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TODAY'S WEATHER—Fair; northerly winds.

YESTERDAY'S WEATHER—Maximum temperature, 32 deg.; minimum temperature, 36 deg.; no precipitation.

PORTLAND, FRIDAY, JANUARY 29, 1904.

THE "UNSAFE" ARGUMENT.

There has been an exceedingly great effort to organize a Republican opposition to President Roosevelt, for the purpose of defeating him for the nomination in the National Convention. The opposition is still active, but is not making progress. Thus far, indeed, its efforts have been mainly tentative. Men have been "feeling of the situation," to ascertain what they might probably accomplish, if they should commit themselves irrevocably to opposition. The real basis of the effort is the hostility to the President of certain great capitalistic influences that are angry with him because of his action on the railroad mergers and his interference in the great coal strike. These great monopolistic powers have the support of politicians who feel that they have been neglected by the Administration, and who therefore want another candidate. It is a combination of no inconsiderable weight, and might make mischief if not vigilantly opposed.

The favorite cry of those who oppose Mr. Roosevelt is, "The country wants a safe man for President." But on what ground can it be assumed that Mr. Roosevelt is not a "safe" man? Would it be a good story to go before the country with, that he is "unsafe" because he interposed for settlement of the great coal strike, and so defeated the contention of the monopolists who were boasting, falsely, that they had completely won? It was an inestimable service that the President rendered the country in this behalf. It put a stop to a war that was shaking every great interest of the country to the center, causing suffering and loss on enormous scale and threatening culmination in worst of civil disorders. All these evils were ended or averted by the courageous action taken by Mr. Roosevelt; and, from the party point of view, he rendered a service of the first importance, since it was due to the course he took that the Republicans were enabled to retain control of the House of Representatives. But for his action there would now be an overwhelming opposition majority in the House.

Again, would it be a good story to go before the country with, that Roosevelt is "unsafe" because he has taken his stand against the great railroad mergers, and has endeavored to enforce the law of the United States against illegitimate capitalistic combinations? Suppose him set aside for such reasons, and suppose a candidate selected whom the monopolists and plutocrats would call a "safe" man—the party would find mighty rough sledding, in the ensuing campaign. Even Democrats who are now joining in the cry that Roosevelt is "unsafe" would attack with vehemence the party that had set him aside for such reasons. Still, further, is he to be called "unsafe" because of his prompt action in recognition of the independence of Panama, through which we are to make effective the long-cherished project of an international isthmian canal? The people of the United States insist on construction of this canal, and will support President Roosevelt in the policy he is pursuing to that end. They know that Colombia meant to rob us, and do not think we are bound to make it a matter of conscience to protect robbers in the sovereignty through which they seek to effect this purpose. We shall not infringe on the rights of Panama, and shall pay her amply for the right of way; and it is merely a stroke of good fortune to ourselves and to the world that we are able, through the independence of Panama, to obtain the right to construct the canal, which Colombia refused, after she had named the terms herself, in the belief that she could rob us on the one hand and the French Canal Company on the other. The little State of Panama has taken her place as an independent nation on the map of the world, and will retain it. Our treaty with her will be ratified; many Democrats in the United States Senate will vote for it; construction of the canal will begin, and the action of President Roosevelt and the policy of his Administration in this important matter will be triumphantly vindicated and upheld.

Nevertheless, continued vigilance against the machinations of those who would undermine the President and defeat his nomination if they could, is necessary. The opposition is not powerful in numbers, but it is powerful in resources. The plutocratic part of it, failing to beat Roosevelt for the nomination, will endeavor then to name the Democratic candidate, and is at work now with this view. The West especially owes much to Theodore Roosevelt. He understands the West as no one of his predecessors ever did. He is a friend of Oregon and a supporter of the Lewis and Clark Centennial Exposition. No man should be sent to the convention from this state or from any other Pacific State who is not known as a Roosevelt man through and through. Men should be sent who will support him, not merely because they may be instructed to do so, but who would be his known supporters even without instructions. Men should be sent who would, in no circumstances, join in combinations that may be attempted for some other candidate. For Roosevelt is as "safe" a man as our people want; moreover, he does things, and is not fossilized into a conservatism that would take no action on new subjects. Business and property and the rights of labor and the rights of man are "safe" under the policy he pursues. Under such a President we get things done, and "the dust on antique time" does not "lie unswept."

INDECENT HASTE.

All that Senator Simmons, of North Carolina, has against the course of the Administration in the Panama matter is the indecent haste with which the President has moved. He will vote for the treaty, he is anxious for the canal, he is even willing to profit by the results of the Administration's course; but he is moved to grief and pain at the indecent haste.

