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PORTLAND, MONDAY, MARCH 27, 1905.

PROBABILITIES OF PEACE. Russia finds it not only expedient, but practically necessary, to seek peace.

Never was a nation more unprepared for a great struggle than she was; never was a nation more surprised at the unexpected and unknown strength of an adversary.

Japan blundered into this war. It was herself, not Japan, that made the conditions of it—though Japan actually began the war, to the amazement of Russia, who had no thought that Japan would hazard it.

Russia, however, has been forthright, studious efforts. Powerful as she is, these efforts have weakened, and, for the present, practically exhausted her.

She finds it impossible, therefore, to go on with the war, on a scale and with a vigor that could promise success.

If the war should continue, all she could do is to retire from Eastern Asia and withdraw so far that further advances of Japan could not follow her.

This would be confession that she was beaten completely out of her game.

Japan can accept nothing less than total withdrawal of Russia from Manchuria and absolute abandonment of Russia's claims and pretensions therein.

It was Russia's position in that great province, with her evident intention to remain and to make it her own, together with her menace to the autonomy of Korea and consequent exclusion of the influence of Japan from the continent, that gave her cause of war; and now, having beaten Russia terribly, both by land and sea, and driven her far from the Manchurian seaboard, she certainly will not permit Russia to retain or to recover any kind of hold there. The first condition of peace, therefore, must be the consent of Russia to quit the country. If, moreover, the war should go on, till Japan has taken Vladivostok, Russia may lose that port as forever; for Japan, completely victorious, would be disposed to protect herself against recurrence of so terrible a conflict as she has been passing through during more than a year past.

Security for Japan requires removal of the menace to her future safety, caused by the presence of Russia in Manchuria, by her pressure on Korea, Japan may go further and demand a heavy money indemnity. Here is a condition to which Russia would be likely to demur—preferring, since she can't have Manchuria, to lose Vladivostok also and withdraw to the west and north of the Amur River, rather than meet a demand for indemnity in money, which would be most humiliating to her on the one hand and extremely difficult—in the present state of her finances—on the other. Russia always has this immense advantage, namely, she can retire into the realm of her own immense distances, beyond the reach of an enemy. She has, however, made mighty exertion to plant her empire on the Pacific, and seemed to have succeeded. But it is certain now she has been defeated in her broad and ambitious scheme, and now she will be fortunate if she retains on the Pacific what she had before her middlemost intrusion in the affairs of Japan and China, at the close of the war between those countries some ten years ago.

After making peace Japan will put her main energy into the expansion of her navy. Having beaten Russia out of the field, no other power can ever send armies against her, by land; but a powerful navy will be essential, as a guaranty of her security in her islands and of the position she has won on the mainland.

"Power plants" now in operation at Niagara divert 25 per cent of the water from the natural channel. When the plants under construction or projected shall get at work, 41 per cent of the whole volume will be used. This will mean a diminution by two-fifths of the volume that hitherto has passed over the falls. The first effect will be to dry up the channel on the American side. A writer in Cassier's Engineering Magazine says: "Niagara Falls will disappear. Children already born may yet walk dryshod from the mainland of the New York State reservation to Goat Island, the present head of the Niagara River." The flow of the river is remarkably uniform—due to the fact that in flood times in the streams above the water is held in the Great Lakes; so there is not much difference in the flow at the falls, one time or another. The average volume is less than that of the Columbia River at the Cascades. The Lower St. Lawrence carries more than three times the volume that plunges over Niagara Falls, and is much greater than the Lower Mississippi—though the whole drainage basin is less. No river, save the Amazon, sends to the sea so large a volume as the St. Lawrence.

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THE WISCONSIN AND OUR FAIR. The Milwaukee Sentinel of March 22 has an editorial on the Lewis and Clark Exposition, based on suggestions made by Charles W. Meit, of that city.

