

The Oregonian

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again immediately cast into the water and forced to undergo the struggle which could have but one ending. Mrs. Sigourney, a gentle New England poetess of a past generation, uttered a forcible truth when she exclaimed: Oh, swell is the pleasure existence can give When we fear we shall die only to prove that we live.

100,000,000 FOR A STARTER. Your attention is particularly invited to the part relating to the war in the Orient and the grouping of the military powers of America, Great Britain, Germany, France, Italy, Japan, and the United States, Great Britain and Japan, a movement that would set the world afire. The balance of power between these great powers is being broken and peace may hinge upon the activity of America in naval preparation during the next few years.

The country is now warned. Richmond Pearson Hobson is the man who particularly invites its attention to the ominous signs described in the above paragraph from a letter addressed by him to The Oregonian. The world may be set on fire, and America must have warships as numerous as those of all other powers combined for use as fire-ships. As a preliminary step toward the acquisition of those fire-ships, Captain Hobson would have Congress appropriate an adequate amount during the present session—"I believe that \$50,000,000 is the minimum sum," he adds.

To show the necessity for beginning at once with \$50,000,000, Captain Hobson inclosed two pamphlets of his own writing. One is from 1893, the other in December, 1904. After some generalities on the subject of commerce, we read that as a matter of insurance, America should have the largest Navy in the world. "Indeed," continues the author in a burst of enthusiasm, "the true proportion would be more nearly maintained if the American step toward the acquisition of those fire-ships, Captain Hobson would have Congress appropriate an adequate amount during the present session—"I believe that \$50,000,000 is the minimum sum," he adds.

STANDARD OIL'S MISTAKE. The Standard Oil Company is rapidly acquiring expensive experience. Lawson exploited it, Congress started it, Kansas accelerated it and the President is ready to get in the finishing blow. But the octopus has always survived public odium, and thrived under it. Neither Roosevelt nor Congress nor Kansas nor public opinion nor the Standard Oil Company is likely to put it out of business. Nor is it desirable that they should. What the country wants is for the Standard Oil Company to be amenable to its laws, to suspend its historic practice of crushing and ruining its competitors, and to place all its patrons on an even footing. The gentlemen who have been at the head of the monopoly for so many years, and who have made incredible fortunes by criminal defiance of law and heartless crushing out of the small producer, do not yet seem to be able to understand that the entire recent movement against trusts, monopolies, corporate greed of all kinds, has for its chief target the Standard Oil Company. Railroad regulation, corporate control, trust legislation, all are mere details in the one purpose of government and people to bring the greatest of all malefactors to book. Standard Oil is the knot in the monopoly log, and when that is split the hardest part of the job is done.

The Kansas situation is about as follows: There are ten counties which produce great quantities of fuel and illuminating oil. Thousands of men are employed. The oil wells number 4000, mostly in the hands of small owners. The chief customer has been the Standard Oil Company, operating through the Prairie Oil & Gas Company. To obtain control of the fields the company reduced three of the price of crude oil; then under the threat of retaliatory legislation it has heretofore robbed, without mercy, ruined without conscience, and exacted tribute without conscience, but it has not failed to gauge properly the influence of public opinion. Its method has been to lie low till the cyclone passed, and then to pursue its stealthy purposes ruthlessly to the end. This time it failed to understand that Kansans are not a nation would, if it succeeded, in a certain measure placating the Nation. But it has aroused Kansas, and so it has stirred up the Federal Government. It is a project of questionable expediency for a state to build an oil refinery. It is essentially an enterprise to be undertaken by private capital. The state might just as well build wheat warehouses and buy wheat, or erect a paper dryer and dry prunes, or go into the brewery business for the purpose of finding a market for hops not otherwise saleable. But as an avenue for the escape of a great surplus of wrath and as a means of making the legislative club not without a certain potency, the refinery may do the business. In any event, it is quite apparent that Standard Oil is uneasy and even alarmed, because for the first time it has learned that both Congress and State Legislatures may be beyond its control.

