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PORTLAND, WEDNESDAY, MAY 10, 1905.

THE DENVER SPEECH

The Denver speech of President Roosevelt marks the beginning of what the people trust will be the last phase of the railroad rates controversy. The elements of opinion have been in solution; this speech represents the active agent of crystallization. Not only is the policy of the President and his advisers now defined, but the reasons for and the limitations of that policy are before the Nation.

As is his custom, the President starts from a base common to all. Waterways and highways are open to all who choose to travel upon them. The railroad system, the work of the last two generations, is now, of course, the typical highway of commerce. And, in Colorado, the railroads are the only highways to be taken account of in dealing with commerce, inside the state or outside, common roads and waterways having lost all their importance. On the coasts of the National territory, and wherever comparative rates between water and railroad transportation enter forcibly into the choice of transportation routes, that waterways have lost all importance must be seriously disputed. Passing that now, however, the next proposition discloses the essence of the argument. "Under this changed system we see highways of commerce growing up, each of which is controlled by a single corporation, or individual, sometimes several of them being controlled in combination by corporations or by a few individuals," says the President. Then "it is absolutely essential that the Nation, for the state cannot possibly do it, should assume a supervising and regulatory function over the great corporations which practically control the highways of com Railroads are highways, therefore, to be Nationally controll Do we all agree so far? Granted. Then cles of the two men. National control? Yes, but how far? Supervise, regulate. says the President. Buy our and oth erwise acquire nationally the great trunk lines, says W. J. Bryan.

Is, then, the "supervisory and regu intory" power to be a cure-ult for all evils complained of by the people? Beware, says President Roosevelt; "a measure of good done, some injustice prevented," that we may expect, but no

What are the safeguards, if these powers be assumed? The President uses the word "give"-but the Nation is the fountain and reservoir (not the recipient from its own citizens) of all "power," It has delegated powers to corporations and individuals over the public highways. It has allowed as est persons believe, trespasses and shuses to grow up; but the question now is, how much power-be it control. supervision or regulation—shall the Na tion resume (consistently with justice, wisdom, and with the vested rights it must and will acknowledge) over its

own properties? The first reservation is justice for all -justice and fair dealing for the common carrier and for the public. That essential being demanded and secured, then comes the almost solemn appeal oth railroad corporations and the public to agree in the enactment of the law required. In that appeal the Na-"The hour and the tion will concur.

man" are here. The Attorney-General's argument to the Senate committee is approved by "If," then, "justice is to be done as between the public and the common carrier," "power must exist some Governmental executive tribunal, not only to fix rates and alter them, when they are convinced that exsting rates do injustice, but to see that the rate thus fixed goes into effect. These powers practically at once." ust be conferred upon some executive body, not upon any court.. "Nor can it the court's power to interfere if the law is administered in a way that amounts to confiscation of

There, then, is the outline of the bill that the President urges shall be en-acted. The commission is to fix rates, to put them into immediate effect, the

ouris against rates fixed by the commission be open to both parties, the shipper as well as the corporation. To avoid confiscation of property is no more necessary than it is to see that acts of the commission injurious to the public shall be also subject to appeal. The President also suggests that the new bill shall deal with the private-car question, as "offering to certain industries an even greater menace than the present system of fixing rates." As to methods, he offers no opinion or advice. Probably an early opportunity may offer itself for taking the public into confidence on this knotty question. So far as reading and hearing go, there seems to be no consent of opinion so far. Whether in this line also, control. regulation, supervision, will suffice, or more drastic remedies be required, may be disputed. That in one way or another the abuses of the private carline shall be destroyed the people are resolved.

The thanks of the American people are due to the President for a plain and hought-clearing pronouncement, Probably the Denver speech will pass into history as a turning point in this conroversy of National import. As the utterances of a courageous, thoughtful and well-informed student of the question, they bespeak full consideration As the declaration of policy which it is expected that a powerful party, and that one in control of the Government, will follow up, it will doubtless be criticised, disputed over, challenged. As the guiding word to the American people from their trusted President, will in all likelihood, be converted into the National resolve and action.

THE BUCKET-SHOP'S WATERLOO.