Nothing could be more strictly Senatorial. Mr. Simmons is a bright and shining exponent of the body wherein nothing is ever done otherwise than decently and in order. It is in the Senate that deliberation has hardened into a tendency no emergency can break. When Cleveland was elected in 1892 it took the Senate till August, 1894, to complete the Wilson tariff bill. When Congress was called in special session in August, 1893, to repeal the silver-purchase clause of the Sherman law, the repeal bill promptly passed by the House was haggled over in the Senate until November. McKinley was elected in 1896 to maintain the gold standard, but it was four years before the Senate could be got to affirm the gold-standard as it did in the law of March, 1900. Cuba was freed in 1898 on an implied and generally recognized obligation to give it trade concessions! but the egregiously deliberative Senate had to study over reciprocity until the Winter of 1903-4.

The determination of Theodore Roosevelt to build a canal across the isthmus instead of merely talking about it is an act of such indecent haste that the Senatorial protest is not surprising. The first survey, ordered by Cortez, was made only 400 years ago. This is obviously too short a time for so complicated a thought to pierce the true Senatorial brain.

RUSSIA NOT DISPOSED TO FIGHT.

The Oregonian has never believed that Russia would take the initiative in any war with Japan, for the reason that it is money in Russia's pocket to wait, for with every month she grows stronger on sea and land, and furthermore there would be a political advantage to Russia in remaining passive and forcing Japan to take the responsibility of firing the first shot. Charles S. Osborn, president of the Courier-Herald, of Saginaw, Mich., and formerly State Railroad Commissioner, has just returned from a seven months' trip through European Russia and Siberia, and he reports that Russian men of business are convinced there will be no war. Mr. Osborn says that while for the moment Russia feels too poor to invite war she is sure to win in the end; that in time Russia will force Japan to remain an insular nation and a third-rate power. Manchuria and Corea are sure to belong ultimately to Russia. Furthermore, Mr. Osborn thinks that Russia will ultimately absorb Norway and Sweden; that Russia already has her eye on the port of Narvik, in Norway, the northern terminus of the Swedish-Norwegian national railway. Russia is desirous to get Narvik because the port is open most of the year.

Mr. Osborn says that Russia in case of war would have nothing to fear from internal dissensions; that the entire illiterate population of Russia will support the Czar to the death, and 85 per cent are illiterate. This statement is not an exaggeration, because the peasantry are grossly superstitious and reverence the Czar as the head of their religious faith. Goldwin Smith describes the Czar as practically the pope of his church. The Russian Empire of today is a striking illustration of what an illiterate people can be inspired to do when led by a succession of astute statesmen and diplomats who have always had in mind a distinct political purpose. Russia did not begin her march across Asia until 1581, when her advance posts were but 800 miles from Moscow. Today Russia stretches in an unbroken line of 5000 miles from St. Petersburg. Russia's encroachment on China did not begin effectively until about 1856. In 1860, when the English and French captured Pekin, Russia quietly came to the front and by diplomacy secured the valley of the Amur. The 320 years that have been consumed in Russia's conquest of Siberia and Northern China along the valley of the Amur River furnish a tale of blood and tears, of hardihood and desperate courage, that is only equaled by the story of our own conquest of Trans-Mississippi America.

Some twenty years after this acquisition of the Amur region from China Russia began to put forward her Trans-Siberian Railway project. When Japan defeated China in 1895, Russia forced Japan to let go her grasp on Port Arthur and the Liao Tung Peninsula, because this would interfere with Russia's plans to obtain an ice-free seaport on the Pacific and a terminus for her great railway. Japan would have fought then, but Russia was backed by Germany and France. Japan knows that Corea is as much a part of Russia's programme as Manchuria, and that with Russia once firmly intrenched in Corea and Manchuria Japan will be reduced to withdraw to her island empire and stay there. Russia held the whip hand of Japan in 1895, and if she held it today as she did then Japan would be promptly expelled from every foothold on the Asiatic mainland of China or Corea, but Russia knows that her single-track Trans-Siberian Railway is too lightly and superficially built to stand any heavy or continuous traffic, and has not the rolling stock necessary for the rapid and continuous transit of troops and military supplies. While Russia will not make war because she does not feel prepared to do so, she may be compelled to accept war at the hands of Japan, which is as completely ready for war, as to her army and navy, now, as she can hope to be in the near future.

