

The Oregonian.

Entered at the Postoffice at Portland, Oregon, as second-class matter.

REVISED SUBSCRIPTION RATES.

By Mail (postage prepaid in advance):
Daily, by week, \$1.00; by month, \$3.00;
Daily, by quarter, \$8.00; by year, \$28.00.
Sundays, by week, \$1.00; by month, \$3.00;
Sundays, by quarter, \$8.00; by year, \$28.00.
The Weekly, by year, \$1.50.
To City Subscribers: 10c per copy.
To Subscribers by Mail: 15c per copy.
Daily, per week, delivered, Sunday excepted, 10c.
Daily, per week, delivered, Sunday included, 15c.

POSTAGE RATES:
United States, Canada and Mexico:
10 to 14-page paper, 10c;
15 to 24-page paper, 15c;
25 to 34-page paper, 20c;
35 to 44-page paper, 25c;
Foreign rates double.

News or discussion intended for publication in The Oregonian should be addressed invariably "Editor The Oregonian," not to the name of any individual. Letters relating to advertising subscription, or to any business matter should be addressed simply "The Oregonian," Eastern Business Office, 44, 45, 46, 47, 48, 49, Tribune building, New York City.
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YESTERDAY'S WEATHER—Maximum temperature, 67 deg.; minimum temperature, 56 deg.; precipitation, .05 inch.

TODAY'S WEATHER—Fair, slightly warmer; northerly winds.

PORTLAND, FRIDAY, JULY 31, 1903.

LOCATED.

For some weeks a perplexing and disturbing doubt has hung over the City of Portland and its immediate environs. This doubt concerned itself with the seat of power in the municipal government. It does not appear just why the public hazy in question should have arisen so unexpectedly, and reigned so pervasively and refused to down so stubbornly. The charter lodges power in the Mayor; and Judge Williams—nominally, at least—was exercising the functions of the office, but this was not enough for an incredulous world, which could only be satisfied through a process of elimination.

Who was running the city government? There's the Executive Council, and the Civil Service Commission, and the Republican County Committee—all Mitchell men. There are the detectives—Simon men. There is the Police Judge—Hogue man. There is the Police Judge—Hogue man. There is the Police Judge—Hogue man.

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ties to the minimum. These requirements are humanely laid upon those who have harnessed electricity, attached it to vehicles and are speeding them up and down the world in the attempt to meet the demands of business, of pleasure, of unrest, under the name of rapid transit. Let proper requirements for the public safety be insisted upon. Let street-cars be provided with fenders and made to conform to a reasonable rate of speed when descending grades and approaching curves and bridges. Let the speed of automobiles be brought within reasonable limits and bicyclists be forbidden the sidewalks at all seasons, and let penalty fall impartially upon all who violate rules made for the public safety. Even the unavoidable will happen, but, having done all that prudence suggests and humanitarian demands, the public conscience, as reflected upon and through the media, must not be easily lulled into a sense of complacency in the presence of calamities that it was powerless to avert.

CAN RUSSIA AND JAPAN COMBINE?

The war in the Orient, thundering in every kind of international politics these nine years, is seemingly dispelled by a wave of the hand. Russia wants peace, Japan wants peace. "One's afraid and the other da's not." Thus, if simultaneous outgivings from British, Japanese and Russian sources are to be believed, has vanished into thin air the menace of a conflict that has held the world in awe.

The incidental aspects of this sudden precipitation in troubled Old World waters may be curiously dismissed. One is Japan's discovery that Great Britain's moral support does not involve fight. Another is the failure of hoped-for American co-operation. Another is the crippled financial and military condition of each party to the heretofore conflict. Another is the czar's desire for peace, believed by his subjects, however sincere, to be his halting course.

The greatest influence, however, in the discouragement of this war, as of all wars, is the tremendous cost. More potent than any peace conference or philanthropic agency is the development of war's instruments on sea and land. This is the agency, hitherto acknowledged in Europe and America, which has evidently extended its pacific sway even to the backward nations of Russia and Japan. It is so much easier and cheaper to save the cost of war by some moderate concession of diplomacy.

