The Oregonian.

Entered at the Postoffice at Portland, Oregon REVISED SUBSCRIPTION RATES. By Mail (postage prepaid, in advance)
Daily, with Sunday, per month
Daily, Sunday excepted, per year
Daily, with Sunday, per year
Sunday, per year
The Weakly, per year
The Weakly, per year
The City Subscribers—

To City Subscribers— Daily, per week, delivered, Sunday excepted 15c Daily, per week, delivered, Sunday included 20c POSTAGE RATES. United States, Canada and Mexico-

News or discussion intended for The Oregonian should be addre

in The Oregonian should be addressed invaria-hly "Editor The Oregonian." not to the name of any individual. Letters relating to adver-tising, subscription or to any business matter should be addressed simply "The Oregonian." The Oregonian does not buy poems or stories from individuals, and cannot undertake to re-ture any manuscripts sent to it without solici-tation. No stamps should be inclosed for this

Durpose.

Eastern Business Office, 43, 46, 45, 47, 48, 48

Tribune building. New York City; 510-11-12

Tribune building. Chicago; the S. C. Beckwith

Epscial Agency, Eastern representative.

For sale in San Francisco by L. E. Lee, Palsce Hotel news stand; Goldamith Bros., 236

Builter street; F. W. Pitts, 1008 Market street;

J. K. Cooper Co., 746 Market street, near the

Falace Hotel; Foster & Orear, Ferry news

stand; Frank Scott, 89 Elils street, and N.

Wheatley, 818 Musion street.

Wheatley, 813 Mission street.

For sale in Los Angeles by B. F. Gardner,

For sale in Los Angeles by B. F. Gardner, 259 South Spring street, and Oliver & Haines, 260 South Spring street.

For sale in Kaneas City, Mo., by Ricksecker Cigar Co., Ninth and Walnut streets.

For sale in Chicago by the P. O. News Co., 217 Dearborn street, and Charles MacDonald.

65 Washington street.

For sale in Omaha by Barkalow Bros., 1612 Farmam street; Megeath Stationery Co., 1305 Farmam street.

For sale in Ogden by W. G. Hind, 114 25th treet, Jan. H. Crockwell, 242 55th street.
For sale in Salt Lake by the Salt Lake News
Do., 77 West Second South street.
For sale in Washington, D. C., by the Ebbett

For sale in Wannington, D. C., by the Edward House news stand.

For sale in Denver, Colo., by Hamilton & Kendrick, 806-912 Seventeenth street; Louthan & Jackson Book & Stationery Co., Fifteenth and Lawrence streets; A. Series, Sixteenth and

TODAY'S WEATHER-Showers; south to FESTERDAY'S WEATHER-Maximum temperature, 57 deg.; minimum temperature, 25 deg.; precipitation, trace.

PORTLAND, FRIDAY, MAY 8, 1903,

PAILURE OF ARBITRATION.

The reply of the boss painters to the journeymen's offer of arbitration indicutes that no amicable settlement of the labor controversy is yet in sight It is not improbable that the matter now at issue-namely, the working of union and nonunion men side by side might have been submitted to arbitration by the boss painters a month ago, if the unions had consented. If they were in this mind then, they certainly are not now, and the only explanation of their change of front is their belief that they have their cause virtually While the union offer of arbitration, largely owing to the earnest and commendable efforts of Mr. Skemp, reflects credit upon the union's sense of fairness, in creditable contrast to the apparently disingenuousness of the sees in going into conference with their decision determined upon in advance, it must also be regarded, from a strategic point of view, as an indication of weakness. The bosses, least, are serene in their belief that they will win out on the issue of no discrimination between union and non-

From the best information obtainable, must be said that there are many facts going to justify the belief of the bosses that the unions are losing ground. The truth is most difficult of ascertainment, inasmuch as each side in the controversy continues to claim everything in sight and deny most palpable facts. The masters especially have been extremely uncommunicative, barring reporters out of meetings to which they had been promised admit tance, and in general declining to answer questions and treating inquirers with no pretension to civility. Some of these employers seem to regard it as a crime for a newspaper to seek to give laboring man the opportunity to have his side of the controversy fairly stated to the public. While it is known that building operations are being resumed very generally in different sections of the city, no definite and trustworthy statement of number of men employed and volume of materials being furnished can be obtained from any responsible source. It is not an uncommon thing for the very persons who withhold information from reporters or give misleading information to complain bitterly that the papers do not get the

Regardless of the spasms on either side, therefore, the only certainty seems to be that the strike will at length wear to a close from union desertions and importations of nonunion workmen. The evident determination of the employing builders and painters, encouraged by the millmen, is to force the fighting on the point of union and nonunion discrimination. The unions seem at length inclined to submit this issue want an arbitration award. They want a surrender. They are determined to ek out the town until every union in the building trades knuckles under on the union prerogative of striking whenever nonunion workmen are put on a job. For this reason painters are hurled against houses that are not ready for paint, so as to scare off the carpenters, and electricians are crowded off by nonunion carpenters, as they were yesterday at Sixth and Davis.