RAISING TEACHERS' PAY. The School Board, the taxpayers and the teachers of the public schools of the city are wrestling mightily with a problem which appears to be a simple average mind as exceedingly simple. The proposition is to raise the teachers' salaries to a living wage. This, it would seem, would be easy to do, providing the paying element were willing to furnish the money required for the desired increase in wages. The question was presented to the taxpayers in this light, and after due consideration the careful attention to the statement of living expenses that supported the request, they agreed to grant the request. It now remained for the School Board to go over the schedule of wages and give the advance impartially to those whose wages had been shown to be below the living rate. All was simple and plain up to this point; but here it became suddenly complicated. Some of the teachers were not worth more than they were already receiving, said a member of the Board, unmindful of the fact that this statement, if true, was most damaging to the employing power. "The City Superintendent has received an offer of a higher salary and will leave us unless we raise his pay," was the next startling announcement, and, frightened at this impending calamity, this officer was forthwith given a raise of \$1000 a year out of the closely-guarded fund, if he would only consent to remain and serve the district yet a little longer. The drawing teacher, too, who is so sorely pressed for time that he scarcely gets around during the entire term of the month, was entitled to a generous slice of the money that through the efforts of the grade teachers, had come into the school till, and the Board thought so, too, and another brick was placed on the top of an already top-heavy school system, further weakening the base.

LEW WALLACE AND "BEN HUR." Popular fame of General Lew Wallace, who died Wednesday at his home in Crawfordsville, Ind., rests on his great novel, "Ben Hur, a Tale of Christ." He was a stout soldier, unquestionably brave and patriotic, but there is doubt whether he had the skill and military judgment requisite for large command. Together with many young men, he first smelled powder in the Mexican War. Soon after the Civil War broke out he became Colonel of the Eleventh Indiana Volunteers, participated in the ejection of the enemy from Harper's Ferry, was made Brigadier-General September 3, 1861, and led a division and the Union Center at Fort Donelson with such ability that he was promoted to Major-General March 21, 1862.

At the battle of Shiloh, having been ordered by General Grant to cross Snake Creek with his division to support General Sherman's right, Sherman depending on this support, Wallace lost his way and did not arrive until the night. However, he rendered efficient service in the second day's fight and in the advance on Corinth. With 5800 men he intercepted General Early's march on the National Capital, and July 9, 1864, suffered defeat at the battle of the Monocacy. General Halleck removed him from his command, but he was reinstated by General Grant.

And thus he led into extravagance. And so "a merit system" was devised whereby three or four men at or toward the top of the system and the payroll might designate from the list of their favorites, if they chose, the teachers who were entitled to a living wage. Here the matter at present rests—if anything in a state of chaotic movement can be said to rest. The School Directors, individually and collectively, are in a state of perplexity. The City Superintendent is the subject of unfriendly criticism—it being alleged that he was well content with the salary he was receiving until, through the efforts of the grade teachers, more money came into the school treasury. The teachers, rank and file, are in a state of mental revolt, and all because a question simple in itself has become complicated by letting in favoritism and shutting out justice.

Nothing could have been easier than to apply the increased tax to the pay of the grade teachers all along the line, according to the system of merit which was voted. If there are incompetent teachers on the list, let the power that placed them there drop them when the proper time comes. If the City Superintendent of Schools can better himself by going elsewhere—to Los Angeles or Seattle, for example—it is undeniably his right to do so. Without disparagement to a very efficient school man, it may be said that "there are others." And finally, let the absurd, unjust and partisan "merit system" be dropped and all teachers who are retained by the Board be given pro rata the increase in pay which has been provided in response to their demand for a living wage.

TONING DOWN THE COMMISSION BILL. The amendments to the Washington railroad commission bill, as submitted by the railroad interests, disclose a wide gulf between their ideas of the proper kind of a railroad commission and those of the subcommittee that drafted the bill. So much at variance are the views of the opposing forces that it is difficult to understand how their differences can easily be reconciled. Section 4 of the bill retained by the commission is particularly pernicious of any of a number of pernicious features of the bill. This was the section investing the commission with power to allot to the companies interested their respective shares of the proceeds from a joint haul. As recommended by the subcommittee, this provision practically conferred on the commission a power which, were it disposed to use it, would enable them by showing favoritism to any particular road to ruin the business of a competitor.