Japan cannot afford to keep herself on a war footing for any term of years, because it would exhaust her finances. Russia can afford to wait, because every hour of peace increases her effective preparation for war, so that in another year she will be twice as formidable as she is today, and while Japan is in a position today to fight Russia's fleet on terms of equality, her chance of victory will be endangered if she permits Russia's European fleet to arrive. Furthermore, Russia knows perfectly well that Great Britain would not be likely to allow Japan's navy to be wiped off the China Sea, and it is quite possible that France as well as Germany would decline to break the peace of Europe because of war between Russia and Japan. For these reasons it is entirely unlikely that there will be any war unless Japan deliberately decides to force it by assaulting Russia in Manchuria or Corea. It is Russia's hereditary policy to hasten slowly; she always bides her time. Peter the Great first began to move on the Black Sea and against Turkey in the first decade of the eighteenth century. Russia has not yet won Constantinople, but today she holds the waters of the Black Sea with an ironclad fleet strong enough to prevent the entry of a hostile squadron.

Russia has conquered the Caucasus and the whole Trans-Caspian region, that was once known as Turcomania, or "Independent Tartary." Russia rules all this conquest so well that the people are contented, and she has pushed a railway through this Trans-Caspian region as far as Merv, within 150 miles of Herat, on the frontier of Afghanistan, and she is now seeking to push a railway through Persia to the Arabian Sea. When Russia finds herself firmly settled in Manchuria and Corea, she could threaten Pekin; she could threaten India; she could threaten Persia; and by that time Constantinople would become hers without a struggle. Mr. Osborn thinks that "100 years hence Russia will be the only competitor of the United States." The wonderful thing is that an oligarchy of intellectual statesmen and diplomats has been able to do all this with an illiterate people since the days of Peter the Great, who was the only man of real genius for government among the Czars of Russia. The policy marked out by Peter and his vast designs were never equaled by any Czar that followed him; nevertheless, there has been genius for administration and government among the ruling oligarchs.

CORPORATIONS, TRUSTS AND UNIONS.

With the general line of thought advanced by Judge Grosscup in his Chicago speech most unprejudiced observers will agree. He accepts the corporation and the labor union as each an inevitable development of the time, reprobates law-breaking on either side and deprecates the unreasoning hostility of partisans to corporations on the one hand and labor organizations on the other. And yet there are one or two things that should never be ignored in any discussion of these questions.

One is the difference between the corporation and the trust. A corporation is a necessity and a trust is an abuse. The corporation is the product of two conspiring facts in our modern life—the necessity of combined possessions to carry on enterprises too large for individual fortunes—the railroad, the steamship company, the great factory—and the accumulations of private savings in large bulks which must be put out for investment by trustees. This combined cause of the corporation is something like the cause of labor unions—the development of industry to the point where large bodies of men work under conditions so nearly similar as to suggest combination for uniform hours and pay.

When the corporation becomes a trust, however, it is an unnatural perversion of the law of combination and so is the labor union when it becomes a trust in the sense of eliminating combination between its members and restricting output. The corporation that pursues its own independent way is defensible; but the corporation that reaches out to absorb its competitors and monopolize a field of production or supply is wrong. It is socialistic, as much as the labor trust that gives each of its members the same pay regardless of the work done and puts a penalty on excellence. It is wrong for a union to do what is wrong in a single workman. It is as wrong for an individual or a partnership to acquire a monopoly as it is for a corporation.

It is a very reassuring sign of the times that the most able and sincere thought of the country is coming to apply to trusts and unions both the good old rule of testing them by their fruits. The indiscriminating censure of corporations on the one hand and organized labor on the other has been a wicked waste of strength and the source of infinite mischief. The fact is that both sides of this controversy have been laying the foundation of a bitter reckoning society is some day to require at their hands. The time is here when promoters like Wright and Schwab will be outcasts in the world of self-respecting finance, and when organized labor's pitless barring of the industrial door upon the rising generation will be apprehended at its true and startling significance. A suggestive though perhaps extreme view of this abuse is reprinted from the Chicago Chronicle on this page today.

FLAX-GROWING IN OREGON.

The proposition to raise flax in Oregon in sufficient quantity to keep a flax mill in operation the year round has been reduced to its lowest terms. Eugene Bosse, of Salem, who is excellent authority in the matter, says that the output of 4000 acres of flax yearly will be required for this purpose, and that whenever this acreage is assured the mill will be built. This is specific. The further statement of Mr. Bosse that he hopes the flax area will reach 1000 acres the present year indicates that the manufacture of linen will not become an industry of Oregon for some time yet, unless a substantial impetus is given by immigration to flaxgrowing.

It has now been half a dozen years or more since the attempt was first made to demonstrate that the cultivation of flax for textile purposes could be made profitable in Oregon. Experiment readily proved that flax of excellent quality could be grown in various sections of the state, the commercial value of which was excellent. Both in yield and in quality of fiber, Oregon flax proved satisfactory, and the fiber, upon being submitted to foreign experts, was indorsed for its length, fineness and tensile properties. But our farmers were wholly inexperienced in flax culture, and, as the sequel has proved, have been slow to accommodate themselves and their customary crops to the requirements of the new-old product. Those who have tried it perseveringly and intelligently have raised excellent crops, but few have cared to study flax culture in a painstaking, practical way. This is not to be wondered at, but it is nevertheless to be regretted.

