The Oregonian

Entered at the Postoffice at Portland, Or. SUBSCRIPTION RATES. INVARIABLY IN ADVANCE.

(By Mail or Express.)
Daily and Sunday, per year.
Daily and Sunday, six months.
Daily and Sunday, three months.
Daily six Sunday, per month.
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Washington, D. C.—Ebbit House News

PORTLAND, MONDAY, APRIL 16, 1965.

PORTS, SHIPPING AND MANUFACTURES. Publication was made not long since of statistics compiled by the Department of Commerce at Washington, showing the tonnage of all shipping entering and clearing at the chief commercial ports of the world. The figures were for the year 1963 for all foreign ports and for the year 1904 for the ports of the United States. For the chief ports of the world they stand in the following order, viz:

Houg Kong

It occasions some surprise to find that Hong Kong leads all ports in tonnage Kong is a crown colony, ceded to Great Britain in 1841. The population of the island is less than 250,000, five per cent of which only, is white. Since the cession of Hong Kong to Great Britain the Island has become the great center of British trade with China and Japan, and a milstary and naval station of the first importance.

tions, trading throughout the Orient, call there, swelling the tonnage returns to a magnitude in excess of actual That is, Hong Kong is a gateway through which a vast commerce passes, does not stop, and where there are few or no factories or other productive industries. Almost the entire actual business is the loading and unloading of ships and the transference of their cargoes to and from boats at coast places on the Canton River.

A great shipping port therefore does not necessarily signify a great city. Antwerp furnishes another example, It stands as the third shipping port of the world; yet its population in 1982 was only 256,620-less than that of such citles as Detroit and Milwaukee,

Shipping alone, then, will not make a great city, but is a highly important adjunct. Manufacturing industry everywhere is the chief basis of a city's growth. We have seen a statement that in 1902 the freight tonnage of Pittsburg was \$8,000,000 tons, said to be double that of London and more than that of New York, Boston and Philadelphia combined. And this enormous business increases year after year. The tonnage is a product of an immense manufacturing industry, carried on in a city hundreds of miles distant from

We shall build up Portland both as a seat of manufactures and as a port for shipping; and the city is so situated that the two parts can grow and do grow well together.

FROM KING TO PAUPER.

Edward W. Marshall, a wheat gambler, who amassed millions by a successful wheat corner in 1868, died in the county hospital in Chicago Saturday. for several years before his death he had been a pauper, all of his easily won wealth having vanished in less than two years after he made his highly suc-

Dame Fortune is less kind to some of the men who engineer wheat corners than she is to others. There was "Old Hutch," for example, who was still doing a moderately active business selling peanuts at retail on the street corners nearly a dozen years after his historic wheat corner passed into commercial history, and long after Marshall had been all but forgotten by the bulls and the bears that gambol and gamble in

Partridge was another man whose magnificent luck never deserted him, for in less than two years after he aked in several millions with his celebrated corner he was locked up in an asylum until he died, so that there was no opportunity for his money to get

away from him. Joe Leiter, the greatest of all "cor-

nevers," was another of the favorites on dents go out from our preparatory

whom fortune smiled by providing him with a rich father to clean up the mess after the cavorting bears had made a financial grease spot out of the rampant Joseph. Then came "Corn King" Phillips. This regal individual might not properly be classed with the wheat kings, but he followed their tactics and was broken on the same wheel, but, unlike the ancient Mr. Marshall, he made a partial recovery and followed it with

a spectacular second fallure. So it goes on through the list. every grain market of importance in the country financial wrecks are drifting around the edges of the maelstrom of speculation, dismantled and cast aside. Amidst this human flotsam the unsuccessful "cornerers" of the past drift unnoticed, until some friendly current at last seizes them and sweeps them out to the sea of eternity. There for a fleeting moment a gleam of the old fame rests upon them, for the milionaire who dies a pauper have his name heralded.

LESSONS FOR RAILROAD. Idaho people are pretty thoroughly aroused over the railroad question, and n the vicinity of Lewiston are respondng liberally to a call for subscriptions with which to build a road out through the Nez Perces country. The road will he built and will pay good profits on the investment.