The Chicago Board of Trade has won out in its crusade against the bucketshops, and the Supreme Court decision relating thereto will relieve the business of dealing in futures, through a legitimate brokerage house, of much of the odium which has been cast upon it by unscrupulous concerns of the Coe ommission Company stripe. The fact that the bucket-shops were using the quotations from the Chicago Board of Trade as a kind of a capital to give them standing with their clients was one of the principal reasons for the fight being made against them. By securing these quotations they diverted rom the legitimate houses who, through their membership in the Board of Trade, were entitled to them, much ousiness that otherwise would have been handled by the legitimate houses. This, of course, caused a direct financial loss, but was not all of the grievance which the Board of Trade had

against the bucket-shops. These irresponsible institutions, through their reckless manner of doing ousiness and frequent plunging on the market with the money of the dupes who patronized them, brought into disepute the whole system of dealing in futures, and created an almost worldwide prejudice against the Chicago Board of Trade. The fact that a transaction in futures involves no immediate physical transfer of the property inolved does not warrant characterization of such transactions as "gambling," providing all parties to the deal are responsible. As Justice Holmes who delivered the Supreme Court opinon, said: "People will endeavor to forecast the future and to make agreements according to their prophecy. Speculation of this kind by competent men is the self-adjustment of society to the probable. Its value is well known as the means of avoiding or mitigating

cases, equalizing prices and providing for periods of want. For the sake of its own reputation, the Board of Trade is compelled to insist on a high degree of responsibility and integrity among its members, and It is the standard thus established that makes outlaws of the bucket-shop swindlers. The miller who knows that he will require 100,000 bushels of wheat to meet certain requirements three months hence can provide for those equirements by paying a small margin per bushel instead of tying up a fortune and carrying the wheat until he was ready to use it. If, in the meantime, the market advances so rapidly that there is more profit in reselling the wheat than in grinding it. the legitimacy of the transaction can never be

The risk involved is not a fraction of that assumed by the farmer when he refuses a remunerative price for his actual wheat, and holds it at the risk of fire, weather, attacks of rodents, etc. Back of the 3-cent margin advanced by the miller who purchases the 100,000 bushels of wheat for "future" delivery is the responsibility of the individual and his ability to pay in full when the physical transfer of the wheat is actually made. "Individual responsibility is not the most pronounced characteristic of the bucket-shop men, and, if this decision succeeds in weeding them out, the entire business of buying and selling both "spot" wheat and wheat for future delivery will be on a higher

AGAIN THE MERIT SYSTEM.

The "merit system," by which it is proposed to regulate to a certain extent salaries of the teachers in the public schools of this city, continues to vex the otherwise placid souls of some 200 teachers' corps of School District No. 1. Every effort has been made to bring the question to a direct issue before the school Board for consideration, reconsideration and possible abandonment, but the Togo of the Board, Admiral von Wittenberg, has thus far outgeneraled the opposing forces and still retains the supremacy of the troubled

educational sea. The Woman's Club, by its representatives, after several unsuccessful attempts to be heard, finally succeeded in getting resolutions opposing the "merit system" and giving cogent reasons for this opposition before the Board, Mon-day night. The members listened listlessly to the reading of the resolutions, and, apparently heedless of their logic, referred them, on motion of Mr. Wittenberg, to a committee of two without a dissenting voice. The significance of this disposal of the resolutions is found in the fact that the committee is a unit against the spirit of the resolutions. Hence, if it deigns to report at all, the purport of the report is a foregone con-

connection that this question is one that ould not be disposed of arbitrarily. It is one that affects, in a vital degree the spirit of the educational corps of this school district. Half-hearted work as is well known, follows uncertainty courts to be open to forbid "confiscation of property."

Does that bill meet the case? Probabiy not to the full, unless appeal to the year ,and much of their vital force in

expended in the anxiety that it causes To add to this uncertainty, the palpable injustice of salary scaling, accord-ing to the judgment of a committee of three, who in the very nature of things cannot decide intelligently upon the work of several hundred teachers, and whose judgment, like that of other men, is liable to be warped by prejudice or influenced by favoritism, is both discourteous and unjust.

DON QUINOTE, IMMORTAL.

Spain is now engaged in celebrating the 300th anniversary of the publica-tion of "Don Quixote," and Madrid is being visited by delegates from all the Spanish-speaking states. Other countries are not making especial efforts to mark the occasion, although a body of London lovers of Cervantes is giving a commemorative dinner and entertainment. This is not strange, after all, as "Don Quixote," although a book for all world, little needs the pomp of planned celebrations to keep it alive. No body of men would think of assembling to honor the rising of the sun, or to mark the hundredth time they had seen the new moon. The sun and the moon are held glorious without such aid, and "Don Quixote" shines similarly bright in the literary firmament.