"Probitas laudatur et alget." Virtue is praised and yet freezes. It is commended, yet starves. Thus Juvenal, the Roman satirist, a long time ago.

Very little there is that's new, in this world we live in. Ideals are necessary—though they who maintain them usually sacrifice themselves in the work, and with small thanks. In a recent address on "The Problems of Modern University," Professor J. H. Penniman, dean of the academic department of the University of Pennsylvania, declared "that the supreme aim of a great university was—or should be—absolute fidelity to truth for truth's sake, apart from personal opinion or prejudice."

It is not to be denied that there could be no higher purpose in the education of youth for the struggles and duties of life; for, as the speaker said, one of the purposes of an institution of learning is, first, to conserve knowledge; secondly, to disseminate knowledge; and thirdly, to impart knowledge. But none of these three functions can be successfully performed without fidelity to truth unshaken by individual preferences or individual feelings. This devotion to truth goes hand in hand with a devotion to duty which itself finds application in three important objects in the acquisition of knowledge, and these are, as Professor Penniman stated, to interpret the past, to measure the present, and to forecast the future. All of these are useless if not honestly done. In a word, it may be said that the great purpose of the teacher should be to find out the truth and tell it truthfully to the pupil.

For the strongly endowed university this should be easy. Its strength in teaching, in character, in finance, should be above the shifting moods of the times. It may be said that its strength to all who come under its influence. And yet, the alumnus, who goes forth into the world, finds that virtue is praised, but freezes and starves.

Nevertheless, the only security one has, or can have, when he enters the world, is of the security and of the struggle with it in keeping faith with his ideals. Starvation, with virtue, after all, is not likely to happen. But shame, failure, vexation, disappointment, remorse and death, are the proper consequences of life without ideals of virtue and duty. There are resources in decency and virtue and right living, that are sure. To these resources, indeed, when any vicious lives never can pretend. That ship, guided by no chart, is lost on shoals or reefs—usually the first that it encounters. If the straight way is not the primrose path, it certainly is the only safe one.

UPPER COLUMBIA STEAMBOATS WANTED. The portage railroad at Celilo will be ready for business in a few months. The rolling stock and motive power have been purchased, and the roadbed and other equipment will be in readiness by the time the 1906 wheat crop is available. As yet no effort has been made to secure transportation facilities on the river above Celilo. The fact that boats to be used on that portion of the river must necessarily be constructed at a point quite remote from regularly established shipyards and machine shops, and that all of the material must be taken in by rail, makes it unreasonable to expect a steamer service to be in readiness when the road is completed. This unpleasant situation is caused by the fact that the only boats of the open river who had apparently expected to see keen rivalry among steamboatmen for first place on the new route now open for them.

Oregon steamboatmen have plenty of boats and plenty of capital with which to build more whenever they are satisfied that returns commensurate with the investment can be obtained. It is possible for them to transfer some of their boats from the lower or middle river to that stretch of water between Celilo and Wallula, they would undoubtedly hasten to give the upper river traffic a trial. But there are no boats on the upper river, and to get into the trade, it is necessary to build and equip a complete fleet of boats to plowboat, and steamboatmen seem to be deliberating very carefully as to whether the immediate returns will warrant the investment necessary.

When R. R. Thompson and E. F. Coe built the steamer Colonel Wright above Celilo in the late '90s, they saw before them a rapidly increasing traffic that would be profitable to them. It is the river traffic between Celilo and Wallula. They reduced this rate to \$50 per ton and piled up colossal fortunes at the latter figure. Their successor, the Oregon Steam Navigation Company, made still greater fortunes with three or four larger steamers carrying freight at \$40 per ton, and even less. The steamer Spray, which entered the field as an independent boat, earned her cost three times over in five months before she was gathered in by the O. S. N., and the Cascadia, another opposition venture, met with similar success. There was such enormous leeway between the maximum charge and the actual cost of the service that capital in unlimited sums was available for up-river steamboats.

