## The Oregonian.

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TODAY'S WEATHER-Partly cloudy and

zemer; westerly winds. YESTERDAY WEATHER-Maximum ten perature, 63 deg.; minimum temperature, 47 deg.; precipitation, 6.24 inch.

PORTLAND, THURSDAY, MAY 7, 1903. MADISON REPUDIATED STATE SU-PREMACY.

A new "Life of James Madison," by

Gaillard Hunt, makes clear that President Madison did not believe in the state-supremacy doctrines of nullification and secession. The famous Kentucky resolutions of 1798 were drafted by Jefferson; Madison had no hand in preparing the Kentucky resolutions and ver saw them until after his own resolutions had been introduced in the Virginia Legislature, Kentucky, in its resolutions, went further than Virginia Of the eight resolutions drafted by Madison and adopted by the Virginia Legislature, it is the third which raises the question whether Madison can be fairly held to have sanctioned in advance the nullification doctrine subsequently proclaimed by South Carolina This resolution declared that the Virginia Assembly viewed the powers of the Federal Government as resulting from the compact to which the states are parties, as limited by the plain sense and intention of the instrument constituting the compact, as no further valid than they are authorized by the grants enumerated in that compact, and that "in case of a deliberate, palpable and dangerous exercise of other powers not granted by the said compact, the states who are parties thereto have the right and are in duty bound to inter-

While the Hartford Convention of 1814 in its report uses the singular noun the Virginia resolutions used the plural "states." The Hartford Conson repeatedly protested that his reso-lutions contemplated nothing of the sort, and maintained that South Carolina's nullification doctrine was an absurd deduction from the Virginia reso lutions. What Madison had in view was concerted action by the states to secure repeal of obnoxious laws, like the "alien and sedition laws," enacted under President John Adams' adminis tration. In his Virginia resolutions Madison sought to enunciate as a primary principle the sovereignty of the American people over their Constitution. Madison held that no state could at will secode from its constitutional compact with the other states; the others must consent or there must be "an abuse of the compact absolving the seceding party from the obligations im-

pose for arresting the progress of the

evil, and for maintaining within their

and diberties appertaining to them.

ctive limits the authorities rights

Madison said that United States Sen ator Edward Livingston, of Louisiana, in his speech of March 15, 1880, expressed his views when he said that nullification by a single state was not implied by any right of sovereignty, "was not warranted by practice or con temporaneous exposition, nor implied by the true construction of the Virginia resolutions of 1798." In his last message to his fellow-countrymen, which was found among his papers after his death, Madison said: "As this advice, if it ever see the light, will not do so till I am no more, it may be considered as issuing from the tomb, where truth alone can be respected and the happiness of man alone consulted. . . . The advice nearest to my heart and deepest in my convictions is that the union of the states be cherished and perpetuated."

## A DEAR OLD CHESTNUT.

The deceased wife's sister's bill, now before the British Parliament for the sixteenth time, will probably fail, as it always has hitherto, through the opposition of the clergy of the Anglican Church. In the House of Lords, while the bill has always commanded the support of Lord Dalhousie and a number of other influential peers, and always obtained the support of King Edward when he was Prince of Wales, it was defeated by the influence of the

bishops, who voted and spoke against it. It is difficult for an American to understand why a man should not marry his wife's sister. On the contrary, when the man is left with young children to bring up, it is natural, other things being equal, that the man should prefer to make his wife's sister his second wife. If he was fond of his first wife, he would naturally be strongly drawn to her sister by ties of previous intimate acquaintance and full knowledge of he character, and the sister, as a wife, would naturally feel affection for her dead sister's children, to whom, of course, she would not come as a stranger or offensive successor to their per's place. As a matter of fact.

such marriages are generally happy unions, both for the father and the chill

One of the ancient reasons for the prohibition against marriage to the wife's sister was the stupid notion that the sister, by this prohibition, was less likely to intrigue against the happiness or possibly the life, of the wife. This view was absurd, as a woman depraved enough to abuse such an opportunity would not hesitate because she could not be her sister's legal successor. nearness of her association with her sister's husband and children would increase the ties of natural family affection on all sides, unless she was an abnormally depraved woman, and that event she would be sure to break up the home without any thought as to whether she could become a wife or only remain a mistress.

The opposition of the English clergy rests upon ancient ecclesiastical prohibition of such marriages. Lord Dalhousie, who for many years was the champion of this bill, sent a circular letter to the Governors of our states and the editors of our leading newspapers, inquiring whether instances of men who had married the deceased wife's sister were frequent, and whether they had been fairly happy unions.

