

The Oregonian

Published at Portland, Ore., at second-class matter. SUBSCRIPTION RATES: INvariably in Advance.

By Mail or Express. Daily and Sunday, per year, \$3.00. Daily and Sunday, three months, \$1.00.

By Carrier. Daily without Sunday, per week, \$1.00. Daily without Sunday, three months, \$3.00.

THE WEEKLY OREGONIAN. (Published Every Thursday.) Weekly, six months, \$1.50. Weekly, three months, \$1.00.

HOW TO ORDER. Please send your order, express order or personal check on your local bank. Stamps, coin or currency are at the sender's risk.

EASTERN BUSINESS OFFICE. The E. C. Pugh, Special Agent—New York: Rooms 43-50 Times Building. Chicago: Rooms 310-312 Tribune Building.

RENT ON SALE. Chicago—Auditorium Annex: Postoffice News Co., 174 Dearborn street. Dallas, Tex.—Globe News Dept., 260 Main street.

Chicago—Julius Clark, Hamilton & Kendrick, 306-312 Dearborn street. Portland, Ore.—505 Sixth street.

San Francisco, Cal.—Moses Jacobs, 309 Fifth street. Kansas City, Mo.—Ricksacker, Cigar Co., Ninth and Walnut.

Los Angeles—Harry Drapkin, E. E. Amos, 414 West Seventh street. Oliver & Hansen, 1105-1111 Broadway.

Minneapolis—J. J. Kavanagh, 50 South Third. L. Bagelstuber, 217 First street.

New York City—L. Jones & Co., Astor House. Oakland, Cal.—W. H. Johnston, Fourth and Franklin streets.

Spokane, W. T.—Gardner & Meyer & Harrop, 211 N. D. B. Omaha—Barclay Bros., 1612 Farnham; Macreath Stationery Co., 1308 Farnham.

Portland, Ore.—J. Kavanagh, 50 South Third. L. Bagelstuber, 217 First street. Salt Lake—Salt Lake News Co., 77 West Second street.

Portland, Ore.—J. Kavanagh, 50 South Third. L. Bagelstuber, 217 First street. St. Louis, Mo.—E. T. Zett Book & News Company, 1015 Broadway.

Washington, D. C.—Edith House News Stand. PORTLAND, WEDNESDAY, MARCH 1, 1905.

TWO KINDS OF RIVER AND HARBOR WORK. To the careful student of economic conditions which are now changing the commercial map of the world and enormously increasing the export trade of the United States, it is matter of surprise that anything like a niggardly policy should be shown toward river and harbor improvements in the ports through which this swelling tide of commerce is flowing.

The ships of every nation on the globe come to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

competition that will always be possible at idleness, where the fleets of the world are scrambling for business. It does, undoubtedly, attract the attention of the men who have the balance of power in voting for or against appropriations, and many a legitimate improvement suffers by assumption that its merits are on a par with those of the scheme with which they are more familiar.

THE PUBLIC LAND LAWS.

The public domain for many years past has been under one or other of the laws dealt with in the report of the Public Lands Commission, just issued and sent to Congress by the President with a strong message of endorsement.

A few words of explanation will serve to inform readers of The Oregonian on a subject which touches citizens of this state very closely. These laws are the honest law of the land, and they are a residence of five years on the 100 acres, or fractions of that area, and demands cultivation of a home and clearing and cultivation of enough land to demonstrate the bona fides of the taker as previous conditions to securing a United States patent. But a communitarian class is attacking, reducing necessities to return, and making it to it without solicitation. No stamps should be allowed for this purpose.

REIT ON SALE. Chicago—Auditorium Annex: Postoffice News Co., 174 Dearborn street. Dallas, Tex.—Globe News Dept., 260 Main street.

Chicago—Julius Clark, Hamilton & Kendrick, 306-312 Dearborn street. Portland, Ore.—505 Sixth street.

San Francisco, Cal.—Moses Jacobs, 309 Fifth street. Kansas City, Mo.—Ricksacker, Cigar Co., Ninth and Walnut.

Los Angeles—Harry Drapkin, E. E. Amos, 414 West Seventh street. Oliver & Hansen, 1105-1111 Broadway.

Minneapolis—J. J. Kavanagh, 50 South Third. L. Bagelstuber, 217 First street.

New York City—L. Jones & Co., Astor House. Oakland, Cal.—W. H. Johnston, Fourth and Franklin streets.

Spokane, W. T.—Gardner & Meyer & Harrop, 211 N. D. B. Omaha—Barclay Bros., 1612 Farnham; Macreath Stationery Co., 1308 Farnham.

Portland, Ore.—J. Kavanagh, 50 South Third. L. Bagelstuber, 217 First street. Salt Lake—Salt Lake News Co., 77 West Second street.

Portland, Ore.—J. Kavanagh, 50 South Third. L. Bagelstuber, 217 First street. St. Louis, Mo.—E. T. Zett Book & News Company, 1015 Broadway.

Washington, D. C.—Edith House News Stand. PORTLAND, WEDNESDAY, MARCH 1, 1905.

TWO KINDS OF RIVER AND HARBOR WORK. To the careful student of economic conditions which are now changing the commercial map of the world and enormously increasing the export trade of the United States, it is matter of surprise that anything like a niggardly policy should be shown toward river and harbor improvements in the ports through which this swelling tide of commerce is flowing.

The ships of every nation on the globe come to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Some of these ports are not so well provided in the way of channels to our ports to carry to the world and export our great surplus of products. They carry this freight at rates based in part on the port expenses where they load. There are many ports on both coasts of the United States which are natural markets for large areas of country.