But there has been a great change in traffic conditions along the Columbia since the day of high freights. Wheat is now carried by rail from points in Umatilla and Walla Walla, the two big wheat counties of the Northwest, to Portland or Puget Sound, at \$3.15 per ton. From Blaine, which is the river outlet of Waco County above Celilo, the rate to Portland is \$2.06 per ton. It would cost the Umatilla or Walla Walla wheatgrower from 50 cents to \$1 per ton, and perhaps more, to get his wheat where the boats could reach it. This would accordingly leave the boats \$2.15 to \$2.55 per ton for carrying the freight over nearly 250 miles of river, included in which distance are a number of bad stretches of water, a portage at Celilo and lockage at the Cascades.

All of the steamboats now running out of Portland are securing from \$1 to \$1.50 per ton en route from \$1 to \$1.50.

miles of easily navigated river, where fuel of all kinds is cheap and easy of access. Upstream freights, while materially higher, are not so high as the rate on wheat, can never appeal to the steamboatman so long as the railroads retain the power to grant distributive rates to interior points. The portage road is a good move toward an open river, but the field for the steamboat will not be materially widened until the obstructions between Wallula and Celilo are removed and the canal at Celilo completed, so that the boats can get in the long haul from Lewiston to tide-water without breaking bulk.

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Times to have caught fine, fat carp which were flopping about in the middle of the street. Here in Portland the most daring spinner of yarns would hardly venture upon such a tall one as this; the amount of water in the streets would not justify it. Agala, we read of a party, which included a Portland woman, going for a trip on Santa Catalina Island. "The party went over the trail," says the report, "and was caught in the rain. There was an inch of precipitation before the visitors got back to their hotel. They were thoroughly soaked." And again: "Mr. and Mrs. William P. Swope, of Portland, Oregon, spent a few days at Santa Monica. They arrived in time to see the heavy storm at sea, when the pleasure piers of the beach were wrecked, entailing a loss of fully \$100,000."

These instances lead one to the conclusion that if pleasure never is at home it very frequently is not abroad either. Those in search of a climate never are blessed, but always deem themselves about to be blessed with an absolutely flawless combination of sun and shadow, heat and cold, dryness and wetness. It is to say, the perfectly satisfactory climate is not to be found this side of Paradise, but Oregonians at home will regret that Oregonians in California are not having as good a time.

John D. Rockefeller has sent to Chicago a prayer for Dr. Harper's recovery from the effects of the influenza that he intended to present at the University of Chicago with \$50,000. Whenever Boss Tweed in the zenith of his power would bestow his ill-gotten gains on some worthy or unworthy institution, Thomas Nast, as the illustrating inquisitor of the people, would ask: "Where did he get the money?" Chicago, excellent as it is, is not immune from assaults, 73 burglaries and 129 hold-ups since January 1, and none of the criminals apprehended, apparently does not care where the money comes from so long as the practical John Dough hands it over. It is even a matter of question whether the Rockefeller prayer could not have been dispensed with, had he sent the money instead.

Executive ability in its highest form has always been credited to American railroad men, and they have earned the reputation they enjoy. When Horace G. Burt gave up the management of the Union Pacific he was offered \$100,000 per year to take charge of the great Trans-Siberian Railway. This offer was refused, and now comes the news from Omaha that a similar salary has been offered him to take charge of the Panama Canal. It is a man of rare ability that can refuse a \$100,000 position. In this connection it is interesting to note that Portland's good friend, A. L. Mohler, is winning new laurels by his excellence in his administration of the office vacated by Mr. Burt.

D. J. Crowley, of Tacoma, who died last Friday, was for years a law partner of the late John B. Allen, in Walla Walla. He was a man of keen mind, high integrity and great personal gentility. He occupied a conspicuous position in the affairs of Washington up to about six years ago, when he withdrew from law practice. As a member of the state constitutional convention he was active and influential, and probably had more to do in framing the policy of the constitution than any other person. It is singular that both he and Senator Allen should have expired without posthumous earnings at the maturity of their intellectual powers.