MR. HILL'S ORIENTAL TRADE. From no other source since the discovery of the Klondike riches has Seattle received such generous advertising as has been given her by the two mammoth steamers which Mr. Hill is building at New London. Columns and pages of literature, romance, and occasional fact, have been printed about these steamers, and the manner in in which they would put every other Pacific Coast port out of the running so far as Oriental trade was concerned. Now, with the big steamers nearly completed and ready for business, it would be strange frony of fate if "poor old Portland" should reap greater benefits from their operation than will be received by Seattle. And yet this is unquestionably what will happen if the announced plans of Mr. Hill are carried

The establishment of unnatural trade conditions by the Great Northern magnate, as presented in detail in yester day's issue of The Oregonian, cannot fail ultimately to bring about a readjustment of freight rates throughout the Pacific Northwest. Mr. Hill tells us that his big liners Dakota and Minnesota were constructed for the purpose of giving the people of the states whose names they bear a new outlet for their grain and flour, and has promised a rate so low that they will be independent of the Liverpool market. Had the famous merger stood the test of the courts, the few remaining competitive lines in the Pacific Northwest would have been quietly added to the galaxy of railroads under one management and Mr. Hill would have had a freer hand in making any kind of a discriminatory tariff he saw fit to force on the people of the three states. The merger has failed, however, and with it has gone glimmering some of the hopes

It is within the range of possibilities that these record-breaking steamers will be placed on the run between Puge Sound and the Orient, but if they are placed on that run and carry Dakota and Minnesota wheat and flour to the Orient, Portland, and not Seattle, will be the gainer by their presence. It will be demonstrated to Mr. Hill that he cannot displace Oregon and Washington millers in the Oriental flour trade by a low rate from the East and at the same time charge a higher rate from interior points in these states to tide water. If the Hill roads could force the Oregon and Washington millers out of the Oriental trade, they will not only hanl all of the wheat and flour of thes states to tidewater, but they will haul vast quantities of Eastern wheat and flour to the Orient to supply the trade from which our millers have been driven by a discriminatory rate. This has undoubtedly been the plan on which Mr. Hill has been working, but he has already encountered obstacles which it will be difficult to surmount.

If he persists in making a rate from the East sufficiently low to attract cargoes for his big ships, Portland will insist on a proportionate rate from Ore-gon and Washington points to tidewater, and will bring sufficient pressure to bear to get it. When a "showdown" is forced, as it will be by the maintenance of a \$3 rate from the East. there is no road leading to tidewater in the Pacific Northwest that is so well adapted to hauling freight at low cost as the O. R. & N. Co. Herein lies the advantage of Portland when the final struggle comes, for her road can haul two cars from the wheat fields of Ore-gon and Washington to tidewater at ess cost than either of the Hill roads can haul one car. This will bring the wheat of Oregon, Washington and Idaho to tidewater by the natural route which offers the least resistance, and Portland is the tidewater terminal of that route.

GULF. The announcement of Lord Lans downe that Great Britain would regard any attempt on part of the competing powers to establish a navy base or fortified post in the Persian Gulf as a grave menace to British interests, be resisted by all the means at our disposal, because protection of the sea route to India necessitated British predominance in the gulf," is simply in line with the birthright of any nation to resist any proceedings on part of other nations which are believed to threaten its welfare. If Great Britain is strong enough to make her proclamation respected for all time, it is well with her, but if Great Britain is not strong enough to enforce her will, she will be just where the United States would be if she did not feel able to maintain the Monroe Doctrine by force

of arms against all attempts to violate it. It was clearly our right, as a matter of self-preservation, to order France out of Mexico. But if we had not been strong enough to make France feel that she must not stand on the order of her going, but go at once, it would have been very bad for the United States. Great Britain feels strong enough to enforce her will in the Persian Guif, and she probably feels confident that no power in Europe cares enough about establishing a navy base on the Persian Guif to pay the heavy price of a war with the greatest naval power in the world. There is nothing unreasonable in the determination of Great Britain to protect absolutely her sea route to India. The possession of India from 1757 to the present date has cost her many millions of money. The occupa-tion of the Persian Gulf was finally secured only by a war with Persia in 1857. The Suez Canal was purchased to

perfect this sea route to India. Great Britain naturally says that she will divide the military and naval occupation of her sea route to India with no other power. The decision is natural and just, and probably she will be

able to enforce respect for it.

Great Britain does not interfere with the commercial expansion of the competing powers which are pushing railways to the gulf. She only says that she will not permit the erection fortified port or naval base in those waters. The announcement of Lord Lansdowne has nothing in com with our Monroe Doctrine, except that both utterances rest for justification upon the birthright of every nation to assert and enforce any policy that it believes necessary to national self-defense, self-interest and self-preservation. Great Britain must predominate, if she can, in the Persian Guif, for the same reason that she must pred in the Red Sea. She has held Aden and Socotra, at the mouth of the Red Sea, since 1839, in order to secure her sea route to India, and she has held the straits of the Persian Gulf under her control for many years for the same reason. She will continue to hold them as long as she considers protection of her sea route to India worth fighting for. If Great Britain should ever "bite off any more than she could chew," it would be unfortunate, just as it would have been unfortunate for us if, after ordering France out of Mexico, we had order. Great Britain is acting within her right of self-protection, and is confident in her might to enforce her right.