Cervantes was a gentleman of Spain an unusually dashing soldier in a nation of soldiers, and a man who had great adventures in an age of adven-His fortune was uneven; at one time adulated because of his shining valor at Lepanto, at another he languished in a debtor's cell, almost friendless. He had a wide experience of life. and his own career was such that he was enabled to sympathize with persons of different classes. Thus Cervantes was equipped to write a book of versal appeal and in "Don Outvote" he succeeded in producing one of the few world characters.

Some one calls humor a mixture of Cervantes brings love and wit to the portrayal of his great knight. Don Quixote, one would imagine, would be an unpleasant companion in daily life, exasperating at times and full of angles that make for discomfort He is of the type of over-serious reformer, who tilts doggedly and foolishly at harmless necessary windmills to the accomplishment of no good. In his essay on "The Mission of Humor," Dr. Crothers shows Luther as the reforme with the gift of humor, which enabled him to see and to allow for life's thousand incongruities. The quixotic re-former cannot understand the existence of any incongruity. Life must be pat terned on his plan, and facts must accord with theory.

Cervantes shows us Don Quixote's lack of humor, but we are not permitted to pass unnoticed his good parts. We can smile at the attack upon the windmill and at the same time admire the spirit which prompted it, just as we can dislike the deeds of the Puritans and admire their spirit. Humor is universal in its appeal, and that is why the publication of a burlesque upon the outgrown chivalry of Europe is being celebrated 300 years later.

VIOLATING ITS OWN LAWS.

The announced decision of the Govnment to take advantage of the rebate system which it has been trying to withhold from other shippers places the Attorney-General in a peculiar light. Washington advices of the past few days indicate that the Government will demand a freight rebate on all shipments made in connection with the ir rigation work in the West. Secretary Hitchcock, from whose department the work will be directed, was the man who first violated the law against taking railroad rebates, but when the matter was submitted to the Attorney-General he is said to have upheld Mr. Hitchcock by "taking the broad ground that under the reclamation law the Secretary of the Interior is authorized to take advantage of every opportunity that presented to lessen the cost of irrigation works."

This is an offense that seems to be all the more glaring because the Government is the offender. The only excuse ever made by the railroads or claimed by the trusts when accused of giving or receiving rebates was that the business offered was of such great proportion that it was worth more to the roads than that which had to be picked up in small lots at considerable expense. As the ultimate effect of this secret rebating to the big shippers could mean nothing else but the extermination of the small shipper, the evil was a most pernicious one, but the Government, in demanding and accepting rates lower than are obtainable by other shippers, is hardly in a position to insist that other shippers should

not do likewise. The Government does not own the raliroads, and, except in the case of the land-grant roads, where it still enjoys special privileges. It is not entitled to any better rates than are extended the ordinary shipper. The opinion of the Attorney-General seems to be based on exceedingly "broad grounds when an act that is a crime when committed with private shippers becomes merely an opportunity for the practice of a little economy on the part of the Government. By this same line of reaning the Government might go to indefinite lengths in breaking the laws and the only excuse necessary would be on the "broad ground" that it would lessen the cost of irrigation work.

The entire West is deeply interested in the irrigation projects of the Govern-ment, and would like to have all money possible available for carrying out the work. At the same time it is not clear that the railroads can make a preferred shipper out of the Government so long as that same Government is engaged in a struggle to prevent the giving of just such rebates as Secretary Hitchcock is demanding.

Many years must elapse before it can demonstrated whether the parole system for criminals which goes trial next week in Oregon is wise or unwise. No effective means has yet been devised for reforming felous. This state has decided to try the experiment, on first convictions, of reli ing the convict of the lasting disgrace that attaches to wearing stripes. It proposes to give to youth who have fresh start and to work out their own salvation. Under our present penal syscriminal. It ought to be satisfied when he pays the statutory penalty of imnment, but it isn't. He my remain an object of suspicion and conamong strangers at great distance

first offense, to prevent the impersona hand of the law from putting a brand on the criminal. Perhaps this will make it easier for the sinner to return to the straight and narrow path. Let us

The Oregonian prints today in its news columns the official figures of the late primary election. It is worthy of note that they disclose no change in results from the returns presented by The Oregonian Sunday morning, and but slight variation in detail. The official figures given out from the City Hall for publication Sunday showed that Mr. Hyland had been nominated for Councilman-at-Large. The Oregonian's returns announced a different re sult, and they were correct. Compilation of election returns is an elaborate and laborious work. The Oregonian has reduced it to a system very nearly perfect, as its election news for many years has shown. In every instance in all elections, state, county and city, it has printed returns that final results have completely verified. The election story Sunday was no exception to its uniform record for accuracy and completeness.