The Washington State building at the World's Fair in St. Louis was typical of the state it represented. All other states which participated in the big show reached the end of the advertising letter when the Fair closed. Not so the Washington State, for when workers were engaged in raising the building last Saturday it toppled over and burst into print all over the United States by nearly killing three men. States may come and states may go, but Washington is always "there."

Resenting the proposal that it is the duty of Canada to let the British instead of American, the Montreal Gazette says: "Great Britain does not buy a dollar's worth of produce from Canada for any other reason than that she can procure it here better and cheaper. She buys in every one of the world's markets on the same conditions. When we buy we should be entitled to the same privilege."

The Steel Trust will distribute \$9,000,000 in increased wages among its employees this year. If stock market reports are correct, the directors and stockholders have already distributed a good many times \$9,000,000 among themselves since United States Steel commenced its upward climb.

"Greater Pittsburg" to include Allegheny City and other suburbs, is at least to be accomplished. It will be a city of more than 600,000 inhabitants, and possibly may go beyond Boston and Baltimore—with only New York, Chicago, Philadelphia and St. Louis leading it.

Waraw, Chief of Police would be foolish to conclude that an attempt to blow him up with a bomb reflects in any way upon his personal character or reputation. It is merely an indication that some persons consider his office is better unfilled.

Boodie is the principal poet just now in San Francisco, Omaha, Milwaukee and New York. In some of the towns that come between, all that's needed to produce a similar state of affairs is an investigation.

Mrs. Chadwick got \$517,000 on her loans and her paper read \$750,000. The difference of \$233,000 was a very reasonable commission—considering the kind of bankers she dealt with.

The Panama Canal Commissioners threaten to quit if their pay for attendance at meetings is stopped. Quit what? When did they ever do anything except meet and draw pay?

Rojevsky's squadron having sailed from Nouxi, Be, the Madagascar champagne market resumes its normal dullness.

General Oyama takes a little for publication. He does less for publication. But he never has any explaining to do.

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Maxim Gorky must begin to think that the Russian government is too energetic a press agent.

NOTE AND COMMENT.

The Countess of Takács de Kisköcs, formerly Miss Hart, of Cleveland, has obtained a divorce from her Hungarian husband. What a relief it will be to abandon "Takács de Kisköcs" for plain "Hart."

It doesn't take much to make a hero in New York. Robert Goslet has acquired the ill-reputed burning hat from the head of a young woman with whom he was dining when a candle set fire to the brim.

A resident in Pittsburg writes to a New York paper denying that such an abbreviation as "Pitt" is used to designate the city. He says that in Pennsylvania "Pitt" is always used.

It is beginning to be known editorially as the "Panama muddle."

A boy in Everett hypnotizes his schoolmates into thinking that chips of wood are good to eat. He should apply to the Beef Trust for a job.

Rockefeller is about to give \$300,000 to a university—in Chicago, not Kansas.

Just because the World says that New York is getting most of its fresh eggs from Kentucky, the Louisville Courier-Journal makes itself ridiculous to Oregon egg-eaters only—with a panegyric upon Kentucky eggs: "Artistic eggs from the Bluegrass nestle fondly amid the roses of the state, and are said to languish on the table of the University of Chicago with \$50,000. Whenever Boss Tweed in the zenith of his power would bestow his ill-gotten gains on some worthy or unworthy institution, Thomas Nast, as the illustrating inquisitor of the people, would ask: 'Where did he get the money?'"

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Is Castro Another Diaz?

A New View of the Venezuelan Autocrat—The New York Asphalt Company and Its Effort to Involve the United States With the South American Republic.

Richard Weichman, in Chicago Tribune.

Castro, becomes exciting.