Mr. Bosse is offering farmers from $8 to $10 a ton for mown and $12 to $15 a ton for pulled flax. At these rates he thinks flaxgrowing will pay "if the crops are fair." It can scarcely be said that this is an encouraging assurance upon which to engage in a new and, as far as Oregon farmers are concerned, a relatively untried industry. The high price of labor is an obstacle to flaxgrowing on a large scale in this state. And when, as in some seasons, the demand for farm labor, in stress of harvest, exceeds the supply, it can readily be seen that a flax field of ten or twenty acres might present at pulling time a serious problem to the grower. This consideration, added to the fact that the farmers of the Northwest are for the most part wholly ignorant of the details of flax culture; that flaxraising requires a good deal of hand work, to which Americans do not take kindly, and that the crop demands special treatment with appliances which, however simple, are not a part of the ordinary farm equipment, explains the disinclination of Oregon agriculturists to add a flax field to their area of cultivated land.

All of these things will, no doubt, be overcome in time, since none of them are insuperable obstacles. But it will take time, and a considerable addition to the class of painstaking, thrifty, permanent laborers of the agricultural districts before the conditions necessary to insure the establishment of a linen mill in Oregon, as designated by Mr. Bosse, are realized. In the meantime, those who stand for a diversified agriculture as against the old single-crop method are pleased to know that flaxgrowing has passed beyond the experimental stage in Oregon, and that in due time the dream of a linen mill, with raw material from the flax fields of the state, in quantity sufficient to keep it running the year round, will be fulfilled.

The voyage of the battleship Oregon from California to Cuba is being paralleled, says the New York Independent, by the race which two Japanese cruisers are now making from Genoa to Japan. When the arbitration and disarmament treaty between Chile and Argentina was signed, each country had two armored cruisers almost ready for sea. Those of Chile were being built in England and those of Argentina in Italy. Russia bid for all four of the vessels, but England secured the former and Japan the latter. Japan rechristened the two that fell to her, and these—Niasin and Kasaga—are the racers in this instance. The hand of England was distinctly in evidence in sending ten officers and 100 men from the British naval reserve to assist in manning the vessels. The armament and ammunition had been prepared in Naples. This was put on board in twenty-four hours from the time the cruisers entered that port, and January 12 they left under sealed orders. By rapidity of movement and great good fortune they reached Port Said in time to enter the canal ahead of a small flotilla of Russian cruisers and torpedo-boats, and with a clear passage through the Indian Ocean thus assured, crowded on all steam for the race. This incident is believed to indicate the unreadiness of Japan for war, and to suggest a valid reason why it is necessary to revise so often her "ultimatum" to Russia.

The subcommittee of the committee on territories advises the construction by the Government of a wagon road in Alaska from Valdes, on the coast, to Eagle, on the Upper Yukon. The distance is 450 miles, and the proposed highway would afford a good route to the Klondike through territory of the United States. Those who suffered from the exactions and extortions of the Canadian official system on the route covered during the stampede of 1896 will cordially indorse this road proposition. Alaska needs roads, and it must have them before the development of its vast resources can proceed much farther. The commercial conditions that prevailed through the centuries in the insular provinces of Spain that lately came into the possession of the United States were due in a great measure to the fact that there were practically no roads in any of these islands. American enterprise soon made itself felt in supplying this deficiency of centuries of Spanish rule, and already it is possible to go from place to place with vehicles over portions of Porto Rico and Luzon. The needs of Alaska in this line should not be ignored. The wonderful value of the territory has been proven. Its claims as a resourceful part of our eminent domain have been fully established. It is entitled to such aid as is necessary for the further development of its vast resources. Roadbuilding heads the list of its needs.

Mr. Chamberlain has made much capital out of the alleged decay of British industry and trade, but official reports for 1903 seem to show a prosperous condition of affairs. There were gains in exports as well as in imports, and the gain in exports consists almost wholly in the value of manufactures exported. Exports were $37,331,575 more than in 1902, while imports were $72,575,255 greater. The gains in exports were chiefly in iron and steel articles, telegraph cables and apparatus, machinery, ships and cotton and wool fabrics. The total value of exports was $1,454,451,405; of imports, $2,714,531,625; which indicates a pretty good volume of business. What Mr. Chamberlain especially objects to is the fact that of imports some $673,000,000 worth consist of manufactured articles which might, he thinks, be just as well manufactured in the United Kingdom, giving employment to home workers. As to the increased exportation of manufactures, he will explain that the increase is mainly in articles exported to the colonies, the exports of manufactures to foreign countries showing a tendency to decline in the face of a large increase of manufactured imports from such countries. From this combination of facts the ex-Secretary for the Colonies draws his argument for preferential trade relations with the colonies.