But this the railroad companies will not admit. About a dozen years ago they refused to admit that any road into the Clearwater country would pay, but after entering the country by the most expensive route that could be selected they found a traffic that has taxed their facilities to handle. The Nez Perces country and in fact the entire Clearwater region annually turns off an immense amount of traffic. The railroads are apparently firm in the belief that they can secure all of this traffic without extending their mileage.

This is true so far as it concerns the far the greater part of this traffic does | the universe, being subject to laws and not reach the railroads until it has paid the enormous expense of a long haul by wagon to the brink of a canmany districts in the Neg Perces country, nearly all the profits of graingrowing are lost in the expensive haul eral deduction. Consider a few of to the railroad, and in others there has these, been little or no development because the distance to the railroad station precluded the possibility of a profit,

Construction of the new road from Lewiston will, of course, vastly increase the profits of the farmers in the regions traversed by the road, but the greatest results from its construction will be noticeable in the districts which are now isolated from the world's markets.

Established railroads assert nothing is to be gained by extension of the Idaho lines at this time. The same assertion was made when the railroad was projected for Astoria. The O. R. & N., basing its theory on the fact that its steamers were handling all of the traffic offered, refused to build a road to Astoria, and antagonized those who attempted the project. But the road was built and is a paying investment, while steamers are carrying more freight than ever

The Astoria road has built up a number of small towns between Portland and Astoria and developed the country lying back from these towns and settlements. Had-this road never been constructed, O. R. & N. boats would still be handling a good volume of business on the lower river, but the popuation of Clatsop and Columbia Counties would be smaller by several thousand than it now is, and there would be no such remarkable industrial develop-Hammond began proving that a railroad to Astoria would be a paying venture.

The same interests that have been efusing to build into the Clearwater and refusing to build from Riparia to Lewiston are also refusing to build into the Nehalem, and are actively opposing any enterprise that is started for opening up that rich country. The reasons for retarding the growth of the Nebalem country are much the same as those given in the Clearwater in Central Oregon and in the Wallowa country. The established roads are getting everything that comes out of those districts, and they ask themselves why spend any money to increase the traf-

steers out over the trail and carry his butter and eggs out on pack-saddle. The magnificent forests of timber are, of course, worthless until a railroad is built, and only the scantiest, most primitive kind of agricultural operations can be carried on. This embargo cannot remain on the Nehalem forever. That region some day will break out of its bounds as the Clearwater is on the point of doing.

An open river from Portland to Wallula has no great attraction for steamboatmen, but an open river from Portland to Lewiston, with an independent rail or electric line through the Clearwater country, will cause the railroads to sit up and take notice.

OREGON'S PREPARATORY SCHOOLS.

Evidence of the excellent work done by preparatory schools and colleges of Oregon, and of the ambition and capsbility of the sons and daughters of the state who have availed themselves of the study courses offered in these home schools, is shown in the high scholarship attained by them in Eastern universities and technical schools

This is exceedingly gratifying. It shows that, while we have no great university in Oregon, there is here a strong sooner or later will develop at least one well-equipped university and strengthen, from year to year, the numerous

colleges and preparatory schools. This fact is certainly encouraging to students who are preparing for Eastern universities and technical colleges in our home schools, and to teachers who labor with zeal and intelligence to make these schools stand for that which is best in the development of mind and character. Most of all, it is gratifying to parents, to whom the going out of the boy and girl to college represents more or less personal sacrifice, cease-

less anxiety and boundless hope. There is a doubt in many minds of the wisdom of sending young men, Western born and bred, who expect to live and work in the West, to Eastern colleges. But the enlarged opportunity that the older and better equipped universities present to those seeking a lib eral education, together with the advantages afforded by the widened view of life which a more intensified and an older civilization offers, are properly held of great value to the youth. Hence it is that an increasing number of stu-

schools each year to the universities and colleges of the East.

In this connection it may be noted with pardonable pride that the number of students in the higher educational institutions of the state is steadily increasing. This is an era of specialization. The average young man does not go to college simply to graduate. The value of the college degree is worth something, perhaps, but the training it represents is the real purpose of the course Instead of making an simless quest for "a joh" to which his years of study have not specially pointed, the graduate knows what kind of work he is prepared to do and seeks that, if, indeed, it does not seek him prior to commencement day.