Equally impressive is the thought—first suggested, we believe, by Dr. Alex. F. Chamberlain in a lecture at Clark University Summer school—that Japan and Russia may yet find their highest interests conserved by united action. Great Britain may yet count it a fateful day when she set Japan adrift upon the perilous sea of world politics. It is her own way. A union of these two vigorous Asiatic powers would make the Oriental problem a far different and less hopeful thing for Great Britain than it is today. What Dr. Chamberlain said was this:

There is going on an intermarriage between these Siberian people and the Russians on a large scale, which may form a new race that will play a large part in the settlement of the Eastern problem. And this race formed by intermarriage of Russian and Siberian will be admirably fitted for still further intermarriage with the Japanese and the Chinese, forming a race that will hold the world in check by force of numbers as it has never before held.

Great personalities will not be lacking in this new race. It is a product of the East, and Russia, Tolstoy, nothing will be lost in the admixture of the elements.

Japanese and Russians are pouring into Mongolia, Manchuria and Korea side by side. Their mutual animosity is not fundamental, but factitious, growing out of conflicting geographical needs, which can be adjusted by a little thinking with difficulty. It is worth Asia's thinking of this possible union for some purposes of Russia, China and Japan. It may have points of advantage as compared with the partition of China among Great Britain, Germany, France and the rest.

RAPID TRANSIT AND ITS PENALTIES

Two children have been victims of accidents on the East Side within the past week. The first, a tiny tot of 2 years, whose mother was within a few yards of her at the time, ran with baby unconsciousness of danger under the wheels of an electric car. The other, a bright boy of five years, while playing in a pile of sand used in building, was struck by the flying hoofs of a runaway team that had been frightened by an automobile. The popular verdict in both of these pitifully distressing cases was that no one was to blame for the fatal occurrences. In the first there was some criticism of the mother for allowing her infant to play upon the street over which the electric cars pass every few minutes, but there was no yard to the little house that these people call home, the child was in charge of older children, and the mother herself was close at hand. The infant made a quick turn, ran directly under the moving wheels, and the tragedy was over. Censure of any one in such a case is most unkind, since it was one of those things that could only have been prevented (as cars are now equipped) by foreknowledge.

In the case of the boy who was the victim of the runaway, all concerned have been exonerated from the charge of carelessness or recklessness. The automobile, it is true, is not popular as yet in any American community. This is due more to the recklessness with which it is driven than to any special opposition to the machine itself. In this instance it was not being speeded along the public streets, and it was brought to a full stop as soon as the horses were under control. But you will find an automobile, nevertheless, and the accident brought out many hostile words against the class of vehicles to which it belongs.

And here it is proper to say that the speed at which automobiles are at times and very frequently driven over the East Side thoroughfares is a menace to life and limb, and it should as far as possible be regulated. The same is true of the rapidity with which street-cars are moved on some of the streets on the East Side where the grade accelerates the motion. This is notably true on East Ankeny street, below Thirteenth, the speed of the cars at times being, as a resident of that locality recently expressed it, "something frightful." That an accident involving the loss of life has not occurred on the line between Thirteenth street and the curve at Grand avenue is much more surprising than that a very serious accident did happen several years ago on East Morrison street, where the cars literally fly down a grade and strike a bridge with a bound. It is but just to say the public, feverishly anxious to "get there," is largely to blame for the rapidity with which the electric cars are run, but the companies cannot be discharged of their responsibility in the premises until, having yielded to the demand for rapid transit, they have availed themselves of every device for insuring the safety of the public.

The thing that we call progress is responsible for rapid transit, many of the casualties of which are unavoidable. Those to which reference is above made are in this category. The most vigilant care, the most cleverly devised appliances, can only reduce such casual-

ties to the minimum. These requirements are humanely laid upon those who have harnessed electricity, attached it to vehicles and are speeding them up and down the world in the attempt to meet the demands of business, of pleasure, of unrest, under the name of rapid transit. Let proper requirements for the public safety be insisted upon. Let street-cars be provided with fenders and made to conform to a reasonable rate of speed when descending grades and approaching curves and bridges. Let the speed of automobiles be brought within reasonable limits and bicyclists be forbidden the sidewalks at all seasons, and let penalty fall impartially upon all who violate rules made for the public safety. Even the unavoidable will happen, but, having done all that prudence suggests and humanitarian demands, the public conscience, as reflected upon and through the media, must not be easily lulled into a sense of complacency in the presence of calamities that it was powerless to avert.