THE TRANS-CANADA RAILWAY.

E. D. T. Chambers contributes to the April number of the Review of Reviews interesting facts concerning the projected "Trans-Canada Railway," for which the Dominion government has already granted a charter. This line is to run from Roberval, Quebec, on Lake St. John, at the head of navigation on the Saguenay River, to Port Simpson, on Pacific Ocean. This projected line will traverse the wheat and timber lands of Northern Quebec, in the James Bay district, will open up the mineral country of Northern Ontario, cross the center of the wheat lands of the Peace River Valley, and finally reach Port Simpson, on the Pacific Coast, by a pass in the mountains only 2000 feet high. From Quebec to Port Simpson is only 2830 miles, while the distance between the same points via the projected Grand Trunk Pacific Railway extension will be about 3490 miles, and that from Quebec to Vancouver by the Canadian Pacific Railway is 3078 miles. Port Simpson, one of the finest harbors on the Pacific Coast, is much nearer to Yokohama than Vancouver or San Fran-

In event of war between the United States and Great | Britain, the Trans-Canada would be comparatively safe from molestation, being all along its course from 200 to 600 miles from the American boundary. The eastern termini of the road, at Chicoutimi, on the Saguenay, and Quebec, its western at Port Simpson, and Port Nottaway, on James Bay, could be easily defended against all invaders by British fleets. The distance from Liverpool to Yokohama via the Trans-Canada is only 9830 miles, against 12,089 miles via New York and San Francisco. The climate along its route is milder than would be expected in such high latitude. Excellent grain and vegetables are raised at Moose Factory, on James Bay, where the mean Summer temperature is about that of Montreal. All of the route is south of the northern limit of wheat, Where the projected railway is to traverse the Peace River Valley, in Atha basca, is but half way from the boundary to the northern limit of wheat; that is, the wheat belt of Northwest Canada extends as far north from the international boundary as the distance from Quebec to Chicago, and into this wheat belt American farmers are now pouring from our trans-Mississippi Canadian

The Spring in this Peace River country opens as early as down in Winnipeg, 1800 miles to the southeast. The Trans-Canada expects a subsidy for the whole route of \$2200 per mile, to be increased to \$6400 per mile should the cost be in excess of \$15,000 per mile, from the Canadian government, besides 29,000 acres of land per mile from the Provinces of Quebec and Ontario and generous land grants from the other provinces through which the railway is to pass. The Trans-Canada, in support of its request for government aid, urges that their line will be an all-Canadian route, destined to serve Canadian ports at all seasons of the year, while the rival projects, which are also asking government aid, are using Portland, Boston, New York and other American ports for their Winter termini. new bridge now building over the St. Lawrence at Quebec will enable the Trans-Canada road to make use of Hallfax and St. John as Winter ports if those of Quebec should be blocked by ice. The far-northern lands through which this new railway will run are considered worth from \$5 to \$10 an acre when opened up by railway communi-

There are other proposed Canadian ranscontinental lines that will ask for aid from the Dominion government The Canadian Northern is being built from the middle westward and eastward. The nucleus of the system began by the purchase of the branch lines of the Northern Pacific Railway in Manitoba. From Winnipeg the Canadian Northern has already been built to Port Arthur, on Lake Superior, where it connects with lake navigation, which provides it with an outlet to the sea. Westward from Port Arthur the Canadian Northern has now been carried 811 miles to Erwood, a point about 159 miles east of Prince Albert. Another extension to Edmonton is in progress, which will bring the Canadian Northern within 200 miles of the foothills of the Rockles. From Edmonton to Port Simpson, on the Pacific Coast, it is be tween 700 and 500 miles. It is proposed to complete the portion from Port Arthur eastward to the sea by the absorption of the Booth system of rallways from Parry Sound to Montreal and the Great Northern of Canada from Hawkesbury to Quebec. By this linking together of local lines the Canadian Northern expects by 1906 to become a transcontinental line. A Grand Trunk Pacific Railway is also projected, which is to connect with the Grand Trunk Railway in Ontario at Gravenhurst or North Bay. It will be pushed west to Winnipeg, and thence in a northwest-erly direction, touching at Prince Albert or Battleford. It will pierce the Rockies through the Peace River or Pine River Pass, and will find its outlet on the Pacific at Port Simpson or Bute Inlet. There is still another project put forward by English capitalists, who propose to build from Seven Islands Bay,

on the north shore of the Gulf of St Lawrence, to Winnipeg, and from thence to the Pacific.