The language of this provision was plain and unequivocal. It declared that on the failure of the roads to agree among themselves on a fair distribution of the rate, "the commission may issue a supplemental order, providing the portion of the joint rate to be received by each railroad or express company party thereto, which shall take effect of its own force as part of the original order." Under the provisions of this clause in the bill the commission might decide that the Northern Pacific was entitled to such a large percentage of the haul on wheat taken off the Washington branch of the O. R. & N. that it would be impossible for the latter road to continue in business except at a loss. As matters now stand, the natural outlet for the wheat along that branch is over the lines of the O. R. & N. to Portland, but if some future railroad commission which may ride into power on a political tidal wave should decree that the Northern Pacific should have the long haul on that wheat, and the two roads were unable to agree on a distribution of the proceeds, the decision to the Northern road, and there the traffic would go until the O. R. & N. was fortunate enough to land on top politically and have its commissioner distribute the traffic.

This obnoxious provision would have the effect of keeping the railroads in politics in the state so long as there was a commission, and it would enable unprincipled political jugglers to work one railroad interest against the other to the detriment alike of the roads and the communities they serve. The railroad amendment to replace this section provides that the commission shall have power to regulate joint rates of haul under common control and management to the same extent and in the same manner that it is given authority to regulate the rates over the lines of a single company.

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NOTE AND COMMENT

President Reyes, of Colombia, has a couple of islands for sale. It is a mark of our recognition as connoisseurs—or, rather, as collectors—that he has first offered them to the United States. Island collecting is an expensive hobby, but it acquires an irresistible fascination for those that once take it up.

The scalpers will have to look out for their own in Portland. Lawson on Rogers; Donahoe on Lawson; Who is to write on Donahoe?

A Crosscut Saw. "The pen is mightier than the sword." "At least it's mightier now and then." "But the pen is understood." "A pul is mightier than the pen."

Pupils of the North Yakima High School are on strike, probably because their fathers are not on striking terms with them.

Rochester can hardly make light of Kansas oil.

Submarine boats are the most destructive agents in warfare, especially to the nation owning them.

Castro, of Venezuela, is getting after the asphalt trust. He should beware. If any trust-busting is to be done, it will be done right here where they live.

It's good-night to the all-night saloon. While Dr. Charcot seeks the South Pole, his wife in Paris seeks a divorce. Dr. Charcot evidently jumped out of the frying pan into the fire.

Ten years remains as the minimum penalty for arson. A Burning shame.

Stessel must now bitterly regret his surrender of Fort Arthur. Better to have made the place his tomb. At every port where his steamer touches a horde of interviewers swarms aboard and pelt him with questions. "Better be Where the extinguished Spartans still are free" from interviewers.

All the nations are now eagerly declaring their belief in big battleships, the bigger the better. It's a hundred to one that in 19 years naval experts will be advocating small ships. There is more choppe-change in naval construction than in any other business in the world.

Naturally an innocent bystander get potted when the Chinaman began shooting up the burg. The Chinks must adopt some American customs.

Yesterday we mentioned a few diversions of a Chicago wife. Now a Chicago husband comes along with claims to attention. This domestic loul amused himself now and then by holding his wife by the throat against the wall and chipping close to her ear with a hatchet. When this and similar antics failed to amuse, he used to stick his wife's head into a pail of water to cool her off. Now he is himself in the cooler.

Prospects for a great inaugural parade are growing brighter every day. Three carloads of "art. statuary, bamboo poles and other odds and ends" have been shipped to Washington from St. Louis, where they were used in the Fair decorations. Another cheering indication is the refusal of Governor Vardaman to have anything whatever to do with the inauguration. Vardaman asking in his Miscellaneous tent will be a much more pleasing spectacle than Vardaman in the parade would have been.

New York papers are making a lot of fuss over the case of one John Felix, who parted with \$50,000 to a gang of fake swappers. Apparently the bogus wire-tapping is not considered a "legitimate graft" in New York.

Here are a few more observations by Hoch, the man of many wives. "A widow does not feel so sorry for the death of her first husband as her second husband does." "Before marriage a man swears to love. After marriage he loves to swear." "Many a time I told these women before marriage that I would gladly die for them, and now I wish I had kept my word." If Hoch is the real author of all the sayings attributed to him by the Chicago papers, he would have made more money by writing about marriage than by practicing it.

Forest Grove saloons must display no advertisements. The business is one in which every regular customer carries an advertisement in his face.

The following ingenious specimen of echo verse is from the Washington (I.A.) Enterprise: They were sitting side by side— And he sighed and she sighed. Said he, "You shall have your private life— And he sighed, and she sighed. Said he, "Your hand I asked, so bold I've sworn— And he groaned and she groaned. Said he, "You're cautious, Bill!" And he belted and she belted. Said he, "You shall have your private life— And he sighed, and she sighed. Said she, "My dearest Luke!" And he looked, and she looked. Said he, "Upon my heart there's such a weight!" And he waited, and she waited. Said he, "I'll have thee, if thou wilt!" And he belted, and she belted. WEX J.