The millmen are resolved that they will not furnish lumber to any build ing which is in danger of being tied up indefinitely by a strike of union men on account of nonunion workmen being put to work with them. In the light of this fixed purpose, it is clear that little would be gained, anyhow, by a settlement with the painters involving no other unions. Union painters might resume work tomorrow, but the moment nonunion help was put on any part of the building, other union workmen-even the painters themselvesmight walk out. The situation is further complicated by the complaints of the laborers in the plastering and allied trades. Friendly as The Oregonian has been and still is to organized labor, it does not see how the combined mills and contractors are to be defeated on this proposition. There are many rea-sons, known to every well-informed union man; why this strike has elements of great weakness. The contractors will probably agree without much objection to the wages of \$2.50 per day; but the point for which the illding trades are contending (the privilege of striking when nonunion men are put on) will probably have to he abandoned sooner or later. This will be a temporary setback, though not a permanent defeat, for the unions directly concerned. Still less will it be, yacht on his knowledge of the condi-

as the enemies of unionism fondly imagine, a death-blow to organized labor in Portland.

THE FIREBOAT.

The Legislature which passed the bill enabling Portland to provide a fireboat undoubtedly intended that the craft should be available for any and all sections of the water front of this city. Such a boat can be constructed with the funds from the special tax for that purpose. It was admitted at the meeting of the Executive Board Wednesday that the Puget Sound tug which the board proposes to purchase will not be satisfactory at low water for rendering fire protection to that portion of the water front lying between the bridges at Madison and at Morrison streets. Inasmuch as the property-owners in that vicinity will be taxed for the purchase and maintenance of the fireboat, there would be rank injustice in providing a craft which could be of no benefit

Portland had a slight experience in the fireboat line during the big flood of 1894, when Chief Engineer Buchtel loaded a fire engine on a barge, towed it up Front street and extinguished a bad fire at Front and Stark. The success of this impromptu fireboat was sufficient to demonstrate that in a placid stream like the Willamette any kind of a craft strong enough to support the pumping machinery could be made available for fireboat purposes, providing she was not drawing too much water. Portland is now in a position where it is unnecessary to resort to any kind of a makeshift. The opinion of water-front property-holders and practical marine men is so nearly unanimous in favor of a light-draft sternwheel steamer, strong enough to carry the heaviest machinery needed. and light enough to reach any part of the water front, that it would seem more profitable to construct a boat of this kind than to purchase a craft that must be practically rebuilt before she can be of any service.

The principal argument in favor of the purchase of the Puget Sound tug is that she can be placed in condition (providing the pumps are ready) in four to five months, while it would require over a year to build a metal hull. As Portland has been for more than ten years making an effort to secure a fireboat of which she has stood in need for more than 20 years, it would seem that the saving of a scant six months now would hardly offset the advantage of having a new, serviceable boat instead of a patched-up affair which will be exactly what is required for this harbor. But the opponents of the scheme for purchasing the old Puget Sound tug state that a stanch wooden hull for a sternwheel fireboat can be built and completed by the time the machinery is ready to be placed aboard of her. The members of the Executive Board undoubtedly acted for what they thought were the best interests of the city, but it was somewhat strange that the only opposing vote against the purchase of the old tug came from a member who has had many years' experience on the docks and along the river

RELIANCE, COLUMBIA OR CONSTI-TUTIONE

While it is still early to pass judgent upon the merits of the Columbia and the Reliance, nevertheless the recent and most decisive beating which the old Columbia gave to the new defender has given us a scare that only the most marvelous work on the part of the new defender will restore the shattered confidence. If the story sent out by the designers of the new craft is true, the Reliance was built for just such sailing weather and sea as prevalled on the day in which she was defeated. If the future showing of the craft is no better than her first, then either the Columbia or the Constitution

rock will be forced to defeat. It is hard to believe, taking into con sideration the character and standing of the men who are financing the syndicate owning the new boat, that they will again lay themselves open to criticism, as they did in 1901, when it was charged that the Constitution was sidetracked and defeated purposely in order that the Columbia might defend the cup. Smart yachting critics weeks ago hinted at this possibility, even before the Reliance was ready for launching. Her defeat by the Columbia, coming as it does after all the assurance from her esigner, Nat Herreshoff, that the Reliance is an improved Columbia, certainly looks as if some very clever juggling is afoot.