The graduate of West Point is surer of a place in military life than is the college man who has specialized in any of the leading sciences, of a place in the industrial life of today. It is this purpose that our excellent preparatory schools are strengthening year by year, by thorough and practical training, which leads up to a special aim in This student is not going to Princeton, or that one to Cornell, or another to Yale, simply to "graduate," He will tell what he intends to make "his major" when the time comes to shape his course. In the meantime, the foundation is being laid strong and sure in the comprehensive preparation that underlies all successful university work. It is this work of Oregon schools that enables our students to take class rank and honors in Eastern universities and to honor themselves, their parents, their schools and their state in so doing.

THEY BACKED AWAY.

Nature in her choicest moods, presents no finer picture than the poet when his eye is in a fine frenzy rolling, How, when and where does inspiration ome? Is it erratic, unstable, a creature of the merest caprice? Or has it country now partly developed, but by a place in the order and harmony of limitations the same as any other emotion or force? Certainly the answer is not to be found in any ordinary analyyon and thence by gerial tramway. In sis of the phenomena of the subject The facts are topsy-turvy and so far as we can see, do not admit of any gen-

It was while reclining amid the rulns of a pagan temple that the idea of writing of the "Decline and Fall of the Roman Empire" came like a flash in Gibbon's mind. That was inspiration.

Robert Burns walked along the banks of a creek and chuckled and grimaced, and rubbed his hands and his sides and shouted and bounded in the air, and came up to the house and wrote Tam O'Shanter. That was inspiration.

Nathaniel Hawthorne ran away to a little cupola on the top of the house where he did his composing, while Matthew Arnold did his heaviest thinking on one of the London suburban trains, And this is not the whole story. The

aspiration of some has been very materialistic. It has come about through artificial stimulation of the cranial nerve centers. Lamb got his inspiration from tobacco. Who can forget his lines beginning:

Plant divine, of rarest virtue? Poe stole fires from the skies when fires were in his stomach. His inspiration came from the juice of the corn. And if we may believe "The Confessions of an Opium-Eater." DeQuinces depended upon this powerful narcotic to raise his weary soul up out of its clayey vestments.

The paths of the fabled labyrinth were not more intricate than are the facts on this subject, which could be ment as has taken place since Mr. piled up ad infinitum. The prudent soul will ask Well, if you can't question, why ask it? Oh, but we can. We have found the answer, not in reason but in authority. The question has been settled as the Catholic Church setties matters when it speaks ex cathedra

> Actions speak louder than words and we have both actions and words tending to prove that Mr. Hall Caine is a little bit the most inspired writer the planet has thus far produced. We see that deep furrow on the fair brow of Miss Marie Corelli, but we pass on That class of facts with which we are now dealing proves that if anybody knows what inspiration is, that person is Mr. Hall Caine. The world is doubly fortunate that Mr. Caine speaks of himself with such frankness and ease. He has given several peeps into his literary workshop of late, and we have selected a chip of priceless value. How, when and where does inspiration come? "Moments of the greatest inspiration," says Mr. Caine, "come in great soliand rugged mountain tops. the scene which the faithful reporter has culled. It was about the middle of the seventh chapter of Mr. Caine's latest novel, "The Prodigal Son." He was up on the mountain bleak and bare. The account proceeds:

He took out his watch and turning to his employes remarked simply, "I am about to have my best moment." They backed away. For three-quarters of an hour he and Nature looked each other firmly in the eye and on his return, after saying briefly, "I have had it," he revised Magnus, added materially to Oscar and dictated the whole f the avalanche before night.

Those lonely souls who, like Milton, are striving to produce something the world will not willingly let die will seize upon the suggestion herein contained. The ordinary mortal, however, will most clearly remember the statement about the employes, "They backed away." They did not turn and flee, neither did the ground open and swallow them up. But, like the courtier educational spirit and purpose, that taking his leave of royalty, they backed away. Sic itur ad astra.

POWER OF THE SEA.

The encroachments of the sea on the shore line at many points on the Atlantic coast are distinctly marked nances. Large sections of Long Island have yielded to its sway in relatively recent years, and Manhattan Beach now bears little resemblance to its appearance a score of years ago. It is only saved from further erosion by heavy bulkheads which have been constructed to head off the pounding waves. Brighton Beach has suffered in the same way and but a few years ago it became necessary to move a large hotel inland some 600 feet because the water had undermined it. Other portions of Coney Island, as well as parts of the New Jersey shore, are gradually receding before the ceaseless advance of the Atinntic.