GREAT ACTORS AND ACTRESSES DAVID GARRICK

WHEN Samuel Johnson and his one-time pupil, "Davy" Garrick, tramped up from Lichfield to London, in the Spring of 1737, with but fourpence in their united pockets, it was the former, not the latter, who hoped to achieve fame and fortune through the stage. Not that the awkward Samuel thought of acting. His scrupulous face, chubby body and ponderous elocution scarce fitted him to play either Hamlet or Hamlet, and besides, he contemptuously regarded an actor as little removed from a rope dancer. His aim was to become a lawyer, and he carried in his greasy pocket the draft of an Oriental play he had named "Irene."

"Davy," on his part, had at this time no thoughts of the theater. His object was to study law, and his ambition was to become a sedate judge "who might drink his Madeira, crack a legal joke before a helpless court and die in the odor of sanctity." Fortune was to play strange tricks with the boy's "Irene" son's play, when put on by Garrick at Drury Lane, was to prove a most ponderous, solemn, dismal failure. The mercenary "Davy" was so disappointed that he abandoned his old master by becoming, almost at one leap, the first actor of his or any age.

"Davy" did not pay his devotion to the law long. He soon turned wine-merchant on pique left him by an uncle at Lisbon, who was a great gambler and who preferred drinking liquors to selling them, and who made more acquaintances than customers. His especial friends were the people of the theater, who readily emptied his cellars and repaid his generosity by praising his wine and his jokes and stories and telling him he ought to go on the stage. It happened one evening, when Garrick was in the habit of going to the theater, that the regular Harlequin became sick and unable to play. Garrick volunteered to take the part. He was a first-class comic actor, and Harlequin became the audience's pet. A little later on an unknown young man, who was advertised as "Mr. Lydell," astonished, delighted and terrified the audience by the freshness, originality, virility and tragic naturalness of his acting.

Encouraged by the remarkable success and the praise of the London public, Garrick put on "Richard III." at Goodman's Fields. His Richard was different from any that had been seen before by his generation. James Quin and the other great actors of the day, who were used to a transparent villain, who raged, stamped and belted in his royal robes like a red bull bent on homicide, Garrick made him shrewd, cold, blooded, hypocritical—a schemer, too. He made his villain a criminal, but hesitating at no act that would further his ambition.

Alexander Pope was so impressed in this part. "That young man," he exclaimed, "is the diminutive literary and artistic oracle of the time, in a transport of delight—"that young man has never had his equal as an actor." Garrick was a rival of Johnson's. Goodman's Fields soon was crowded every evening. Garrick, as if to show the versatility of his powers, followed Richard with a wide variety of roles—comic, ardent, pathetic and tragic—in the "Lovers' Progress," "The Orphan," and "King Lear." He was great in everything. The public endorsed Pope's verdict. Garrick was a

PLANNING THE PANAMA CANAL THE OIL ISSUE IN KANSAS

General H. L. Abbott in the Engineering Magazine. No well-informed person can fail to recognize that the final plan requires time for the closest technical study, but it is equally true that a large force can be set at work at once without fear of future changes in plan causing loss. The excavations at the continental divide can be carried out at once, and the material which may be stated that experience has taught that the real problem at the Culebra lies not so much in the development of the extreme efficiency of the dredging machines as in securing the most economical method of transporting the material to the dumps, which are a mile or two away. The necessary continual shifting of tracks, often under heavy rainfall, causes frequent derailments. It is suggested that the heaviest vehicles of the trains could be replaced by electric traction. The practical gain would be great. The construction of the dam at Alhajuela would enable this to be done. The survey for the location of the branch railroad, ten miles in length, and the plans for the masonry dam, which offers no serious trouble in canal work, were turned over to the commission, and the latter could at once be put at work. If any element of the problem of the best possible canal is settled it is the necessity for the dam at Alhajuela, which would enable this to be done. The survey for the location of the branch railroad, ten miles in length, and the plans for the masonry dam, which offers no serious trouble in canal work, were turned over to the commission, and the latter could at once be put at work. If any element of the problem of the best possible canal is settled it is the necessity for the dam at Alhajuela, which would enable this to be done. 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