However, it is a long throw from now intil August 20, the date set for the first race. There will be many more trials for the Reliance, with the Columbia and the Constitution contesting, and the outcome of these trial races will settle which of the three yachts will defend the cup. For the time being, the Con-stitution will be held in reserve, but it is safe to predict that before the August days are tolled off the calendar the boat designed as the 1901 defender will be given a chance to show her footing and reach. With three boats in the preliminary and trial races to choose from, the yacht selected to defend the cup ald be in first-class condition, while Sir Thomas Lipton and two Shamrocks to tune up the new boat with should bring the challenger to our shores in

perfect racing trim. Nat Herreshoff, in designing the Reliance, has taken up the Columbia for improvement, while Mr. Fife has gone backward for the design of his third Shannock. Mr. Fife declares the Constitution to be a faster boat than the Columbia. Mr. Herreshoff says no, and so does Captain Barr. This view is not held by Herresboff and Barr alone, for in the opinions of many critics-and their opinions must be respected-it is believed that when the Columbia was designed the limit of yacht-designing was reached, and that the designer of the old defender reached the limit of perfect yacht-construction when this boat was built. Her performances cer-tainly show her to be a wonder in yacht-craft construction, and it would not surprise the Eastern yachting world should she again be called upon to keep

the Irish Baronet from lifting the cup The Columbia was at her best two years ago, when she beat the Shamrock II, yet it will be remembered that in the trial races with the Constitution the Constitution's nfhinsail went off badly and that she was handicapped in all weather performances. This fact is admitted by those who were sailing the Columbia, and this is why fair-minded men are of the opinion that the Constitution, in spite of Herreshoff and Barr's statement, is at least five minutes faster than the Columbia, and in light winds they figure the margin would be even greater. Mr. Fife, in designing the third Shamrock, has constructed his

tions existing off Sandy Hook; yet if it is the Constitution that he has to sall against, he will not lift the cup, for the yacht that beats the Constitution in light airs must be a marvel, as she is onceded to be the greatest drifter ever constructed. This, too, should be a virtue of the new boat. That is, if she is built as her designers say she is-an improved Constitution.

NO ARGUMENT FOR SUBSIDY.

The Seattle Post-Intelligencer is very uch distressed over the fact that ther are over a dozen disengaged American vessels on Puget Sound and in San Francisco. It lugubriously calls the attention of The Oregonian to the fact,

Every one of these disengaged vessals is at Every one of these disengaged vessels is an American square-rigger, six of them being ships and one a bark. They are the ships Great Admiral and Henry Falling, lying at Hadilock; the ship Rucce, at Eagle Harbor; and the ships St. James, St. David and S. D. Charleton, and the bark Sea King, lying at Port Angeles. In San Francisco Bay there are lying idle the big American ships Henry B. Hyde, Abner Coburn, Alexander Gibson, Charmer, J. B. Brown, Elwell, Rufus E. Wood and the bark Pactolus. In New York the fine old clipper ship Governor Roble has been tied old clipper ship Governor Roble has been tied up at a pier ever since she arrived from Cape Town, on June 24, 1902.

The opening sentence of the Post-Intelligencer's editorial discloses the fact that the editor's knowledge of shipping is insufficient to enable him to distir guish a bark from a square-rigger. This bears out the contention that The Oregonian has always made, to-wit, that ignorance alone was responsible for the grotesque utterances which from time to time lend humor to the editorial page of the Seattle paper. Corroborative evidence of the presence of a large stock of misinformation around the Post-Intelligencer office is found in this additional comment:

argest and best of the American square-rigged largest and best of the American square-rigged vessels ever engaged in the deep-water trade lying idle merely because to accept charters at the rates current now, rates established by the competition of cheaply manned and subsidized foreign ships, would result in more loss to the owners than comes from permitting the vessels to lie idle, deteriorating in value from day to day and viller was expressed. day, and piling up expense bills instead o

Here are some particulars regarding these vessels: Every one of them is an old-style wooden craft of small carrying espacity, but requiring a big crew to work her. The first one mentioned. the Great Admiral, was built in 1869, and registers but 1402 tons, and can carry but 2000 tons. The average age of the entire sixteen mentioned is a fraction over twenty-two years, and many of them are from twenty-five to thirty years old. They are vessels of an ob solete type, and are accordingly the first to go into retirement in periods of low freights. Iron and steel sailing shine displaced the wooden salling vessel over dozen years ago, and it is only in times of great scarcity of ships that they have been enabled to sail at a profit since. And yet today, in spite of the world-wide depression in freights which has sent into retirement ve of all nations in every port on the face of the earth, every modern-built iron or steel sailing vessel flying the American flag is at work on the high seas.

Old, worn-out hulks, like the Great Admiral, Elwell, Rufus E. Wood, J. B. Brown and others of small carrying capacity, should not be classed with such American ships as the 5000-ton carriers W. P. Frye, Acme, Astral, Atlas, Dirigo Edward Sewall and Erskine M. Phelps. Are the ancient lumber and coal drogh ers suffering any more than the alleged "cheaply manned and subsidized foreign ships"? While the Post-Intelligencer mentions eight of the ancient rooden craft idle in San Francisco, it overlooks the fact that there are fortyone British and German vessels on the disengaged list in San Francisco many of which were laid up as far back as last August and September. All of these foreigners are modern-built metal vessels, and if there were such an enornous advantage in their favor as the Seattle paper would have us believe they would be taking the place of the American ships of a similar class on the

The present stagnation in freights is no argument in favor of a ship subsidy. There have been similar eras of low freights since the shipping business began, and there will be others as long as the earth lasts. Another point at issue has an important bearing on the commercial aspect of the situation. Are the thousands and tens of thou-sands of Washington producers protesting against the present era of low freights, which has added 10 cents per bushel to the price of their wheat? Are they willing to be taxed to create a subsidy which will all go into the bockets of a few wealthy shipowners? Six out of seven idle vessels mentioned on Puget Sound are owned by the California Shipping Company. The Oregonian is not yet convinced that it is good business policy to tax a thousand producers for the benefit of a dozen or two shipowners.