Philadelphia bride, who displayed the frilly things of her trousseau among the wedding presents of gowns and aprons. When two men, so widely separated in respect of country and of occupation, are quietly purring aunts, it is evident that the needwork movement is more than a sporadic outbreak. The world is probably passing from the scrambling stage to the age of scalloping, and it may yet give rise to a craze which will take the form of knitting. It is not long ago that the only women's clubs were gatherings of two or three neighbors to gossip mildly and to knit socks—and what socks they were! Who knows but the times of simplicity may return? The "fil-à-fil" may be abandoned for knitting and politics for fancy work of another kind.

REGULATE THIS NUISANCE.

The billboard nuisance has passed all bounds. There is not an important street where it does not abound, or a landscape which it does not disfigure. Passengers on all street-car lines have their vision affronted by its hideous ubiquity, and the pedestrian who goes forth to enjoy the beauties of nature returns with disgust because he finds that nothing escapes the profaning hands of the vandal billboarder. No doubt the business is legitimate if properly conducted; and no doubt the concerns which adopt this method of attracting public notice have for sale meritorious and useful wares. But there is a certain offensive way of embellishing the virtues of cheap cigars and cheaper gum, theatrical entertainments, cheap and dear, and there should be a law to require it to be adopted. The billposting license is now \$400 per year. That is just sufficient to drive out the little concerns, and to throw the business in the hands of one company. The license should be heavily increased, because the monopoly is very profitable; but it should be fixed on a graduated scale. Every billboard should be taxed at a definite figure per square foot or yard, and its location should be controlled by the city authorities.

The City Council appears disposed to overreach the billposter, and it is reported that the general public protection against the billboard, and to join in the movement for a more beautiful city. It may find here a fine chance to show that it wants the billboard put where it belongs and made to pay all its costs to pay.

STREMS AS LOG-CARRIERS.

In the interest of the great majority of owners of small areas of our timberland, it is to be regretted that the decision of Judge McBride in a Clatsop County case, reported in yesterday's Oregonian, may be confirmed on appeal to the Supreme Court. The right of the timberland owner on the upper reaches of the stream in question to dam the water back to some extent, so as to carry and distribute his logs when the logs were released from the dam, was questioned by an owner of land on the river bank below him. But the Judge seems to have held that such a right should not be denied so long as no special damage resulted from the dam to an extent greater than might be expected from any ordinary winter freshet. His opinion is now following the course of least resistance to a greater extent than ever before, and neither fire nor flood will check that flow to the Southern ports at the end of a downhill haul.

Japanese in Mongolia are reported to be engaged in the pastoral pursuit of gathering grain, which they are sending south in large quantities. They are also said to be organizing and training bands of Mongolian and Chinese bandits, whom they will use to attack the Chinese near Balkh. If the Mongolian bandits are half as bad as they are painted, the enterprising Japs may learn that they are playing with fire. There'll come a time, some day, when the little brown men may wish to call off their war dogs, and unless this party of Japs is broken up, the result will probably turn out to be very bad for the British in the early days of warfare in America tried the practice of turning the Indians against the whites, and before the experiment was concluded there were about as many British as there were American scalps in the red man's belt.

A London paper has figured out that the present war had cost Russia up to the close of 1904 about \$300,000,000, exclusive of about \$200,000,000 for battleships, cruisers and other floating property that will float no more under the Russian flag. Statisticians, or people with a penchant for guessing and endeavor to ascertain how much of this \$500,000,000 got beyond the reach of the Chinese and Japanese. They say that the crime of robbing the Government of Russia were to be punished with the same eagerness that is shown towards other forms of misdemeanors, there would be insufficient room on Saghalien Island for the high offenders, or at least left in power to turn the key after the jail doors closed on the guilty.

Perhaps it is only a coincidence, but at the same time it is noteworthy that through all the long years in which the O. R. N. Co. has been in the river on the steamships Geo. W. Elder and Oregon they never met with a serious accident, while within the half year since they have sailed under the new banner of the Portland & San Francisco Steamship Company they have both come to grief. Fortunately no lives were lost in either of the disasters, and so far as the knowledge of the officers in charge were in the slightest degree to blame, nor could they have averted the trouble. Fate is held responsible for a great many mishaps, and those which befell the Elder and the Oregon will have to be charged up to that favorite account.

The cases mentioned in yesterday's Oregonian affecting the assessment of timberlands in Clatsop County for purposes of taxation should be carefully considered by the legislature. The titles of these cases are: Wheeler, Rust, the Whitney Company, the Blodgett Company and John E. Du Bois against Clatsop County and Sheriff Livville. Proceedings are in active progress, and the cases will soon be ripe for decision. The main question involved is as to the value of timberlands. A uniform standard of value should be agreed on by County Assessors, to the vast benefit of some counties.

The death of William Elliott, of Clatsop County, removes from the scene of his long and active endeavor one of the most reliable citizens of early Oregon. Mr. Elliott belonged to the old agricultural class, and was in no sense a politician or place-seeker. His long and honorable life came to a close, as provided by Nature. His last hours were cheered by the love of children and children's children to the third generation. His body will be laid to rest beside that of his wife in the old cemetery at Oregon City that has opened its bosom to receive the dust of so many of the pioneers of old Oregon.

The question "Who voted for the merit system?" on the School Board seems likely to rival in distracting uncertainty the vital question that has come down to us through the