The Pacific is scarcely less trouble some as an invader. A recent dispatch from San Diego reports alarming encroachment of the waters upon Coronado Beach. As a result the magnificent hotel at that place is seriously the Japanese

menaced, and a number of handsome cottages are in much peril. The encroachment of the sea on the Oregon beaches is not yet noticeable. The protection offered by a relatively protected coast line has been sufficient to keep the sea from eating its way inland. The rockbound New England coast has this advantage also in the defenses set up by Nature against water invasion. It is the long, low stretch of sand on the seashore that is at the mercy of the relentless waves that, "unresting and unhasting and unspent," beat unceasingly upon them.

The Oregonian believes it has estabished a habit of inquiry and a standard of criticism, in the field of its circulation, which will be useful and will last long. This journal is not much affected by the cry that it is "infidel." Long ago it knew that it was through doubt only, through challenge of opinion on current doctrine, that the world could make progress. Large part of this lesson is from the life of the Founder of Christianity. The charges against him. on which he was put to death, were that he had departed from the prevalent faith, the current doctrine, the regulation ecclesiastical creed. The right of inquiry, of doubt, of criticism, is a sacred right of the human mind. And, as the Founder of Christianity died for it, it seems strange that any of his followers should dispute it. Everything that concerns humanity must be subject to human examination, inquiry doubt and criticism, and come to final adjustment or balance through human reason. Authority in politics rests with no leader, in religion with no priest or synod It rests upon judgment; and Protestantism rests on the postulate that the right of judgment-of personal and private judgment-is supreme. On this basis it broke away from Rome, from the historical church; and it is it no position to check free and rational inquiry.

Over and above the interest the world feels in the issue of the struggle between Russia and Japan, there is the interest of all nations in the meeting of the fleets of modern men-of-war. Every nation is alert and observant; for the results of this conflict are to furnish lessons in sea combat, under modern conditions, which will have influence on the whole course of the future history and life of nations. Con trol of the sea is the decisive matter in most struggles for ascendency in war. To prove this it is necessary only to mention such names as Salamis, Actium, Lepanto and Trafalgar. But the main interest, after all is not in the issue between Japan and Russia, or in the victory or defeat of either. It is in the lessons of naval warfare, to be derived from the com-

Russia labors under two immense difficulties. She is obliged to make war at vast distances from home, and she is not supported at home. The social and political conditions in Russia tell the story of Russian unpreparedness for distant war, and lack of support of it by the Russian people. Frightful maladministration, through a corrupt bureaucracy, breeds general discontent, in many parts of the empire verging on rebellion. Hence it is that Russia, in her war with Japan, hasn't command of ber resources, and her army and navy lack the efficiency that an enthusiastic spirit would give them. Should Russia be completely defeated in this war, the main consequence probably would be reform of her administration and regeneration of her people.

The Lynchburg (Va.) News has been ooking into the working of Virginia's new constitution. It finds that before the constitution went into effect the state's electorate was made up of 301.000 whites and 147,000 negroes. Since it went into effect, 276,000 of the whites have registered and about 21,000 negroes; but more than half the 21,000 have disfranchised themselves by failure to pay poll tax. So it would seem there was not much danger of "nigger domination" in Virginia. What's to be the next campaign alarm in that state?

Will the Japanese and Russian fleets meet? They are seeking each other. The world awaits this collision with an interest more intense than it has felt bill and 15 cents. I bog your pardon, million men in Manchuria. For the consequences will be graver. If Japan my way out I was unfortunate enough to can destroy the Russian fleet, Russia will be put out of the fight. If Russia can destroy the Japanese fleet, then the armies of Japan, cut off from home. may be lost. The crisis of the war is tude." Mr. Caine finds this upon bleak in the naval engagement that impends.

It is hard to separate pity for the Czar's plight from contempt for his weakness. An irresolute man, shadowed day and night by fear of a violent death; a prisoner in his palace; born to great responsibility, for which Nature did not fit him, he is today, though nominally the autocrat of an empire, of all men the most miserable. One can hardly understand the joy of a father at the birth of a son to this baleful heritage.