Less than a quarter of a century ago the Canadian Pacific Railway was undertaken as a fulfillment of the prom ise made in the federal compact of 1867, and also as an imperial military route. Few persons then regarded it as a sound commercial undertaking. The sound commercial undertaking. The Canadian Pacific, the existing trans continental, received in subsidies of all kinds, in money and lands, from all quarters, about \$90,000,000. Today its on stock earns 6 per cent, and its value has been between 130 and 140 upon the New York Stock Exchange for several months past. During the last two years it has found itself unequal to the traffic of the Northwest Territories and the Province of Manitoba, and it is to break this great grain blockade that an other Canadian transcontinental railway is loudly called for and will undoubtedly be built within the next few years. Nothing shows the rapidly growing prosperity of Canada more than the enthusiastic confidence with which these great transcontinental railway projects are supported by the government and the people. They will be built, and when they are completed they will be dangerous rivals to our American lines for trade supremacy on the Pacific, for by the location of the minus the Trans-Canada or the Grand Trunk Pacific will monopolize the enormous and rapidly growing Alaskar

Ex-Lieutenant-Governor Woodruff, of New York, recently declared that in his opinion Grover Cleveland will be the Democratic candidate for President next year. "Mr. Cleveland's attitude." he said, "indicates to me that he is already a receptive candidate for the Presidency, and there appears to be a strong sentiment in his favor among the members of his party. In my opin ion it will be Roosevelt and Cleveland. The Brooklyn Eagle, in a double-leader article, pronounces for Cleveland upon the ground that he is the only Democrat who can defeat Roosevelt. The New York World, in February last, thought Cleveland must be counted in the race, and asked the question, What other Democrat is as strong as Grover Cleveland?" On the other hand it is clear that Cleveland has but few open supporters in the South or South west or Middle West. Alabama favore Gorman, Virginia favors Gorman. It is probable that Gorman rather than Cleveland has "the call" at the South. The Boston Post has hoisted Cleveland's name at the head of its editorial columns. Certainly it will be Cleveland if it isn't some one else, and there is as yet no other probability who is also a possibility. This growth of Cleveland sentiment only tends to make Bryan more desperate and enhances the prospect of continued Democratic harmony of the Kilkenny order.

In the 21 years ending January 1. 1903, there were 3233 lynchings in this country. Of these victims of mob law. 1872 were blacks and 1256 were whites, the color of the remaining 105 not being The average yearly lynchings of blacks was, then, 891/2, and of whites 59. Sixty-one women were lynched, 38 of them colored and 21 white. Not more than 35 per cent of the blacks were lynched for rape, and about 16 per cent of the whites were lynched for the same crime. Only about one-half, or 1684, of these lynchings occurred in the South, most of the remainder happening in the far Western States. There has been a steady decrease in lynchings in the South during the past ten years, owing to the formation of anti-lynching societies and the earnest opposition to mob law by clergymen, influential lawyers and other leaders of public opinion.

Evidence that "race suicide" does not menace the people of the United States except in the imagination of the alarmist attends the President at every stopas any scarcity of school children been noted. On the contrary, children have literally swarmed the President's path by thousands. Even in Santa Fe, the capital of arid New Mexico, children were bountifully in evidence, the cradle being conspicuously represented by the christening of a babe for whom the President stood godfather. It is just as well not to be scared before we are hurt, or to sigh for quantity in population regardless of quality.

The State of Illinois maintains free employment agencies. Some time ago the labor unions secured from the Legislature an addition to the law creating the agencies, providing that they should not furnish help on application to employers whose men were out on strike or a lockout. Because of this addition the Supreme Court of Illinois has judged the whole enactment to be unconstitutional. If state employment agencies are to be maintained, the old law must be re-enacted without the

The promptness with which the smallpox outbreak was met in Crook County, and the vigor and effectiveness with which it was stamped out, represent the triumph of enlightened medical and sanitary methods. Remedial agen cles are for those upon whom the scourge steals unawares and finds unprotected. Preventive measures are for the prudent and enlightened who have demonstrated in vaccination the wisdom that finds in the ounce of prevention more virtue than the pound of cure.

The news was sent over the country from Minnesota at the time of ex-Governor Alexan Minnesota at the time of ex-Governor Alexan-der Ramsey's death that he was the last of the War Governors. The Perland Orsgonian has pounced upon the error, and announces that ex-Governor Prederick Holbrook, of Ver-mont, is the last, which again is not true. Ex-Governor William Sprague, who was Gov-ernor of Rhode Island from 1880 until 1883, is still alive.—Springfield Republican.

There is an old "chestnut" concerning the man who was really dead, but didn't know it, and the poet wrote: "When honor's lost, the man is dead."