Professor Chittenden, of Yale, is carrying on a series of experiments to determine the minimum diet for efficiency, from which it is expected that valuable and much-needed information upon this point will be derived. It is asserted that the soldiers who are the subjects of these experiments, who are facetiously called the "starvation squad," are doing more useful service than any other men in the Army, since our greatest enemies, slaying more than are lost each year in war, are dyspepsia and enteric diseases, caused by overeating and intestinal fermentation. Against this theory of short rations, or in support of it, according to the point of view, is the terse and simple statement, "The army goes upon its belly."

DISCUSSIONS OF EMINENT DOMAIN

St. Paul Pioneer Press.

In the latter part of August last there appeared on this page an editorial headed "Civilization's Eminent Domain," wherein was claimed for civilization, and for the United States as its representative, the right to exercise the same power in securing a right of way for the Panama Canal that states exercise in authorizing the building of railroads, or municipalities in condemning land for streets or public buildings. The article was widely copied; and the topic, with a change in the caption now and then to "International Eminent Domain," has since been the subject of any number of editorials and letters, viewing it from every imaginable standpoint. An important contribution to the list is that made by ex-Pension Commissioner Ware, in a recent letter to the Washington Post, who takes substantially the same ground as that held in the Pioneer Press article, but calls the principle "the world-right of eminent domain." After asserting the existence of such a principle, he asks:

If a right of way for commerce is demanded, has not the world-empire the right of eminent domain to force a way; and can mere rights of local sovereignty stand in the way of the world-right? Could Turkey seal up the Bosphorus? Has Panama, or any other isthmus the legal or moral right to prevent this world-empire from forcing an open channel for the world's interoceanic commerce? Does it make any difference whether Panama or Colombia, or England or Spain, or any other sovereignty, claims a legal right to the isthmus? Must we not ultimately reach the doctrine that the worldom of commerce may exercise the right of eminent domain to make trade routes for ships from ocean to ocean? If the United States does not build the Panama Canal, and Germany offers to build it, what right have we to say "nay"? And to those who build it, why is not the right appurtenant to fortify and police and defend it?

The conclusion he reaches is that while, as an evidence of good faith and generosity, the payment of "a reasonable indemnity" to Panama or Colombia, or both, might be advisable, no questions of political rights should be permitted to stand in the way.

But while it may be impossible to controvert successfully the claim that the world has rights superior to those of any single country, and that the nation which, having the power to assert the rights of civilization against incompetence and barbarism, fail to assert them, is recreant to a high trust—still it must be remembered that the right of eminent domain is in ordinary usage seldom or never exercised except when other methods of securing the desired end have failed. In the case of Panama our Government has fortunately been able to accomplish all that was desirable without resorting to the principle of eminent domain, either "civilization's," "international" or "the world's." It is to be hoped that it may likewise succeed on any similar occasion. But the principle is one of vast importance, embodies a vital truth; and the known fact that as a nation we "keep it on hand" will be very serviceable in any future dealings with peoples who would imitate those of Colombia in trying to block the movements of civilization for the success of which our Government is responsible.

A STUPENDOUS SCANDAL.

The Disgraceful Story of the Shipbuilding Trust.

Under the title of "One Trust and What Became of It," Henry Wysham Lanier tells in the February World's Work the story of the shipbuilding trust, one of the most disgraceful chapters in American business history. With dummy directors, this trust manipulated for millions with an original capital of $3000. The company issued "confidential" circulars which were tissues of lies. The following interesting parallel is established on a result of the receiver's investigation:

PROSPECTUS.	THE TRUTH.
1. The company has organized—	1. It didn't exist.
2. Its total capital stock is $20,000,000, half preferred, half common stock.	2. The capital stock began three days later at $3000 and was "boosted" to $45,000,000.
3. Its ten directors are—	3. Six of these ten were not and never became directors.
4. The company has in hand contracts amounting to more than $35,000,000.	4. The uncompleted part of these contracts was less than $20,000,000.
5. The combined working capital is over $5,000,000.	5. The accountants only showed $3,250,000—most of which was "obliterated by subsequent adjustment."
6. The profits will be over $5,000,000 in the next 18 months.	6. They were actually about $1,000,000 — realizable in three years.

Virl Romae.

New York Sun.

Marcus Curtius was preparing to jump into the chasm.