Two months ago our Sheriff, no doubt with good purpose, started out to clean up the North End. He began by closing the Paris House. Two weeks later the place again was busy with evil traffic, and has been busy ever since. Other dens of the same sort keep up their existence. It is an old, sad spec-

Portland shows wonderful improvement in orderliness and cleanliness Keep the work going. Let us get rid of the rest of the old, rotten sidewalks and clean up the remainder of the obscene vacant lots. Use of the forces of public opinion on such matters is better than the slow movement of legal ordi-

As to taking "tainted money," the "the Boston Herald remarks that world-weary millionaires should be allowed to unburden themselves of their money as their fancy dictates"; and it adds the practical conclusion that "wise men should pick up the shekels distributed and put them to good use."

Hood River is "dry," but a "resort" is to be established on the Washington side of the Columbia, just opposite that town, and there the thirsty will hold forth and enjoy a refreshing ferry ride before and after. No wonder true Pro hibitionists are never local-optionists.

The Russian fleet got "safely through the Strait of Singapore, and at St. Petersburg there is rejoicing that thus far it has succeeded in "cluding"

NOTE AND COMMENT.

Ovster stew is not the only thing school children are taught to make. The Seattle Argus says: "A number of school children ranging from 7 to 11 years in age took home from school this week packages of raffia with a request that the children dye it with cranberry juice. It seems to me that the limit of idiocy has at last been reached. Not content with wasting the calldren's time in school and squandering the school funds in a manner which amuses even the teachers themselves, they now seek to invade the homes, turn the kitchens upside down and set the mothers to hunting for cranberries, which are carried at this season of the year only by one or two grocers, in order that the children may have practical experience in doing something in an obsolete way." Using cranberries as dye is better than putting them in a pie. Cranberry pie is an insult to the human palate.

According to the Hartford Times "jiujitsu" should be pronounced as if written 'yeee-yuts." Try this on your planela.

A policeman arrested a new member of the force because he looked like a yegg man. Now we see the object of giving

the police uniforms. It was during one of the revival servmanager of the house dropped in for a As luck would have it, the evangelist who had the stage just then was returning thanks that since the refallen off considerably, and went on to pray that the houses would before long be compelled to close entirely.

It is a curious fact, says, an exchange, that a boy's hair grows one-half slower than a girl's.

How about the other half?

All the News. From the Beartown Times. Armor-plate coats for sale-Bruin

Ded Brownbear is digging a fine cydone cellar in preparation for the Presidential visit.

"A square deal for every bear" is our

It looks to us as if the President would se better at home attending to business. We have received a letter from Russian Sear, who reports a bad season. He has our sympathy.

A square deal is our motto; we don't ask the President to bear with us. Chicago must feel as if she were on a

runaway merrygoround. Look out for relapses this week.

Morocco doubtless looks upon the open loor as a dead open-and-shut game.

It seems odd that the church should fix the date of Easter Sunday when the milliners have so much more to do with

The United States Minister in Liberia reports that the annual commencement exercises of Liberia College were held recently "in the presence of a large and distinguished audjence, in which were the President, Cabinet, members of the Senate and House of Representatives, and members of the diplomatic and consular Corpe." Great.

It is unlikely that Rojestvensky has decided what he will do with his prize money.

The yellow peril appears to be fading. China is buying modern artillery. She wants to show the world, as Japan has done, that she's more civilized than the Occidentals suspect.

at the newest of New York's swell hotels," says the Philadelphia Record, "reminds me of an incident that happened in Washington during the inauguration. Like a lot of other Philadelphians, I was unable to gain entrance to the diningroom on account of the great rush, and was obliged to leave my hotel. I entered a small cafe on Pennsylvania avenue, and after an hour's wait secured an order of steak, potatoes and coffee. Fancy prices being in vogue, I received a check for \$1.10. Every one else was being thus 'soaked,' so I knew that a kick would do no good. When I laid down my check at the eashler's desk I laid down a dollar in the shock of armies of more than a said the clerk, 'you've given me 5 cents too much.' 'Not at all,' I replied; 'on step upon a bean.