The difficulty of governing distant dependencies without jobbery and the scandals that grow out of it is nothing new in the annals of colonial government. Its base is in the greed of human nature and the opportunity for its development that distance from the seat of authority or the base of supplies encourages. Though our insular posses sions are, as such, less than five years old, our government has had some very annoying experiences in this line. The postal stealings in Cuba at a point comparatively near our shores, allegations made in regard to smuggling by Americans in Porto Rico, and the recent order of the Secretary of War of the trial of several military officers in Alaska, who are charged with having sold military supplies to civilians for the purpose of pocketing the money, sharply attest this difficulty. Even little Guam, in its ocean isolation, has contributed its share to the general fund of experience in the art of establishing and maintaining government at long range, while from time to time charges more or less serious concerning financial irregularities in the Philippines have been made while military scandals, revamped and restamped, have come hither from Manila that have caused the War Department no little vexation.

Official vigilance is the price exacted for National expansion. The United States is both willing and able to pay it. But this does not alter the fact that the honest and economical government of widely detached posse is a difficult task. Men charged with the duty of administering the government in regions thousands of miles from the seat of authority know that their conduct is not likely to be sub-jected to the searchlight of the American press, and that the officials Washington do not turn a ready ear to the babblings of scandal. The temptation to "crookedness" is inten-

sified by this knowledge, and, human

nature being what it is, it is not surprising that men find their way to thes ote localities for whom the tempta tion proves too strong to be resisted. The Administration has given abundant evidence of its unflinching fidelity to purpose by meeting the difficulties that beset the question of government

at long,range promptly and searchingly.

In its criticism of Horace S. Lyman's history of Oregon the New York Evening Post is unfair. It complains because the author "compresses the ro mance and drama of Oregon's railroad onnection with the East within seven pages." True, Mr. Lyman might have devoted fifty or a hundred pages to railroads, but he would only have presented recent annals. Oregon's place in history was secure long before the first transcontinental line was finished, less than twenty years ago. Oregon's motto is, "She flies with her own wings." A considerable commonwealth had been created out here long before the gap between Western Dakota and tidewater at Portland was closed, 1880-83. The railroad did not make Oregon. It came here because a rich field had been sown in whose harvest it could share. It was a powerful agency in the state's expansion, just as the elevated railroad was in the expansion of New York City. The rapid growth of Oregon and Washington from 1883 to 1893 was due in far larger measure to the building of railway lines which ramify the agricultural and mining districts than to the Eastern connection. Romance does not fig-ure in the railroad, and the only dramatic incident was the sudden co of Villard's larger schemes. We had the railroad before he went down. It is not surprising that the Post, like the Phila delphia Press, regards Northern Pacific and Oregon as interchangeable terms.

Private Wadsworth, of the Eighteenth Regiment of the National Guard of Pennsylvania, while on guard during the late coal-strike difficulties, had orders to let no one approach the hous of a nonunion miner which had been dynamited the night before. About midnight some one attempted to cross the line; he was three times warned to halt, but giving no heed to the command, the intruder was shot dead by Wadsworth in obedience to the orders he had received. The guardsman was arrested on the charge of manslaughter, and the authorities of Schuylkill insisted on their right to try him in their courts. A writ of habeas corpus to release Wadsworth from the custody of the Schuylkill authorities was heard before the Supreme Court of Pennsylvania, and the decision of the court reeases him. This decision asserts the right of the state to protect itself against disorder and mob violence Of course, if Wadsworth were subject for trial for murder for carrying out his orders as a soldier, the National Guard could not protect itself from viole or be expected to protect others.

President Roosevelt should be-and when it comes to the test on an anxious November day doubtless will be-imnensely popular in the semi-arid states included in his present itinerary. He is an enthusiastic believer in irrigationsystematic, judicious, well-planned ir rigation-and in his hearty way tells the people so. His views upon this matter are not trumped up for the oc-casion. They are not expressed in the stilted language of the set speech drawn from data furnished by an encyclopedia. They represent, on the contrary, the President's well-known oninions upon the irrigation problem and its possibilities of development, and the language used to express these opinions is his own. When he says, "I look forward to the effects of irrigation, partly as ap plied by the Government and still more as applied by individuals, profiting by the experience of the Government and possibly with help from it, as being of years than any other material movement whatsoever," he strikes the key-note to the good-will of the people of