"There is one thing certain," said he, "the subway can't be any worse than the L road."

Confident that he already experienced the horrors of a living death, he sprang to his doom.

Nero had illuminated his gardens with living torches.

"How foolish," he muttered, "to waste my efforts on the Christians, when I could have taken the janitors of model apartments."

Perceiving that he had missed the chance of becoming a public hero, he cringingly went down cellar to beg for more steam.

How Panama Looks Abroad.

London Spectator.

The Colombian government repudiated the recent treaty and the people of Panama, who had long been discontented and were closely instrested in the canal, rose as one man. Colombia being incapable of keeping order on the isthmus, and refusing to recognize her treaty obligations, the plain duty of the United States was to recognize a government which could do both. Her government had no complicity in the revolution; it merely bided its time and carried otu its treaty obligations with the power which was de facto predominant. We trust that President Roosevelt's frank and statesmanlike declarations will put an end to the idle accusations against American diplomacy.

The Brookside.

Richard Monckton Milnes (Lord Houghton).

I wander'd by the brookside,
I wander'd by the mill—
I could not hear the brook flow,
The noisy wheel was still;
There was no burr of grasshopper,
Nor chirp of any bird,
But the beating of my own heart
Was all the sound I heard.

I sat beneath the elm tree,
I watch'd the long, long shade,
And as it grew still longer,
I did not feel afraid;
For I listen'd for a footfall,
I listen'd for a word—
But the beating of my own heart
Was all the sound I heard.

He came not—no, he came not—
The night came on alone—
The little stars sat, one by one,
Each on his golden throne;
The evening air pass'd by my cheek,
The leaves above were stirr'd,—
But the beating of my own heart
Was all the sound I heard.

Fast silent tears were flowing,
When something stood behind—
A hand was on my shoulder,
I knew its touch was kind;
It drew me nearer—nearer—
We did not speak one word,
For the beating of our own hearts
Was all the sound we heard.

THE LEWIS AND CLARK FAIR.

Tacoma Ledger.

It would have been more fitting and appropriate for Washington to celebrate the Centennial anniversary of Lewis and Clark's visit to the Coast than for Oregon to do it, for the two explorers saw more of Washington than of Oregon, and spent more time on its soil. But Oregon is the older state, and Portland is an older and richer city than any in Washington. Its people have undertaken the celebration and are going forward with the work of preparation in good shape. They will win success because they already deserve it.

The people of Washington ought to show the same interest in the Fair as if it were to be held in one of our own cities. We shall honor ourselves by honoring the memory of the great explorers, and by helping properly to commemorate the great achievement which they accomplished. But there is another view of the matter that ought not to be lost sight of. Advantages are to be gained that we cannot afford to neglect or abandon wholly to Oregon. If we do not avail ourselves of the opportunity offered we shall lose these advantages. Of the thousands, and possibly hundreds of thousands, of people who will visit the Fair, many, if not most will see something of Washington, and they will see it only superficially. They will see less even from the car windows, and go away with less of the valuable information they might get if we fail to show them what they ought to look for, and what to get information about, by making proper exhibits, both as a state and as individuals. We ought to ask for and get as much space as possible and fill it with the most elaborate and carefully prepared exhibits.

To provide these exhibits will not be a difficult or serious matter if representatives of our various industries will begin to lay their plans for them at once. Everybody can do something, and something that will be worth doing. If he begins now he will have plenty of time. He will not have to hurry, and what he does will be all the more worth doing.

Chambers of Commerce and other organizations that have for their purposes the advancement of their several localities could scarcely do good and effective work in any other way than by appointing committees of their most energetic members to arouse interest, to help those who can best provide exhibits to plan them, and to raise funds to collect, transport and display them. In this way the best exhibits would be secured and every interest would be most certain to be represented.

THE AMERICAN BOY A TRAMP

Effect of Shutting Him Out From the Means of Learning a Trade.

Chicago Chronicle (Dem.)

Reports from many industrial centers appearing daily in the Chronicle show that much progress is being made by organizations of employers in the establishment of the "open shop."

These triumphs of free labor are all gratifying, but they will fall considerably short of the desired end if they do not result in a complete abolition of the odious apprentice system which the unions have fastened upon the country.

Organized labor has inflicted no more cruel blow upon industry and society than that which has doomed millions of American youth to reach man's estate without a trade or with such imperfect instruction in any of the mechanical arts as to be doomed forever to array themselves among the incompetents and the botches.

It is important to note the fact that the practical destruction of the old apprentice system which is proving so disastrous to native youth has stimulated the immigration of foreign workingmen and that these conditions have been brought about as a result of the predominating influence of foreign-born socialists in the unions.