IMPROVEMENT THAT DOES NOT IMPROVE.

Seasons come and seasons go, but the attempt to balk the laws of Nature in constructing a ship channel above Willow Bar by making a cut at right angles with the current seems to go on forever. The trouble began several years ago, and in October, 1901, The Oregonian printed a detailed account of the difficulties encountered in taking a ship through that shoal place by reason of the unnatural course it was given the newly made channel. On November 11, 1901, The Oregonian commented editorially as follows:

The commission has dredged a channel at Reeders across the river at right angles with the current, and naturally it will fill up and will be a hindrance to navigation even before it does fill up.

The prediction was verified by the next Spring freshet, and the first vessels of the grain fleet were obliged to lighter. Another protest was made when it was proposed to dredge out the same channel that had been cut the previous year, but the objection was unheeded and the same old cut was scooped out to be filled up again by the next freshet. Again, on October 10, 1902, The Oregonian said:

There will always be trouble so long as attempts are made to build a channel quartering with the stream, as is the case at Reeders, but eventually the "stand in" with nature and do with Willow bar what we have done with St. Helens—that is, assisted the water in making a straight channel down stream.

Old things seemed the best for the Port of Portland, and the dredge was put to work in the same old rut instead of endeavoring to cut a channel running with the current. The results of the work are now apparent. The river pilots have just returned from a sounding trip, and with the water still several feet above zero, deep-draft vessels are compelled to lighter and wait for the tides at Willow bar, although there is plenty of water on both sides of that ancient obstruction. When the first attempt was made to run a channel contrary to the laws of Nature, the expert offered was that an emergency existed, and this was a short cut, which could be made immediately, so that ships could be worked through without being obliged to wait until a longer and more expensive channel could be cut running with the stream.

This temporary tinkering with a channel, which the experience at St. Helens and Walker's Island shows can last as well as permanent improvement will never result in giving Portland the kind of a channel to the sea that she is entitled to. There is a sufficient volume of water sweeping past Willow bar to give easily a depth of twenty-five feet or more, if it is properly confined or guided, and the sooner that channel is straightened out and put on its proper course, the better it will be for the interests of the port. We are in need of additional steamers on the Oregon coast, and we can hardly ask Mr. Harriman to be in a hurry in securing them for us when he is obliged to begin lightering cargo for those already here as early as the last week in July, when the river is still several feet above low water.

For two successive years the Port of Portland has scooped out a cut running at right angles with the river, so that it has caught all of the debris that the high water brings down until it is filled with a mass of equipment for dredging that we have ever had before, there is no good reason why a star should not be made toward building a channel running with the current instead of against it. If some action of this kind is not taken, there will be the same old trouble to record next season, and the port will be given a reputation to which it is not entitled.

We are reminded occasionally that the feuds, bickerings and murders incident to the contest for title to the land have not entirely passed away. Such a reminder comes in a dispatch from Spokane which chronicles the killing of Catherine M. Northrup on a ranch near Coulee City by an infuriated tenant whom she was trying to eject forcibly from her premises in violation of contract. Given a domineering, quarrelsome woman, a ranch over which under all circumstances she had a claim, and an infuriated tenant with a temper and gun, and a tragedy is imminent. People thus situated have exaggerated ideas of their personal and property rights. They have nothing else to think about, are possessed of plenty of physical courage and are determined to have what is coming to them at their own estimate and at all hazards. Sometimes it is the difference of a few feet in regard to the location of a line fence that causes the gun to be brought into play; sometimes one rancher owns sheep and his neighbor cattle, and this is made the basis of a range war between them, and again, as in the instance above noted, a masterful woman is determined, regardless of contract or law, to have her own way and meets death in the attempt. The conditions that foster feuds of this kind are those of the frontier. Isolation is a powerful factor in such disputes, while ignorance and an undue feeling of individual importance and property rights and values complete the inventory.