The recent death of David McLough lin at his home in Idaho places the fatal asterisk of death against a name familiar in the early annals of Oregon Territory and closes the record of the immediate family of Dr. John McLough lin, chief factor of the Hudson's Bay Company at Vancouver during many prosperous and eventful years. David McLoughlin had not since his early manhood been a resident of Oregon, but he was a child of the far Northwest when its name was scarcely known and its very existence little more than a myth. He was but 3 years of age when he was brought by his parents to Vancouver, and was but a wayward lad when his home was in Oregon City, where the closing years of their lives were spent. In the beautiful cemetery overlooking that city of pioneer memories they lie, a white shaft standing guard over their graves. David Mc-Loughlin, their youngest son and the last of their children, has passed on at the age of 82. In the light of such records as these, Oregon is no longer

young. Is it possible that there are a few women in this city so anxious to work and who feel themselves so capable of carrying on the work of women in cor nection with the Lewis and Clark Fair that they are willing to bid all other women desist from legitimate endeavo in this line? Is it true that a few women want all the honor of carrying forward this work, while leaving its labors to the unrecognized rank and file? Women, your work in this connection will be empty of all honor unless it is carried forward in a self-sac rificing spirit that ignores personal ends and seeks only the success of a great undertaking. The sooner those among you who aspire to be leaders in this work or nothing understand this and either accept the fact or drop the work, the better for all concerned.

The Rev. Dr. R. S. MacArthur, of the Calvary Baptist Church of New York City, on his return from a ten days trip through nine of the Southern States, preached a sermon in which he said that most intelligent Southerner realized that the right motto for the negro is "More education, more wealth, more highly developed character and

Emigration from Ireland last year in cluded 40,401 persons. In 1841 the population of Ireland was about 8,000,000; the population today is under 5,000,000. The emigration from Ireland since 1851 has been 3,921,222 persons.

Every man should be allowed to run his own business to suit himself—but not, of course, a laundry that defies the

GENERAL MILES CONDEMNED.

Army and Navy Register.

The Judge-Advocate-General of the Army has explained in a communication to the Secretary of War the valuelessness of Lieutenant-General Miles' comments Lieutenant-General Miles' comments what appears to be in most instances on what appears to be in most instances idle rumor and unsustained report.

Some of the atrocities to which General Miles devotes himself came to his notice in a most personal way, and the charges were never backed up by promised written statements, which appear to have been necessary in repeating officially such serious accurations. It seems to us that General Miles has not contributed in any degree to the glovy of the Army by make.

degree to the glory of the Army by mak-ing a report of this kind, and it strikes us that he has gone out of the way in a merely verbal fling which invites the sur picion of "persuasion and coercion" by Army officers of witnesses valuable to Lieutonant-General Miles as giving support to the sensational and inde charges he has made. As the Judge-Advocate-General says, the instances set forth in the Miles report have been made the subject of official in-

vestigation. The Governmental authori-ties have done all within their power, ap-parently, to trace these charges to their source and to punish the culprits, if there

we do not believe that Jeneral Miles wishes to contribute to the ammunition of the critics of the Army, or that he realized he was siding the cause of the so-called anti-imperialists, but the pub-licity which has attended his report has that unfortunate effect. We have be-lieved that General Miles has just cause for complaint on account of some injus-tice of which he has been the object during the past few years, but his warmest friends and admirers, among whom the Register would class itself, must deeply deplore the state of mind and form of ex-pression with which the Lieutenant-Gen-eral has dealt with this subject.

eral has dealt with this subject.
His report will only serve to renew an
unpleasant, not to say unseemly, discussion, and it is to be regretted that General Miles, among the last acts of a brilliant career, should have been betrayed nto such an expression.

Read This Ye Skepties.

Kansas City Star.

When Mme. Adelaide Ristori, the illustrious Italian tragedienne, first played "Queen Elizabeth" in this country she was about 42 years of ags. She was in the very flush of magnificent woman-hood, and her wonderful histrionic pow-ers were thoroughly seasoned. She gaw the play in Italian, but that made little difference to the people who found in her marvelous art, her superb voice and her eloquent gestures a complete interpreta-tion of the moving scenes which electri-fied her auditors. She has had various fied her auditors. She has had variou followers in Elizabeth, but none whe ever played the part as she did. Th drama was written for her, and she mad it her own by the force of a genius that humbled the great Rachel of France. It is high praise for Miss O'Nell, who is at the Willis Wood Opera-House this week, to say that her Elizabeth recalls more forcibly the great Ristori than any of the other imitators of the Italian tragic queen have done. In her regal appearance, in her care voice and in the in-tensity of her passion, Miss O'Neil re-sembles much the distinguished actress who first produced "Elizabeth" in America, and, when it is remembered that this young woman is not yet nearly 30 years old, the possibility that she may yet reach, in the personation of the vestal Queen, the full stature of Ristori, seems

Mr. Roosevelt on Roads

Like Mr. Bryan, Mr. Roosevelt ad-dressed the National and International Good Roads Convention at St. Louis. He as sound opinions as to the value of cod roads, and his pathetic reference the girl or bey who "can't take a turn on a 'bike,' even to a neighbor's, because of the road" showed his usual thoughtliness for the farmer and the farmer's imily and the bicycle vote. Could we feel safe in differing with an

historian of so much distinction, we might uestion his assertion that "the influence of the nations which have not been road-builders has been evanescent." Were the Jews, for instance, or the Greeks famous

as road-builders? But we are far from wishing to make s finical criticism of Mr. Roosevelt's ex-cellent remarks on roads. Those remarks, however, suggest a curious reflec-tion. "Roads," he said, "tell the great-ness of a nation." Certainly roads are one mark of the material greatness of a nation. In this age, railways tell that greatness much more forcibly than ordi-nary roads do. Railroads have a vital ection with the trade and prosperity

of the country.