As often as Columbia, the successful defender of the America's cup in two international races, spreads her canvas for a trial of speed, loyal Americans go wild with delight. And with good reason, for does she not always give a good account of herself? Does she not demonstrate anew each time the fact that in her construction the genius of Herreshoff reached its summit? Hail,

The death of the proposed new tele phone system at the hands of the Council yesterday easily falls under the head of justificiable homicide. Any other resuit could hardly have been expected in view of Portland's recent costly and annoying experience with two systems. One telephone is better than two

PARTY LOYALTY AND RASCALS.

ics of the Time" in May Century. The excuse for supporting an unscrupu-lous Senator is made in one state on the ground of party necessity, in this case party necessity generally meaning busi-ness necessity. The "honest" manufacness necessity. The "honest" manufac-turere, while privately denouncing in one breath the state's notorious boss Senator— with satisfactory moral fervor and pro-fane persifiage—in the next breath will explain the impossibility of letting his own views be known outside the charmed circle of intimacy because own views be known outside the charmed circle of intimacy, because, as you know, his business is such as to be endangered by any change in party domination. "Of course," he will say, "So-and-so is an intolerable rascal and possibly ought to be in the stateprison, but I am convinced that the prosperity of the country depends upon the ascendency of our party; and because I can't afford, on account of my business to take any changes. I conmy business, to take any chances, I con-feas that, in the circumstances, I'd sup-port the Senator if he were the devil him-self."

self."

In another state the "honest" member of the opposite party will say: "Of course I agree with you, as between gentlemen, that the Senator is an intolerable rascal; that the Senator is an intolerable rascal; but he controls the state machine and is a part of the National machine, and I'm so tired of the abominations of the other party in National affairs that I'm just naturally bound to support the Senator in this campaign. As I am a mightily convinced partism, I am free to confeas that I should support him if the Senator were the personal devil himself, and I sometimes think he is."

So each party sends to represent it

times think he in."
So each party sends to represent it, from each of these two states, not two honest and capable partisans, but one conscienceless boss Senator and a servile tool of the boss Senator. And when it comes to some great and pressing issue, in which, in the broadest sense the good of one party or the other is involved, each of these boss Senators and his tool—having no real principles themselves.

each of these boss Senators and his tool—having no real principles themselves, either of party or otherwise—will be found conspiring with the most conscienceless men under the opposite flag to defeat the honest policies of the conscientious leaders of their respective parties.

Those familiar with modern political history will not find it difficult to make fairly close application of the above remarks to particular instances, perhaps in various directions. The conclusion is irresistible that it would be infinitely better, in the interest of mere particanship ter, in the interest of mere partisanship-to asy nothing of the interests of good government—for these states to send rep-resentatives to the Senate who would honestly by anything, including the principles of the party that sent th

Put Crowe's Humor.

Pat Crowe, who was accused of com-plicity in kidnaping young Cudahy from Omaha, has been at St. Joseph, Mo., for the past three months, while the police have been looking everywhere for him. Finally they heard of his hiding place and tried to catch him, but falled. Crowe wrote the following letter, which was received by the St. Joseph Chief of Polica the next day:

the next day:

French Bottoms, 1908.—Henry Frans, Chief of Police, St. Joseph, Mo.—Dear Str: I notice by the red headlines in a copy of today's paper, plaked up between the powder magazine on Dug Hill and Roy's Branch, that my arrival in the bottoms has been duly noted. I am surprised that a newspaper which forced the Rock Island to restore that train service in 180 days should be so slow about noting the arrival of so distinguished a person as myself. I have been in the bottoms for nearly three months, walting for the frost to leave the ground in order that I might sow my crop of pumpkins. I

that I might sow my crop of pumpkins. I would raise hops this year, but hops are h-I, and I've had enough of that.

I returned three months ago from Bouth America by way of Hores Shoe Lake and Ring's Island. We were shipwrecked on Ring's Island, and were unable to get off until an earthquake drove our wests heek into the in earthquake drove our vessel back into the an earthquake drove our vessel back into the waters. I have not stole a kid for fully six months, and I think I will retire from that business. There's nothing in it but squall. I am not planning to blow up the jail with dynamite, neither do I intend to rob another train. I have been told by my friends that I have been accused of about everything since I left St. Joe, excepting that of trying to lead the life of an honest market gardener, and if you see to it that the newspapers consent to drop my name from the dull day story and pipe dram, I will be in town during the Durbar dream, I will be in town during the De next Summer, and pay my subscripti shelled pumpkins and string beans. Acce-congratulations over your good fortune I ting an increase in salary. Believe me a tried but true soul. P. CRO

The Tramp on the Train,

New York Sun. The secret service men on the President's train seem to have an imperfect understanding of his principles. Friday ht they found a man on the outsid of the vestibule between the baggage car and the club car. After a fight in which he showed pluck and power, they over-came and gathered him. He had his credentials with him, a card showing him to be a member, in good standing, of the Sallors' Union of San Francisco. Technically and temporarily he was a tramp, on his way to St. Paul. Instead of being introduced to Mr. Roosevelt, he was turned over to the mercies of the police at Billings. Thus both the sacred rights at Billings. Thus both the sacred rights of labor unious and some of the hollest of Mr. Rouseveit's feelings were stabbed. This tramp was powerful and strenuous, a "man finat has got the stuff in him." It is an admitted right and privilege of the labor trusts, to which Mr. Rooseveit is so devoted, to take possession of a railroad. Then why this inhos-

sion of a railroad. Then why this inhos pitality, this feroclous resistance to a single member of a labor trust who takes the liberty of riding unostentatiously on the President's train? Irrespective of his right and privilege to ride, his position was sound economically, according to the new political economy. He was not prey-ing upon the President. He was clutching a great corporation, a trust, by the throat and forcing it to carry him. He was making unsarned wealth and soulless monopoly pay his fare.