Russians Forfeit Sympathy. War Correspondence New York Times,

The demeanor of the Japanese officers was all that could be desired; they were politeness itself, and to see them helping the Russians to sort their luggage and arrange their effects you would have thought they were merely station officials, but if you could have penetrated beneath the unmoved exterior of these brave men you would have found dwelling in their breasts a hatred, mingled with contempt, for their adversaries, con-cealed because they had the upper hand so completely that they could afford to be magnanimous. I went to Cher Station, and I think almost every I went to Cherasht did, with a feeling of sympathy for the Russians. But after watching the crowd of Generals, Colonels and lesser magnates arrayed in costumes more fit for a ball than the finale of a tragedy, and watching how highly they felt their posttion, and seeing the contemptuous manner in which they received the assistance so readily accorded them by their adversary, all sympathy at once evaporated, and a feeling that the judgment fallen upon them was perfectly just took its

The Future of Cuba. New York Sun

A close and competent observer of Cu-ban affairs once said that "Cuba will be annexed to the United States piecemeal." It begins to look as though this prediction would be fulfilled. Land is being bought in large and in small tracts. The frozen orange and pineapple growers of Florida are turning to frostless Cuba as a better field for their enterprises. Tour-ists flock to the island in thousands, and a goodly number buy enough of the island to enable them to remember that there is such a place. Neither the tourist nor the settler sees anything in insular sanitary conditions to frighten him away. The Cuba of 1910 will be the home of many an American settler, and it promises to be somewhat of a Winter Mecca for American travelers, Cuba is both a pleasure resort and health resort, and American people are rapidly coming to an ap-preciation of the fact.

Altruistic.

Chicago News.
Reginald-Why does your father want ou to stop taking plane lessons? Kathryn-He says it's too much of a

Reginald-Oh, penaw! You look strong Kathryn-Oh, the strain isn't on me. It's on the others in the house.

"SQUARE DEAL" IN RAIL RATES

Charges in General Are Low Enough, but Discriminations Between Individuals, Localities and Commodities Need to Be Ended or Minimized.

respondence of New York Evening Post.) Let all interests be treated alike and does not so much matter how they are treated. This is the idea of many ob-servers of the railroad controversy, and it may afford the key to a possible compromise in the legislation to be recom-mended by the committee of the Senate, soon to take up the subject.

Today, as 20 years ago, the greatest evils result from some form of discrimi-nation between individuals, between in calities, or between articles of traffic. The most offensive and irritating form of discrimination is the practice of charging more for the shorter than for the longer haul. In the territory south of the Ohio and Potomac Rivers, and on transcontinental shipments, this practice is still characteristic. Nothing in the present law prevents its spread into the northern territory, from which it is now large Still even this discrimination must be

approached cautiously. Students of the railroad problem here believe that there are situations where, for some time to come at least, the higher charge for the shorter distance will have to be alwed, in justice to the carrier, and so, broadly speaking, in the public interest. These are cases where an actual conices held in a local theater, that the trolling water competition exists at the true of transcontinental business. traffic today is so completely controlle by water rates as that moving . North Atlantic seaboard to the water rates as that moving from the vival had begun theatrical receipts had Coast. The tendency for that traffic to move by water routes will be vastly in creased with the construction of th Isthmian Canal, and the steady improvement of the channels to our great har-bors, with the increasing size of ships which they permit. Freight rates from Chicago to San Francisco are the same as from the Atlantic seaboard to San Francisco, but railroad men argue that the Chicago rate should be higher, since New York is nearer commercially to San Francisco than is Chicago. The rate to Spokane, in Eastern Washington, from Atlantic Coast points, is higher than that to Seattle by the amount of the rate inland from Seattle to Spokane. This is decidedly irritating to the Spokane

A form of discrimination austained by the courts as permissible under the present law is the practice of charging lower rates on imported traffic than for mov-ing domestic goods of the same sort. This prevails extensively today. It is a reversal of the protective system. Plateglass, tinplate, crockery and many other imported articles are carried from the ports of entry to interior destinations at materially lower rates than the same articles of domestic manufacture, in com-petition with them. In many instances these differences in rate neutralize the home manufacturer's advantage in the tariff. Of course, when applied to articles upon which there is no duty, or one so small as to be less than the difference in railroad rate, this constitutes a distinct protection for the foreign manufacturer, it goes beyond free trade, Many persons are impatient of allowing railroads to work for the foreign manufacin delivering his goods at les rates than for our own, just as they are impatient that steel rails should be sold localities and commodities, admits of litmore cheaply to open up Canadian wheat | tle question

ODD BITS OF OREGON LIFE.