Why is Mr. Roosevelt, whose eye moistens at the thought of the hired man paddling a bicycle through the mud, so fierce against the railroads?

Mr. Edmunds Forecast It.

Leeile's Weekly.

The far-reaching decision against the Northern Securities Company sustains the contention of ex-Senator Edmunds, in a recent issue of Leslie's Weekly, that the Sherman anti-trust law would have been sufficient, without amendment, to accom-plien its purposes. In his letter, which was written while a number of anti-trust bills were being discussed at Washington, Sen-ator Edmunds suggested that the Sherman bill might be rendered more effective if provision were made for the prompt trials provision were made for the prompt trials of actions brought under it. This letter was called to the attention of President Roosevelt, and soon thereafter an act was passed by Congress giving precedence in certain instances to suits brought under the Sherman law. Attorney-General Knox, who has shown so much vigor and ability in the conduct of the Government's case, in the conduct of the Government's case, pressed the hearing with all diligence, and the result is a complete vindication of Senator Edmund's statement that the Sherman act can meet all the requirements of the situation. It had not proved effective in the past because the procution of cases brought under it weak and wavering.

"Othello" as Acted in the Orient.

Singapore Budget.

Just now in Japan "Othello" is being Just now in Japan "Othelio" is being played to admiring audiences. The scene is laid in Formosa. Othelio becomes Lieutenant-General Muro; Cassto, Major Katsu-Yoshio; the unfortunate Desdemona, Tomone, and Iago, Lieutenant Iya Gozo. Muro chops up Tomone with his sword instead of smothering her, and is allowed to commit seventhy instead of aword instead of smothering ner, and is allowed to commit seppuku instead of stabbing himself, as does Otheilo. Bianca is a geisha, Biaki, and all sorts of other changes are made. The result is said to be somewhat ludicrous, as "Hamiet" or any other Western tragedy must almost be sure to prove when attired in Oriental garb and adapted to sult Oriental thought

Rochester Herald. The failure of a shipbuilding concern is said to be due to the neglect of Congress to pass Mr. Hanna's subsidy bill. No doubt Uncle Sam could keep a good many people from failing if he would throw the doors of the Treasury open to them.

Night.

Night.
Joseph Blanco White.
Mysterious Night, when our first parent knew
Thee frem report divine, and heard thy name,
Did he not tremble for this lovely frame,
This glorious cancey of light and blue;
Tet 'neath a curtain of translucent hue.
Bathed in the rays of the great setting flame,
Hesperus and the hosts of heaven came,
And, loi crestion widened to man's view.
Who would have thought such darkness lay
concealed
Within thy beams, O sun, or who could find,
While flower and leaf and insect stood revealed.
That to such countiess orbs thou mad'st us
blind?
Why do we then shun death with anxious
strift?
Bince light can so deceive us, wherefore not

THE MYTH OF SOCIAL EQUALITY

In his aermon against social equality Booker T. Washington does not speak for a single race. Addressing the Hampton Normai and Industrial Institute at Fort Monroe, this sagacions and humane Afro-American said: "The negro is seeking no social equality. I believe it is the Afro-American said: "The negro is seeking no social equality. I believe it is the
duty of the white people to try to get insight into the domestic, business, moral
and religious life of the negroes, and this
they can do without introducing the bugbear of social equality."

Social equality is one of the unexplained
and inexplicable myths. In his delightful
casay entitled "The Queen of the Air."
Ruskin endeavors to show that a myth
in its simplest definition is a story with a
meaning other than it seems to have at

meaning other than it seems to have at first. He classifies myths as historical or natural and finds in the most enduring not only a literal story of a real person but in most a parallel imagery of moral principle or an underlying worship of nat-

henomens.

he discovers a myth root in physial existence, sun, sky, cloud or sea; then the personal incarnation of that, and lastly the moral significance of the image which in all the great myths is "eternally and beneficently true." The great myths Ruskin defines as "myths made by great

It is not known where or when the myth of social equality originated. It is as devoid of mythological as of moral or assthetic worth. It did not arise among a great people; its inherent absurdity demonstrates that. Anonymous in parentage it is a despairing vagrant in the real as well as in the imaginary world.