In all of the organized trades apprentices have practically disappeared. A few are provided for, of course, under the new rules, but they are more like fags than apprentices and their number all told is insignificant.

With socialistic laws throwing many vexatious impediments in the way of the employment of sturdy boys in any capacity and with socialistic and anarchistic unions inspired by foreigners making it more and more difficult for young men to acquire a trade, we need not marvel much at the alarming increase in the number of idle and vicious youths in which all of our centers of population abound.

What else do we expect?

There was a time when the smaller towns contributed largely to the training of skilled mechanics, but since the present craze for organization began even the smaller towns have fallen under the influence of unionism and are more likely to recruit their labor from the immigrant ship than from the homes of Americans.

As a duty to themselves and as a duty to society it is important that every triumph of an employers' association in the direction of an "open shop" should be a triumph also in the direction of an open door for American youths desirous of learning useful trades.

The fearful discrimination practiced against our young men for many years past has done a great deal to deprive the unions of a membership which would be intelligent and patriotic and which would not easily fall under the baneful influence of every selfish or fanatical disciple of Karl Marx just from the steerage.

In Americanizing American labor it is necessary to defeat the miserable tyranny of the labor bosses, but it is quite as important to throw down the barricades which have excluded American boys from the crafts which they have a paramount right to enter.

Advantages gained by employers' associations which do not comprehend this, the most important of all, will be short-lived and disappointing.

Autographs.

Brooklyn Eagle.

There was a sale yesterday of autograph letters and other manuscripts. It occurred in Manhattan. The highest price obtained for any of the lots was $110, given for the 50 love letters written by Margaret Fuller to James Nathan while Miss Fuller was doing review work on the staff of the New York Tribune. James Monroe's draft of the famous address to the French Convention brought $36; the manuscript of William H. Seward's oration on the death of O'Connell fetched a beggarly $7; a letter of Horace Greeley, and another in the handwriting of General Meagher, commander of the Irish Brigade, went, respectively, for $2.50 and $2.25; a contribution by Henry Clay to the literature of contemporaneous diplomacy was knocked down for $13; a communication signed by John Brown was sold for $26; a letter from John Hancock to George Washington was honored with a bid of $80; a brief epistle from Marion, the "swamp fox," to Governor Bourke, of North Carolina, was obtained by the purchaser for $7.50; while other autograph productions of Alexander Hamilton, Daniel Webster, Benjamin Franklin, Zachary Taylor and Edwin Booth extorted from seemingly languid buyers sums ranging from $3.50 to $45. The odd thing about the sale was that, with the single exception of the Fuller letters, the highest figure on the auctioneer's sale list was set opposite to a four-page note written by King Edward VII to Mrs. Langtry. That letter brought $90, or $10 more than the war letter sent by the President of the Continental Congress to the commander-in-chief of the Continental Armies; $82.50 more than was paid for Marion's note to Bourke; $64 more than was given for the handwriting of the author of the Monroe Doctrine and double the price paid for the Hamilton letter. We had no idea that Kings came so high in this Republic and country.

Music When Soft Voices Die.

Percy Bysshe Shelley.

Music, when soft voices die,
Vibrates in the memory;
Odors, when sweet violets sicken,
Live within the sense they quicken;

Rose leaves, when the rose is dead,
Are heap'd for the beloved's bed;
And so thy thoughts, when thou art gone,
Love itself shall slumber on.

NOTE AND COMMENT.

It is always leap year for office-seekers.

Mars is not quite certain whether he's dreaming or if someone is trying to wake him.

Orange peel on the sidewalks is dangerous, and Chief Hunt should put his foot down on it.

The Chicago man who was carried four miles on the cowcatcher certainly traveled to "beat the cars."

If the dogs of war are unmuzzled only to be muzzled again many more times they will fret themselves into a fit.

Two deaths are alleged to have resulted from a play at Pendleton, and yet some people say Pendleton is not a good show town.

Mention Lewis and Clark to an Eastern newspaper man and he will be a little puzzled about Lewis, but he knows, of course, that the other man is Senator Clark, of Montana.

A curious feature of the Bechtel murder trial in Allentown is that some of the witnesses testified in "Pennsylvania Dutch," and were understood by counsel, judge, and jury.

Three justices in Des Moines, Ia., have announced that they will charge nothing for performing marriage ceremonies this year in all instances where the bride admits that she did the proposing. Here is a chance to save money, if you are going to live in Iowa.

Germany and Denmark, according to the ingenious New York Herald, Parisian edition, have formed an alliance with the object of keeping the Russian fleet in the Baltic and the British fleet out. Everybody knows how Denmark loves Germany, but just what object the two nations would have in corking the Baltic is not manifest. We may expect to hear at an early date that Bolivia has allied herself with Switzerland to keep the Thibetan navy from entering Lake Superior.