Russia does not want war, but she is clearly ready to resist any aggressive action on the part of Japan. Russia has increased her garrisons at Dalny and other places on the Liaotung Peninsula, and her troops are so disposed that they can be rapidly concentrated if the Japanese should attempt the destruction of the Manchurian railway. Russia does not desire war; she will not attack, but she is preparing for the most serious possibilities. Her preparations thus far are precautionary and not aggressive. Russia does not fear Japan; she estimates that Japan could not put into the field more than 400,000 men, not nearly all of whom could be

spared for foreign service, as a large force would be necessary to protect the Japanese seaboard. Japan would need from four to six weeks to place an army in Korea, while Russia already has 110,000 troops east of Lake Balkal, and 100,000 in European Russia could be transferred to Western Siberia within a month. The Japanese fleet is far superior to the Russian squadron, but only in case of receiving foreign support could Japan hope for solid success. This Japan cannot hope for, as it is believed that Great Britain in no case would assist her ally if the latter were the aggressor. It is not probable that Japan will risk a single-handed encounter with Russia. But for her financial position, which necessitates economy, and the prevailing internal discontent, which compels the utmost attention to radical domestic reforms to cure the present revolutionary mood, Russia would present her present opportunity of war with Japan, as she believes it would obtain for her a firm footing in Korea.

Governor La Follette, of Wisconsin, in a recent speech at Chautauqua, N. Y., asserted that we do not today enjoy representative government or government by the will of the people; we have government by and for large corporations. Great aggregations of corporate wealth "buy immunity from taxation in our Legislatures," they "overbalance control of city, State and National Legislatures"; they secure legislative control sometimes by "straight, simple bribery," sometimes by "alluring deals and promises of political preferment," and sometimes by "threats of ruin in business or politics," and thus do they "defraud the public of its rights, defeat legislation for the general good, and pass laws to promote private interests." The Governor quoted a letter from a United States Senator to himself asserting that the railroad influence was dominant in that body, and in conclusion he said:

"We are building up colossal fortunes, granting unlimited power to corporate organization and consolidating and massing together business interests as never before in the commercial history of the world, but the people are losing control of their own government. Its foundations are being sapped and its integrity destroyed."

This view of Governor La Follette coincides with that expressed in 1900 by ex-Secretary Olney, when he spoke of the United States as having become "syndicated."

The Brotherhood of Locomotive Engineers has suffered a double bereavement in the death of its chief executive officer and his assistant in less than a fortnight. The death of A. B. Youngson is only less regretted than that of F. M. Arthur, because of the wider adoption of the latter's name in the world of organized labor. Mr. Youngson was critically ill at the time of Chief Arthur's death, and the expected happened when he passed away at his home in Meadville, Pa., yesterday morning. In anticipation of the event he named M. H. Shay, of Youngstown, O., to act as his successor. It is understood that Mr. Shay has the entire confidence of the order over which he is called to preside, and the public is justified in the hope that the important interests served by the Brotherhood of Locomotive Engineers will be intelligently directed by the new chief.

President Roosevelt's refusal to permit a soldier of the marine corps to leave the service in advance of the expiration of his term of enlistment in order that he might accept a much better-paying position in civil life is based on sound public policy. Naturally, a soldier feels that \$13 a month is small pay when a position paying \$1200 a year is offered to him. But his contract with the Government for a term of years, binding, and necessarily so, hence his desire to better his condition financially must wait. While such cases would be of very infrequent occurrence, the President is justified in holding that to grant the request in this instance might establish a dangerous or at least a troublesome precedent. The administrative policy that holds a man strictly to his duty is not open to criticism, since it proclaims a Government that is, first of all, reliable.

The always possible happens in an explosion in a coal mine caused the miner's powerful lamp, in the laboratory, being powerful chemicals are handled by men so accustomed to danger as to regard it lightly, and in powder magazines where the terrific power of the stored substance is lost sight of by the workmen who are in daily touch with it. Hence such an event as that which wrecked the homes of a large number of laborers and killed or fatally injured half a hundred persons at Lowell, Mass., Wednesday, is not surprising. It is simply distressing, and makes strong appeal to human sympathy.