No literary ingenuity can invent phrases to qualify it for admission to any intelligent mind. Pyramids of treatises can never actualize it. No herald's court can create its peerage. No race, class, family or co-It is not known where or when the myth

its peerage. No race, class, family or co-terie can boast its escutcheon. It is as un-known to chivalry as to the savage. No philosopher or theologian has told or is likely ever to be able to tell what has conor ever will constitute social quality.

The outer human integument created by

nature and subject to modification by multitude of causes never created and never can create social equality or in

As time advances the theory of evolu-tion gains in favor. Influence of environ-ment is one of its most potent factors. By the application of its principle it is conceivable that the color of races as they are found today is only transitory. In some period of the world's history the whites of the present time may have been yellow, red or black or have shown in succession the various shades and tinta to be found in the animal and vegetable

Every intelligent observer sees that Every intelligent observer sees that what is called vaguely "complexion" is sensitive to even minor and brief changes in diet, temperature and even to mental states. The phenomenon is not less observable in feathered, hairy or furry creasured. tures than in the various sections of the human race on which climatic influence is so effective. It has been found by milftary critics that so slight a difference as that between the proportions of vegetable and animal rations will be apparent in not only the physiognomy but in the energy, endurance and morality of camps

barracks and expeditions.

Given tims enough—and evolution requires practically unlimited time—it is reasonable to say that racial color is subject to change and that in a discussion of quality or inequality in a social sense the components of a blood corpuscle are logically irrelevant.

There is an undentable equality within a limited domain. Human beings must be held equal before the Creator according to Mosaic and Christian logic, because al are held to be the children of the same creative author and all are held to the same moral responsibility in life to be fol-lowed with an identical reward or iden-

tical condemnation.

This law, ancient as it is and logical within its own boundaries, does not create social equality. Nor does any other law thus far known to mankind. Social means companionable. Companional implies intellectual, moral and spirits characteristics of more or less elastic de-scription. Kings by individual inferiority might be unfit for companionable with peasants of individual superiority withstanding the difference in their con-ventional rank and the discrepancy between their respective capacities for evil

Equality before the law is a fundament al of the form of political government called democratic or republican. Color. ace, wealth and p cation or illiteracy have no relevancy to

this kind of equality.

It will be well for the whole world when the social equality myth shall have been lost to human consciousness and the phrase to literature. Meanwhile the right of every race and

Meanwhile the right of every race and all the members thereof to equal opportunity in the struggle for existence ought to be obvious to every intelligent and humane human being. Within this practically unbounded area of thought and action the myth of social equality is a contraction and obstrangenus allen. fantastic and obstreperous alien.

Lengthening the Luncheon Hour.

Boston Transcript.

Just as Londoners are becoming familiar with the "quick-lunch" idea, calling it the very latest American wrinkle, we get reports here from all quarters that the real and only latest luncheon whim with our business men is to make it an affair of more or less leisure. They have learned that "don't hurry" lunching clube are own cousins to the "don't worry" organizations, and are quite as beneficial to health and happiness. There really never has been any reason why a man should put up with inconveniences in taking the luncheon that he would not abide ing his luncheon that he would not abide the latest that he was and who keeps tab on the vital statistics a should put up with inconveniences in taking his luncheon that he would not abide in his own home, and yet a popular impression has prevailed that he must submit to these in order to be considered a successful business man—one who gave successful business man—one who gave rule rather than the exception for persons of sober habits to live a hundred years.

Old-Time Cure for Drunkenness. Washington Post.

Washington Post.

Our grandfathers used to have a cure for habitual drunkenness, which consisted in putting an old seaker in a place where he could not get away and then feeding him on nothing but alcohol-flavored foods. There was whisky in his coffee, his beef was smothered in burnt rum, his bread smelt of gin. Nine times out of ten a few weeks of this sort of thing would make the poor creature crave even starvation as a relief, and hate alcohol with a deadly hatred.

A Springtime. William Dean Howells.
One knows the Spring is coming;
There are birds, the fields are green
There is balm in the sunlight and mo A dew in the twilights between But ever there is a ellence,

A rapture great and dumb, That day when the doubt is ended, And at last the Spring is come

Behold the wonder, O slience! Strange as if wrought in a night— The waited and lingering glory, The world old, fresh delight! O blossoms that hang like Winter, Drifted upon the trees, O birds that sing in the blossoms, O blossoms hunting bees.

O green, green leaves on the brand O shadowy dark below? O cool of the sizies of orchards, Woods that the wild flowers know!

O air of gold and perfume, Wind, breathing sweet and sun! O sky of perfect azure— Day, beaven and earth is one!

Let me draw near thy secret, And in thy deep heart see How fared, in doubt and dreaming The Spring that is come to me.

For my soul is held in alleno A rapture, great and dumb, For the mystery that lingered. The glory that is come!

NOTE AND COMMENT.

If the worst comes, we can resort to celluloid collars and cuffs.

The same topic last night at the First

Congregational and the Marquam. Well, the city might use her to tow scows from the dredge, if she fails as a

Whatever our troubles have been at the telephone, let us be thankful they won't be doubled.

It seems that one team can lose with about the same facility, neatness and dispatch as the other.