Besides, he had in him the atult out of which strong men are made. And instead of getting a handshake he got the

Enormous Cost of High Speed.

Baltimore Sun.

The cost of extra knots of high speed was elucidated by recent experiments with a new armored British cruiser, Cape of Good Hope, of 14,100 tons. On her eighthour trial she made a mean speed of 2.05 knots. Her coal expenditure for various speeds was plotted with surprising results. To go from 11.5 knots to 28 knots needed, roughly, 25,000 additional horse power, while the last knot alone absorbed 8,521 horse power. That is to say, to progress from 21 to 23 knots needed ed as much power as the total required to drive the ship at about 16 knots; or, to put it in still another way, the power put it in still another way, the power needed to drive the Cape of Good Hope at rull speed would propel two similar vessels at about 19 knots. The coal consumption at full speed was, roughly, 25 tons per hour: at 19 knots about 11 tons per hour. Again, at full speed the ship would steam 0.35 knot for each ton of coal burned, while at 19 knots the distance would be double for a similar consums tionsof fuel.

Just Who Are Gentlemen.

New York World.

When Tweed signed the prison register he recorded his occupation as "states man." Al Adams, the policy king, has just given his as "gentleman." If we just given his as "gentlemam." If we take proper advantage of our opportunities we shall learn in time in the only scientific way what a gentleman really is. We know now that Al Adams is a gentleman, for he says so himself. We know that "Reggie" Vanderbilt is a gentleman, for the same reason. We might gather from these cases that being a gentleman was an occupation, but, on the other band, the Earl of Yarmouth in applying for his marriage license, left the description of his occupation blank. All these mysteries are puzzling now, but they will doubtless become clear when more pages of the social and prison registers give us the materials for a wider induction. CORRUPTION IN ILLINOIS.

St. Paul Pioneer Press vestigation made by a An investigation made by a legislative committee into the charge of attempted bribery made by Speaker Miller, of Illinois, against the advocates of the Mueller municipal ownership hill, shows, according to the Chicago Tribune, that not only was there no such attempt at bribery, but that the whole achieme of railroading through the whole acheme of railroading through a bill favoring the pretensions of the Chicago Traction Company to a 30-year franchise was concocted by the Lorimer "machine," operated by Boss Lorimer, Governor Yates, Lieutenant-Governor Northcott and George W. Hinman. Speaker Miller was their weak ineffective tool. When brought to book before the committee he is said to have confeased to the facts above stated, and because of the pressure above stated, and because of the pressure under which he acted the investigators seem to have dealt leniently with him. This last development of the evils of cossism in Illinois almost swerves the Chicago Tribune from its allegiance to the Republican party in its state organiza-tion, since the party is responsible for the "shamelessness" of the men whom it has "shamelessness" of the men whom it has advanced to high position in Illnois. The Tribune advocates the defeat of the Re-publican judicial "state" placed in nomination by the Lorimer machine for the elec-tion soon to be held, and recommends the the Democratic nominees as "unquestionably superior in point of character and

fitness to the Republican ticket." will purify the atmosphere in Illinois, or anywhere else. Men who dare to steal power from Republican voters by using the party uniform as a disguise, while contemplating schemes of corruption and plunder with which neither Republicanism nor Democracy have any connection should be turned down by an avalanche of independent votes. Nothing involves so much of peril to Republican success, in contest where the principles the party are really involved—those the control of Congress and the Predency-as condoned rottenness in state and municipal organizations and the wear-ing of the party badge by shameless

> In Other Respects, Etc. New York Evening Post.

"The History of Oregon: The Growth of an American State," by Horace S. Lyman (New York: North Pacific Publishing Society), is a pretentious work in four volumes, patently defective at every point. It is prolix, poor, and ungramma ical in style, destitute of grasp and sense proportion, with no chronological the table of contents. The meager index is not analytical. The opening sentences are orphic: "This history of Oregon is in response to a demand, as public events of great significance are approaching. The editor has tried "to group subject so as to recognize the grand order of time; and also the conclusions of Provi-dence." He has also held himself in: "With the rise and development of the United States as a whole we cannot linger here," he says, (at the beginning of volume II; but by a less praiseworthy for bearance he compresses the romance and drama of Oregon's railroad connection with the East within seven pages. In his lucid phraseology, "no minute, or even a general sketch of the labors and strug-gles, involving men and political parties, and developing all the excitements and even the hostilities of actual warfare can be entered into here. This is a theme for the character student and the sociolo-gist." Jay Cooke is ignored in text and index, and the queer bibliography for volumes III and IV contains no mention of any work relating to the building of the Northern Pacific Rallway. This is history with a vengeance.