Catching a street-car in New York is not an adventure to be undertaken lightly. Recently at the Barclay-street ferry about 5000 persons were discharged at once on the Hoboken shore. Five street-cars were in waiting, and into and around these the crowd packed. Three thousand more passengers were landed before the cars had moved, and then it was impossible for them to budge an inch. People on the track were prevented by the pressure of others from getting out of the way, and it required the police reserves, and all the available patrolmen to clear the line. For hours longer police had to stand by the cars to pass them on as they were filled. Hoboken's travelers should buy airships or come out here where there is elbow room.

There is one advantage about working at night: You can have the sun for alarm clock. The best way in the world to be awakened is to have old Sol, in his passage around the room, cast his rays across your head. You wake to a world full of brightness, a world that is already warmed and in the zest of life. How much better than to have a nerve-destroying alarm go off at your ear, and kick gentle sleep bruised and bleeding from your bed. How much better the unconscious awakening to the sun's influence than the half-awake and half-asleep, but wholly querulous answer to the landlady's ill-tempered knocking. How much better than the sudden flood of angry wakefulness that surges over you in response to the well-thrown pillow of a neighbor. The bachelor has no better friend than the sun; often may it shine.

A member of Parliament in Australia recently received from an indignant constituent, who had asked him in vain for a "billet" (a job in politics), the following unique letter, which is certainly "the limit" in the noble art of abuse:

"Deer Sur: You're a dam fraud, and you know it. I don't care a rap for the billet or for the money either, but you could have got it for me if you wasn't as mean as muk. Two pounds a week ain't any moar to me than 40 shillin's is to you, but I object to bein' made an infernil fool of. Soon as you was elected by my hard-working friends a feller wanted to bet me that you wouldn't be in the House more'n a week before you made a ass of yousself. I bet him a Cow on that, as I thought you was worth it then. After I got your note sayin' you deklined to ackt in the matter I druv the Cow over to the Feller's place an' tole him he had won her. That's ori I got by howling meself horse for you on election day, and months befoar. You not only hurt a man's Pride, but you injure him in bizness. I believe you think you'll get in agen. I don't. An' what I don't think is of moar konsequince than you imajin. I believe you take a pleshir in cuttin' you best friends, but wate till the clouds roll by an' they'll cut you—just behind the Ear, where the butcher cuts the pig. Yure no man. Yure only a tuie. Go to hel. I lower meself ritin' to a skunk, even tho I med him a member of Parliament.

WEX. J.

OUT OF THE GINGER JAR.

There is more joy in church over one millionaire that repenteth than over ninety and nine poor persons that need no repentance.—Life.

Visitor—Won't you be glad to see your little sister again? Bobbie—Yes; I haven't anybody to take cake away from.—Chicago Daily News.

Nora—Oi towld thot installment man thot he naden't call so often. Mistress—Did he take the hint? Nora—No, mum; he took the pianny.—Philadelphia Record.

It is hard to tell which is in greater demand, the Georgia girl or the Georgia peach. It is a question of peaches, though, either way you take it.—Philadelphia Press.

Gaddie—I hear that Goodman is as good as married to Miss Dolley. Crabbe—Oh, better than that. Gaddie—Really? You don't mean—Crabbe—I mean the engagement is broken off.—Philadelphia Press.

"Why do some people refer to the United States Senate as 'the millionaires' club?" "I suppose," said the advocate of prompt legislation, "it is on the theory that time is money."—Washington Star.

Smith—You appear to be very much excited over something or other, Jones—Brown gave me the lie. Smith—And you are so well able to furnish all that you can possibly use! How foolish of Brown!—Boston Transcript.

Ostend—The teacher said I may some day be President of the United States. Pa—Well, what do you think the rest of the boys will be? Ostend—Oh, I guess they'll be the cranks that annoy the President.—Chicago Daily News.

"I see your neighbors, the Highmores, have shut their immense house up. Mrs. Highmore told me the other day they were going somewhere into the interior for the Summer." "They've gone further back than that. They are living in the kitchen."—Chicago Tribune.

Carrie—Martha is going to be married to Fred, I suppose you know? She declares he is the best man that ever lived. Bessie—And yet she told me the other day he was the worst of all her lovers. Carrie—I know; but none of the others actually proposed, you see.—Boston Transcript.

While the young woman was making a hurried toilet upstairs, her father was entertaining her caller. "By the way, Mr. Spoonamore," he asked, "how do you stand on this question of imperialism?" "Why," responded young Spoonamore, "I've always thought it was—er—more becoming to most people than a