The young women of the Wrapper-Makers' Union of New York are on a strike for nine hours a day. They should win. Nine consecutive hours are quite enough for any woman or girl—or, for that matter, any man—to sit at a sewing machine. No wonder the product turned out by these driven creatures as the result of ten hours a day at sewing machines proves that there are other things besides the human body that are "fearfully and wonderfully made."

The fact that many negroes are leaving Indiana to make their homes in the South should afford food for thought to a number of New England talkers. It is easy to deplore the condition of the colored race in the Southern States when the speaker has no acquaintance with either the negro or the South. The movement from Indiana is an unanswerable argument, and no talking can get around it. The Indiana emigrants doubtless expect to behave themselves.

The Lewis and Clark Centennial Exposition has a friend at court. President Roosevelt believes the enterprise a worthy and patriotic one, and as he will take care to say so where it will do the most good—namely, in his annual message to Congress. At least, the public has been led to expect this, and Theodore Roosevelt has never yet disappointed the public.

In view of Mr. Barrett's interview with President Roosevelt, and the latter's services for the Lewis and Clark Fair, it will now be in order for the newspaper men who were not appointed Minister to Siam, Commissioner to the Pan-American Convention, Commissioner of the Louisiana Purchase Exposition and Minister to Argentina to get out their little hammers.

SPIRIT OF THE NORTHWEST PRESS

Cleveland Indorsing Roosevelt.

President Roosevelt should feel encouraged. The people are giving heed to his advice in a manner that is truly wonderful. Since his sentiments on the subject of large families have been made public even Grover Cleveland has become the daddy of a fine big boy.

Fear Not, but Trust in Baker.

Woodburn Independent.

The rank and file Republicans of Oregon are tired of factions and their fights, and it is the sincere hope of the woodburn Independent that the selection of Frank C. Baker as chairman of the state central committee means an aim to bring success to the party, and not to consider the claims of one man or a few men before the welfare of the organization.

Of Small Significance.

Medford Mail.

Frank C. Baker, ex-state printer, has been elected chairman of the Republican State Central Committee. W. F. Matthews, resigned. The position is merely a nominal one now and no political significance outside of Multnomah County politics. If Baker can win out in the primaries in his own county he may be elected next year, otherwise the chairmanship is something of an empty honor.

Apparently hard to Please.

Cottage Grove Leader.

Frank C. Baker may be an improvement over Jack Matthews for chairman of the Republican State Central committee, but it is difficult to see wherein anything is to be gained by the change. Baker is a professional politician, a man of no scruples, but he is energetic and loyal to his party and will work untiringly for its success. He was for eight years state printer, during which time he amassed quite a fortune.

Its Moral Support.

Tillamook Headlight.

The Oregonian has always shown a kindly disposition in advocating harbor improvements in the county in connection with this neglected country. It is cognizant of the vast resources and future prospects of Tillamook County, and although nothing of a practical nature has yet been accomplished to bring the county into commercial touch with the outside world, the Oregonian gives its moral aid in recommending the improvement of Tillamook bar.

One Thing Lacking Found Again.

Astoria News.

Astoria stands alone. She has, though, one means of redemption in her own power. It is the Deep River oil fields. Astoria is a city of oil. She has a "gusher" at that place and this whole problem will be solved. Every railway would quickly be here. These roads know the danger to them there is in finding oil on Deep River. All that Astoria has to do is to take hold of that enterprise. It means a vast fortune to the men who take it up. It means Astoria's sudden and grand growth, as well.

Chief of All, He Says.

Gervais Star.

Frank C. Baker has been chosen chairman of the Republican State Committee. He succeeds Jack Matthews, who has been chairman for the past few years, but is now obliged to relinquish his office on account of a Federal appointment in political matters, and will do toward harmonizing the political situation in the rank and file of the Republican party of the state. This is a matter of the greatest importance, and can only be accomplished by all Republicans lending their aid and influence to the new chief.

Our Distinguished President.

Chehalis, Wash., Bee-Nugget.

The Seattle item seems to have obtained in Portland for the present. This particular phase of the Seattle idea has for its followers a class of highwaymen who meet the festive citizen on the street at night, or hold up a street car, and relieve him of his money, or his watch, or his pocketbook or anything else of value he may happen to have. If necessary the citizen is shot down in cold blood. As a result of the hold-up-fest which has been going on for several weeks past, the Oregonian is going after the Portland police department properly, and it is hoped that the conditions may soon be bettered in the Oregon metropolis.