Painting a Dark Picture.

The Nation.

That crims of bribery, electoral and legislative, is on the increase in this country, we have an accumulation of painfully convincing evidence. One deep of shame answereth unto another—Rhode Island to Delaware, Albany to Harrisburg, St. Louis to New York. Men whose right hands are full of bribes sit in high places of government, so about the streets places of government, go about the streets with heads erect, are in good repute in society and often in the church. Yet they are confessedly making the very pillars of our public life rotten. Popular elec-tions they are turning into merchandise and rendering the so-called "will of the people" as expressed at the polls a thing for corruptionists to sneer at even while they manipulate their purchased voters.

Washington Times.

There is no mistaking the significance of the comparisons made by the Chief of the Bureau of Statistics, O. P. Austin, of the importations of the chief drugs during the last five years. Of medicinal opium we imported in 1898 72,387 pounds, in 1992 the imports reached the appalling total of 548,674 pounds, or between seven and eight times as much. The importa-tions of morphia and salts rose from \$35,659 in value in 1808 to \$36,559 in 1902. those of cocaine and salts in the same period from \$59,660 to \$254,704, and those of optum and morphia from \$850,600 to \$2,549,421 in the same time.

Reciprocity With Canada.

Minneapolis Journal. It is supremely important that our Government should take up the reciproc-ity negotiations with a determination to accomplish something while the Government at Ottawa is friendly. Indifference on the part of the United States now may drive even Sir Wilfrid Laurier's gov-ernment into a retallatory policy, and if the Conservatives should come into power reciprocity would be hopeless because th Canadian government would be indiffer

The Ocean.

The Ocean.

Lord Byron.

There is a pleasure in the pathless woods, There is a rapture on the lonely shore. There is society, where none intrudes, By the deep sea, and music in its roar; I love not man the less, but nature more, From these our interviews, in which I steal From all I may be, or have been before, To mingle with the universe, and feel What I can ne'er express, yet cannot all conceal.

Roll on, thou deep and dark blue ocean, roll! Roll on, thou deep and dark blue ocean, roll!

Ten thousand fleets sweep over thee in vain;

Man marks the earth with ruin—his control

Stops with the shore, upon the watery plain.

The wrecks are all they fleed, nor doth remain

A shadow of man's ravege, save his own,

When, for a moment, like a drop of rain,

He sinks into thy depths with bubbling groan,

Without a grave, unknell'd uncomind and Without a grave, unknell'd, uncoffin'd and unknown.

His steps are not upon thy paths—thy fields Are not a spoil for him; thou dost arise And shake him from thee; the vile strength

For earth's destruction thou doet all despise. Spurning him from thy bosom to the skies. And send'st him, shivering in thy playful spray,
And howling, to his gods, where haply lies
His petty hope in some near port or hay,
And dashest him again to earth—there let him

lay.

The armaments which thunderstrike the walls Of rock-built cities, bidding nations quake And monarchs tremble in their capitals, The oak hwinttens, whose huge ribs make Their clay creator the vain title take Of lord of thee, and arbiter of war—These are thy toru, and, as the anowy fiske, They melt into thy yeast of waves, which mar Alike the Armada's pride or spoils of Trafaigar. Thy shores are empires, changed in all save

theeAssyria, Greece, Rome, Carthage, what are theg?
Thy waters wash'd them power while they were tree,
And many a tyrant since; their shores oney. The stranger, stave, or savage; their decay. Has dried up realms to deserts. Not so thou, Unchangeable, are to thy wild waves' play; Time writes no wrinkle on thise saure brow; such as creation's dawn beheld, thou rollest now.

NOTE AND COMMENT.

Yes, gentle reader, Teddy will teddycate the Lewis and Clark monument.

The Tacoma women's clubs will federate. Next they imprecate, and then will

Mexico has succeeded in floating a loan of \$35,000,000. For a country so dry, our Southern neighbors did pretty well.

> The coal companies now admit that they had a combination. Just as though the public didn't know it all the time

> Tom Platt has announced that he will oppose the nomination of Low. Opposing has always been Platt's long suit. Now that the Sundays are so nice and

> warm some of us are wondering why the pastors do not inaugurate a little strike. The pretender to the throne of Morocci has been killed again. He seems to be

> a firm believer in the old adage, "If you

don't succeed, die again." The reception committees in San Francisco are fighting to see which shall greet the President first. There seems to be a mite too much strenuosity in this.