.Did She Swallow 'Em? Gresham Record.

prominent society lady in Gresham had the misfortune recently to lose her false teeth. Will not some one take pity on her and loan her a set temporarily? Most Any Young Man Would.

pect to take a long tramp up Pine Creek one of these fine Saturdays. There may personate the "long tramp."

Weston Normal Corr., of Weston Leader. Some of the girls say that they ex-

The Dalles as a Health Resort. The Dailes Chronicle. this morning, and the Recorder had only He is

one recalcitrant to interview and punish, and he was an ordinary "vag." He is now aiding his digestive organs by performing manual labor on the street.

Trifles Can't Foil Cupid. Stringtown Corr., Aurora Borealis, Otis Townsend was one of our sawmill visitors lust week. He had his smoking vest on, and I guess he came here to get a book-and-eye coat, but was too hash-ful to ask for it. Stay with her Otts! get her even if you don't wear a

Disaster in a Bath Cabinet.

More Observer.

An explosion of an alcohol can at the some of H. A. Thompson, Wednesday orenoon, badly burned his daughter forenoon. Clara, and came very near destroying the house. It ocurred while the young lady was taking a cabinet bath in the kitchen, as she stepped from the bath to replenish the vapor lamp. From her walst down Miss Clara was badly burned. Logan has the case, and hopes to bring his patient safely through the trying ordeal.

Love's Pranks in the Country. Union Corr., Aurora Borealis, April 8.—Heilo! Here we are again, and as spry as a bushel of ficas.

William Kaake is a frequent visitor at George Yergen's. Gee, but if Maude only

At a surprise party not long ago one of our rising young men found himself alone when the party broke up. In plaintive tones he called out: "Mary! Oh. Mary!" Then the echo came back from the forest primeval: "I'm taking her home tonight. You go way back and ait down." Wonderful echo that. Herman Smidt was seen bright and

ing duds on, making a bee line for Wil-Cliff's lamentable little love affair terminated just as we expected. He went and hung himself-around the neck of another girl. Couldn't stand the pressure

What, Never? Atchison Globe.

early Sunday with his Sunday-go

A very frank Leavenworth girl who visits in Atchison confesses that she has never even had a proposal from an Army officer.

The Fortunate Isles.

Joaquin Miller. You sail and you seek for the Fortunate fales, The old Greek Isles of the yellow bird's song? Then steer straight on through the watery

And what are the names of the Portunate Island.

Why, Duty and Love and a large Control.

Lo! these are the island of the watery miles.

That God let down from the firmament.

Lo! Duty and Love, and a true man's Trust;

Your forchead to God, though your feet in the

WASHINGTON, April 3 .- (Special Cor- | fields than to bring our own newer acres into touch with the world's markets. It may be for the economic advantage of this country that the railroads should be allowed to carry wheat from the fields to the seaboard at rates lower than they could afford on wheat for domestic con-sumption. But when a similar privilege is accorded to imported stuff, the economic advantage works in the other direction Many persons favor some legislation which would give the Interstate Com us favor some legislation merce Commission some control over such a situation. The Supreme Court has held that the existing law has no extra territorial force, that where the ocean comes the commission can have nothing to

The private car as an agency of discrimination must be handled with great care, by Congress or by the commission. or industrial progress may be arrested. Certain types of railroad equipment are obviously required for particular articles of traffic; no one railroad should be required to supply itself with the maximum number of any particular car which may be needed. For the Pere Marquette to maintain for its six weeks use in Sumner the number of refrigerator cars then necessary, having them stand on the side-tracks for the rest of the year, would ntail upon the using public an unreason ably heavy charge. This can be by passing cars around, just as the Pull

man Company does with its equipment.

The discriminations which are so offen ve in the use of private cars result from their ownership by the shipper. Where the man who ships in his own car gets an excessive allowance from the carriers for supplying it, he has an obvious advantage over his competitor who does not own a car. A sufficient discrimination may be hidden in such an allowance as to drive one man out of business. Similar trou-bles grow out of the industrial railroad, a scheme too well understood to need more than an allusion to it here.