In his capacity as an alleged persecutor of that virtuous and greatly wronged concern, the New York Asphalt Company, I took little interest in him. What he did to the asphalt people was so obviously humdrum and proper that it verged upon the humdrum and the commonplace. Besides, he ought to have done it long before.

Imagine what would happen to a foreign corporation doing business in this country under a Government franchise after it became known that the company had not only defaulted on its charter obligations but actually financed an insurrection. And ask yourself whether it would happen next day or after two years of humming and hawing.

At all events, that is what the asphalt crowd did in Venezuela, and only a few days ago did the Venezuelan court finally forfeit their charter. The proper criticism of course of Anglo-American not that he has set down on the New York Asphalt Company, but that he didn't do it in 1901.

The United States has no legitimate grievance. The alleged oppression of the New York Asphalt Company will not bear a moment's impartial inquiry. Mr. Hay may be a very intimate friend, not three months ago, that the whole affair was odious and disgusting, and it is known of all men who wished to know that Castro has repeatedly challenged the asphalt crowd to take the whole matter to the courts of this country and get a judgment if they can.

The rest, Venezuela is standing square on its feet. The asphalt crowd has been no proof to the contrary, and so far as I know no authoritative assertion to that effect. Castro has shown that he can manage domestic tumult and dimensions if not harassed by foreign encroachments.

As a matter of fact he managed the Motion picture rights years ago, and pretty effectually, although the New York Asphalt Company people were adding it with money and advice. Who shall measure the damage done to the asphalt crowd by Germany and England, and promote Venezuela's commerce, and with security at home in restoring tranquility and civilization?

If Castro is like the majority of Spanish-American rulers, we shall soon hear of him in Paris enjoying his fortune while Venezuela has a new president—of course of Anglo-German origin. He will find quite a little company of congenial spirits there. But they are not all that way. There

have been exceptions. I knew Porfirio Diaz when he was a fugitive from Mexico, living in New Orleans, with a price upon his head if he crossed the Rio Grande. He cruised through the States and ever since, with the exception of the four years between 1880 and 1884, he has been President of the Mexican republic.

He has built up a prosperous and powerful nation, introduced peace, industry, high civilization, established progressive institutions, and a judge Phil Sheridan said in 1884 that if he were ordered to march to the Mexican capital, he would want 100,000 men—perhaps more. On the other hand, the United States Government today are anxious to invest in Mexican securities.

Who knows that Castro may not have patriotic ambitions such as Diaz had? Who knows that he may not have it in him to be as great a ruler? Certainly Diaz had a better opportunity to succeed. He has proved this over and over again. Porfirio Diaz was no more than a soldier when he made himself President of Mexico, some 20 years ago. And see what he has done for himself and for his country upon that original capital! Surely his is a prouder and a nobler record than that of the Italian-American exile in Europe, no matter how many millions he may have taken with him in his flight.

Castro, as we have just must admit, that Castro is another Diaz. At the same time it is not impossible. We must remember, too, that Diaz might never have had his opportunity had not the United States Government wanted it. In 1877, before Diaz fairly knew his way about the palace at the capital, Escobedo—the man who defeated Maximilian's army at Queretaro and afterwards executed Maximilian himself, together with two of his Generals—tried to cross the Rio Grande with the United States army awaiting him on the Mexican side.

If the expedition had succeeded, others would have followed. Lerdo de Tejada, the deposed President, was in New Orleans, and he was in the hands of the United States, and there were veteran commanders to co-operate with Escobedo. But the United States said no! Thus Diaz never yet has had. It is not inconceivable that Castro may intend to do for Venezuela what Porfirio Diaz has done for Mexico, and that he has entered into the arrangement with Germany and England in order to secure the opportunity with which the United States supplied Diaz some 20 years ago, and without which the latter might never have known the meaning of peace and order.

THE BRITISH DIPLOMAT'S QUESTION.

Put to Gen. Woodford on His Way Home From Spain.