The small part of the Government left at Washington appears to be enjoying itself discovering frauds. So far it seems to be a pleasure that harms no one.

A President down in Nicaragua is working the Castro game, and the people are so well pleased that there is rumor that he will not be beheaded, but only imprisoned for life.

Two men in Dakota have had a row because one man refused to take a loan from the other. One was shot and killed and the other is dying. This seems a very peculiar way to refuse money.

Holmes and Longfellow divide the Atlantic's May installment of J. T. Trowbridge's "My Own Story." This of Longfellow is apparently new:

Longfellow was accustomed to receive all sorts of people, some of whom sought him out for the most whimsical reasons; like the English visitors who said to him with astounding frankness, "As there are no rulns in this country, we thought we would come and see you."

The best dressed men in New York are the Wall-streeters. There is one young member of the Stock Exchange who is famous for his clothes. He has a wardrobe in his private office and changes his suit three times a day-at 10, at room and at 2 o'clock. A busy session on the floor will wreck any suit. Most of the brokers wear an old office coat in the shuffle and turmoil, and there is scarcely an active member but has an extra pair of trousers to put on after the close of business. Scores of little tailors in the financial district make a good living pressing trous ers at 50 cents a pair.

At one of the New York theaters they are playing a piece called "A Fool and His Money." A preacher from Wisconsin was visiting Gotham last week, and in passing the theater one evening was cur ous to know if the play conveyed the proverbial lesson suggested by its title, Stepping up to the box office, he inquired regarding the matter. "I think," said the suave party behind the grating, "that the moral of the piece is that the fool and his money gather no moss. It will cost you \$2 to find out exactly." The preacher murmured "Thank you" and withdrew. He tells the story himself.

The Eastern papers are printing a story about the Rev. James C. Bradley, a young preacher of Guthrie, Okla., who made a funny silp of the tongue a couple of months ago, but is very glad of it now. He was leading the service at a young people's meeting, and in the course of his prayer he said: "O Lord, give us clean hearts, humble hearts, pure hearts, sweet hearts." The last caused a titter which nearly broke up the service. After the meeting was over one of the young sisters jokingly inquired if he really meant it. Her question gave him an opportunity to plead a suit he had feared to suggest hitherto, and the culmination of his odd mistake in the pulpit came in the union last week to the girl who had joked him about it.

> The Safe Course. Omaha Bee.

The only safe course for employers of labor to pursue is to grapple with the labor problems on rational lines, recogniz-ing labor organizations as fixed facts and pursuing a policy of mutual concession and concillation rather than a policy that would force organized labor to fight for its life, would inevitably subject the bread its life, would inevitably subject the bread winners to privation and suffering and expose the city to al the horrors incident to a labor war. In the language of the New York Times "There is room for employers' associations and they are cap-able of great usefulness if wisely planned and conservatively managed. Diplomacy will serve the purpose of employers much better than fighting; to do what is right and just and generous is a much more and just and generous is a much mor useful reputation than that to acquir peace by fighting for it."

Guilt the Only Protection

Washington Post.
New evidence which has been discovered indicates strongly that a man who was recently executed in New York was innocent. This little inadvertance on the part of the authorities, in connection with other inte occurrences, suggests that the best protection against the death chair in that state is suilt. in that state is guilt.

Two Occupations Dull.

Indianapolis News.
With Mr. Morgan and Mr. Carnegie both out of the country, it looks as if things would be a bit dull in the merger and philanthropy business for a while.

A Song of Motton. New York Sun.

By the mountain lone roaring.
By the Last of the Buffaloes snori By the red-eyed geysers pouring, Biff. bank, hip, hip, hurroo! I love to go exploring To the bank of the bold bazoo! By the torrents that blowlate and bellow, By the cascades that clatter and dash; By the cowpurchers, runful and mellow. That blench not their breifren to hash; O hell, and O bell, and O bello!

I'm the voyager busy and brash By the steers infuriate to trample,
By the canyons colonial of jaw,
By the mountain chains, breathless and ample,
Where I used to eat grizally bear raw,
By the hunters of whom I'm a sample,
By the trembling pappose and the squaw;

By the rivers tumultuous or muddy.

By cataracts that blather and blart;

By the sumsets glorious and ruddy,

By the sage brush and alkalt tart;

By beef sandwiches streaming and bloody,

By the poems and tales of Bret Harts;

By the bells and whistles saluting, By the shrick of a thousand bands;

By committees tempestuously rooting. By deserts and sun-smitten sands, Away I go, houting and tooting. In the heart of my own Western 1

By the lordlier range and the room
Of my West, where I leap up and loom,
By the roar and the chan of my Boom,
Resisties, a trumpet of doom,
O. I love to whim, subbouring
My soul. like a garner hot,
And to show the cruwds adming
That Fm JOHNNY ON THE SPOY,