The Indiana Practice.

More Observer.

W. S. U'Ren and his chumps are trying the initiative and referendum through buncome legislation in Indiana. While the men are contending everywhere that the Circuit Court Judges in Multnomah County were correct in holding that the initiative and referendum amendment to the Oregon constitution was not legally adopted, the Indiana Legislature, whose constitution is the constitution of Oregon, show that the Indiana convention was right, and the record of proceedings of the Indiana convention show that the amendment was adopted. Since heretofore the Indiana convention covering this point proposed for the very purpose of preventing what has happened in Oregon. The Indiana Legislature repeatedly rejected proposed amendments because of the same reasons, and because the section which Oregon took from Indiana forbade their adoption under such circumstances.

How Harriman Builds.

Lewistown Tribune.

Mr. Harriman on repeated occasions and with the utmost publicity has announced certain extension work to be completed as soon as the material could be assembled upon the ground. The material has been assembled in two different times and then hauled away again. Many enterprises and improvements were inaugurated by virtue of these announcements, and no thanks are due Mr. Harriman for great losses and disturbances have followed his treacherous and misleading proceedings. This country now has an opportunity to get to market by the river route, but it is understood that the Harriman Company, which owns some of the land necessary to the portage, will delay and block the work by requiring condemnation proceedings and then taking interminable appeals. With a record like this it will be impossible to create and maintain a healthy public sentiment toward this company, which has some to be an incumbrance and a purpose to do so on broad principles.

Get Into the Magazine.

La Grande Chronique.

The quickest and most direct way of bringing the attention and interest of the residents of the United States to the Lewis and Clark Fair is to present the fair in a series of articles published in all the newspapers and magazines of the country. The first judicious expenditure for advertising the fair would be to employ competent and entertaining writers to prepare such articles which would be accepted for publication without charge, solely for their literary and historical interest. Such literature would not be the least suggestive of a paid advertisement, and their value would be increased by reason of this fact. The greater number of people that can be enlightened upon the great tour of discovery to the Pacific Northwest the more will be the general interest in the big Fair of 1906.

Every paper in the country is receiving oceans of literature concerning the St. Louis fair, and a great deal of it is gratuitously published, because it is considered interesting to readers. But nothing that has been or can be published about the Louisiana purchase is of more interest to the public than the history and exciting facts in connection with the expedition sent out by the Government under command of Lewis and Clark.

EDUCATION AND THE NEGRO.

The Mobile Register makes an interesting and valuable contribution to current discussion by printing a summary of the results of education at Booker Washington's Tuskegee Institute, in Montgomery County, Ala. The form given in the sample sketches out of a total of 35 are given:

Perry J. W., class of 1898, is farming. He controls 150 acres, owns five head of cattle and teaches school six months in the year.

Thomas, Julia, learned sewing and dressmaking at Tuskegee. She lives with her brother on South Ripley street, working at her trade, and has all the work she can do.

Thomas, Mrs. William (Novella Smart), is the wife of a man employed in J. P. Adams store. They have a good home on South Ripley street, and she is a housekeeper.

Prior, D. B., is a letter-carrier from Montgomery postoffice. He has been employed there only one year. He owns a property in Pike County, Alabama. Before coming to Montgomery he taught school at Troy, Ala. He also farmed in connection with his schoolteaching.

Lyles, William, has been employed for the last two or three years by the Montgomery Carriage Company, one of the largest firms in Montgomery.

Perdue, Augustus C., has an excellent reputation as a carpenter and contractor in Montgomery. He has a good home on Jeff Davis avenue, and owns considerable property.

Peterson, Ophelia, teaches school a part of each year, and follows her trade of dressmaking the remainder of the year. Turner Russell chopping cotton on a plantation four miles out of the city. This man was at Tuskegee for only a short time, and that several years ago, and he has been employed for good by even the brief time he was at the school. He lives with his mother, who owns 40 acres of land, on which three acres have recently been put up a neat three-room frame house, and his father being dead, he has the care and management of the place.

Pope, Robert, has been employed by one of the largest wholesale drug