a vice that has no temptation for you." "None whatever," answered Senator Sorghum. "I am unable to find any excuse for a man's risking his money when there are so many sure things lying around begging for attention."—Washington Star.