Lest we forget, it may be remarked that it was a fireboat, and not a searchlight, we started out to get. If Dr. Lorenz comes to Portland, he

and the Greengages. It may not be too late. The European edition of the Monroe Doctrine is the latest in international diplomacy. They are hearing about us

might with profit operate on the Browns

Roosevelt is now in a land of flowers, but he will not see perfection in the rose ... he reaches Portland, Our first crop will be ripe by the 21st.

Of the making of many books, there is

everywhere.

nuch less end now than there was in the days when there was no end to this pastime; but good books-that it, books worth even the reading-are scarcer than hena' teeth. There are never any more like "The Cloister and the Hearth," or "Ivanhoe," and only at rare intervals one that attracts as much attention or is as generally read as "Mrs. Wiggs of the Cabbage Patch"; so all lovers of books prick up their ears when they hear of a good book. A man came into a street-car yesterday with what he said was a good book in his hand. It was in German, but is now being translated into English. The owner explained to a friend that the title of the book was "Jorn Uhl." Uhl is a family name and Jern is equivalent to "Jack," so the title might in English be "Jack Robinson," It was written by one Gaston Fensson, a country clergyman, and is a history of family life in Northern Germany, and is the sensation of the day in that country. For some reason the writer lost his church for writing it, but he had the pleasure of writing and teaching about things which he knew something about, which was an agreeable change, and he also made 100,000 marks from the sale of his book, in three months, which was another agreeable thing. The owner of the book, an intelligent and reputable citizen of Portland, of German birth, read to his friend the opening sentence of the book, which was:

"In this book I tell you about trouble and work; all life is nothing but trouble and work."

Jolting along in a crowded street-car is a poor place to get a notice of a new book, but that opening sentence sounds well and will touch the hearts of many. The finishing sentence of the book was also given but indistinctly heard. It was to the effect that no man is likely amount to much unless somewhere in his journey through life his wagon hits a place where it is hard pulling it. That also sounds promising and when the book is put into English it is safe to prophesy that it will be in demand.

South Dakota and Roosevelt. Vermillion (S. D.) Republican

Vermillion (S. D.) Republican.

Theodore Roosevelt has broken bread and lodged within the borders of our state and passed to and hence. In many respects our President is a wonderful man-many sided transparently bonor able, a lover of books, streams, woods, trails and mountains. He has learned that, best of all, honesty—the sort which comes to the man who pulls up a blanket about his shoulders and far from the habitudes of men is lulled to sleep by the night voices from out canyons or forests of pine and hemiocks. We care but little for Roosevelt the politician, but we do love Teddy the scholar, the woodsman, the plainsman and that noblest and scarcest work of God, an honest man. Theodore Roosevelt is a modern Jefferson, a worthy type of the gentleman in high place—a man who knows the littleness of the big army of politicians and neither fears them nor trusts them. May neither fears them nor trusts them. May the Almighty fare our President well, whether we sign his political creed or not. In office and out we need the fearless man-he who will spot a rogue in his own party, and to whom ability and worthi-ness are more than the color of the skin.

PLEASANTRIES OF PARAGRAPHERS Prospective better—Is he a good "mud-horse"? Jockey—Is he! Why, say! If that horse was human, he'd play golf in March.—

He-No; all my pictures are rejected. She-What hard lines! All of them? I am sur-prised! And they hang so much rubbish!— Punch.

"Marse Bill gone fishin' ag'in?" "Yes. I hear him say t'er day dat gittin' full at home wuz gittin' mighty monot'nous."—Atlanta Consti-

"Try one of our new sofas," said the man in the furniture shop; "they're very healthy. Everyone is stuffed with a new breakfast food."—Yonkers Statesman.

Holden-Burgess says he always eays what he thinks. Belden-That accounts for it. Saw him at the club last night, and he didn't utter a word the whole evening.—Boston

Transcript.

"I can't see why so much of my work is rejected," said the struggling author. "I'm sure it is strictly original." "Perhaps that is the trouble," rejoined the sympathetic friend.—Chicago Latiy News.

"I understand Goodman is a candidate for Mayor of your town." "Yes, but so is Crookley." "Goodman is surely better able to fill the place." "Yes, but Crookley's better able to get it."—Philadelphia Record.
"How is your youngest daughter getting on

"How is your youngest daughter getting on with her music?" "Splendidly," answered Mr. Cumrox. "Her instructor says that she plays Mosert in a way that Mosert himself would never have dreamed of."—Washington

"What reason have you for thinking that the defendant was intoxicated?" "Well, your honor, when his wife called me over, I found him in the ceilar outling kindling wood with the lawn mower,"—Cleveland Plat. Dealer. Toung wife.—The minister wants every woman in the congregation to earn something
for the church by her own labor, and I don't
know what in the world to do. Husband.—You
spoke about needing a new dress, and.—Wife.—Ch. pes, I never thought of the FII get
the dressmaker to pay me so much an hour
while I'm being fitted, and then she can
charge it on the bill.—New York Weekly,