Another discrimination, perfectly permissible under present law, is often scribed as the "midnight tariff." The the sudden change in rates, by previous arrangement, to meet a particular indus-trial situation. The traffic manager can This go to a large shipper and agree with him as to a price, which is lower than the ex-isting published schedules; he can tell the shipper to let him know just before he wants to move his goods, and the new wants to move his goods, and the new tariff will be formally put into operation. When that time comes the carrier gives the ten days' notice which the law requires, and then when this special occasion is over, he sets the rate back. These midnight tariffs can be applied as widely as railroads please, except so far as they are prevented by communior by mutual ownership.

a rebute, just as disastrous, just as ob-noxious, can thus be accomplished. The Western public, which is most clamprous on this subject, greatly overestimates the practical value of giving commission power to prescribe a future rate where no element of discrimination is involved. Probably, also, the railroad greatly overestimates the danger to which it would be subjected by having this power lodged in an intelligent commis-sion. But that there should be some agency for ending, or minimizing at .-ast, these discriminations between individuals,

HIGH-HANDED NEWSPAPER TRUST

St. Helens Mist. The Rainier Gazette, so we are informed by Mr. Mitchell, is hereafter to be printed on the double-back-action-2000-anhour-color (vellow) press of the Houlton Register. Here we have high-handed monopoly trying to squeeze the life out of such independent anti-monopoly papers as the Clatskanie Chief and the Oregon Mist. The day of the newspaper trust has arrived in Columbia County, and an attempt will be made by the Houlton octopus, who is always posing as a friend of the people, to crush out all opposition and secure the entire field for himself. Then we suppose the price of the paper will be raised to \$5 per year, and those who cannot af-

and the Appeal to Treason man at Clatskanie. But how does Mr. Mitchell reconcile his ction with the following, which he pub lished last week under a misapprehen-

reading the effusions of One-Eved Ri

ford that sum will be compelled to foreg-

sion of the facts: "Mr. Flagg has no right to print a pape at his office and mail it at Rainier. law plainly provides that it shall be mailed at the office nearest its place of publication, which means the place where it is

Somebody should send a special delivery letter to the Postmaster-General, demand-ing that the department investigate this matter, unless it may be that reformers like Mr. Mitchell are privileged persons and have a right to violate even their own ideas of law,

Small Armies. There are some small armies in Europe. Monaco's army consists of 75 carabineers. the same number of guards and 29 fire men. The army of Luxemburg has 115 gendarmes, 170 volunteers and 25 musiclans, but the law generously provides that in time of war the volunteers may be temporarily increased to 250. In the Republic of San Marino compulsory milltary service prevails, the result being that an army of 950 men and 38 officers can be summoned to the colors. That is the war strength of the forces, but the peace footing of the army is one company of 80 men.

Phillips Brooks and Ingersoll.

The Argonaut.

Some years ago Phillips Brooks was recovering from an illness, and was denying himself to all visitors, when Robert
G. Ingersoll called. The bishop received him at once, "I appreciate this very much," said Mr. Ingersoll, but why do you see me when you deny yourself to ur friends?" "It is this way." said the bishop; "I feel confident of seeing my friends in the next

The Crisis

seeing you."

world, but this may be my last chance of

London Times.

Spirit of Russia, now has come
The day when thou canst not be dumb.
Around the feams the torrent tide.
Above thee it's fell fountain, Pride. Above thee it's fell fountain, Pride. The senseless rock awaits thy word To crumble; shall it be unheard? Already, like a tempest sun that shoots the flare and shuts to dus. Thy land twixt flame and darkness heaves showing the blade wherewith Fate cleaves, if mortain in high courage fail at the one breath before the gale. Those rulers in all forms of lust. Who trud thy children down to dust. On the red Sunday, know right well What word for them thy voice would spell What quick perditton for them weave. Did they in such a voice believe.

miles.

Straight on, straight on, and you can't go wrong.

Nay, not to the left, nay, not to the right.
But on, straight on, and the isles are in sight. The Fortunate isles where the yellow birds sing.

And life lies girt with a golden ring.
These Fortunate lales they are not so far.
They lie within reach of the lowliest door.
You can see them gleam by the twilight star; You can hear them sing by the moon's white shore—
Nay, never look back! Those leveled grave—
stones
They were landing steps; they were steps unto thrones
Of glery for souls that have sailed before.
And have set white feet on the fortunate shore.
And what are the names of the Fortunate Laises:
Why, Duty and Love and a large Content.
Lot these are the listes of the watery miles.
That God let down from the firmament. GEORGE MEREDITH