John C. Bain, manager of a Montans cattle company which had fenced in everal thousand acres of Government land, was arrested and tried for the offense, and Judge William H Hunt, apparently realizing the magnitude of the cattle company instead of the enormity of the offense, sentenced him to pay a fine of \$100 and be imprisoned for three hours and fifteen minutes. This penalty, of course, is greater than was ever inflicted on Miller & Lux, Jesse Carr, or any of the cattle kings who have fenced ousands of square miles of Oregon and California territory, but the trayesty on justice is just as pronounced Punishment of this nature administered by a United States Judge always offers great encouragement to the promoter of anarchistic and socialistic theories. Such verdicts corroborate the not unfamiliar axiom, "The bigger the thief the lighter the punishment."

The mother of Florence Maybrick just arrived from Liverpool, says that the English papers are very much inerested in the Nan Patterson case, and "they criticise the opera-bouffe manner in which the poor girl was tried and ridicule the methods employed here in all murder cases." It is probably quite fortunate for Nan Patterson that she was not tried before one of the model English courts. From the treatment they gave Mrs. Maybrick on cirrumstantial evidence, it is quite clear that there would have been no second trial in England for the New York howgirl. It is also quite apparent that, had Mrs. Maybrick been tried in New York, she would not have passed the best years of her life in prison

A Victoria sealing schooner ha reached her home port with the skin of one of the seals that were branded on the Pribilof Islands a number of years ago. This skin should be secured by the Government, and, accompanied by a photo of the expert who recom mended the inhuman practice, placed in the archives of state at Washington. vould prove that all of the mutilated fur-bearers did not perish from their ounds as soon as the salt water irritating the sores caused by branding-iron. The only effect of that outrage against animal life was to cause the herds to fly in terror from the Pribilof Islands, and thus give color o Dr. Jordan's oft-rung changes about

vanishing seal herds." Corvallis seems to be the storm center of illegal liquor traffic up the Valley. Notwithstanding the fact that a rigid local-option law is in force in that mon. It is said in explanation that, owing to the local-option law, "those who formerly drank at the bar now drink from a bottle." This, perhaps, is not strange, since it but repeats the experience of prohibition towns from Maine to Kansas. It proves again that the liquor traffic, restricted by license and made amenable to certain rules and regulations, is less dangerous than the raffic which is represented by the "blind pig" and carried on by evasion

The announcement that the transpor Buford, hence for Manila April 1, with 850 troops of the Nineteenth Infantry aboard, has reached her destination with all well, has been received with genuine satisfaction. Many of these oldier boys who went to form our "farflung battle-line" left behind them anxious friends who have listened eagerly for this announcement. Though trust ing fully in the seaworthiness of the transport, the crowded state of the ves sel made the voyage of thirty-two days a long one to the troops, and it is pleasing to know that they are again on land, though that land is an island in a far sea.

It is gratifying to be assured that there is one place in this city where contracts will not be allowed to drag the interest of a pool composed of a few mercenary contractors. grounds. Tilese men will either com-plete their undertakings in booth construction by May 20 or be ruled off the grounds

It is evident that President Roose velt devoted some little time during snow storms and between rife cracks to mental preparation for a speech tha many million men read yesterday and

Probably the tan on Roosevelt's cheeks acquired during the outing it Colorado wilds hid the blushes occa-sioned by Senator Patterson's personal eulogy at the Denver banquet The battleship Missouri maintained

speed of 15.75 knots for eight hours, so that foreign men-of-war will not be even able to take refuge in flight. Two automobiles are racing across the continent, and people who want to hit the Trail will only have to follow

the scent In the case of Russian stories Togo's loss, the wish appears to have been father to the rumor.

Mayor Dunne might do something towards obtaining municipal ownership

filed his cevent on the biarney stone.

NOTE AND COMMENT.

France explains that she is doing he best to preserve her near-neutrality.

Good old "constructive" gets another innings up in Montana. A. Heiena man was given a sentence of three hours' imment, and served his time structively," remaining comfortably in charge of a Deputy Sheriff.

McKinley-Ware marriage notices. For the Land's sake!?

Emperor William warns his sailors that they must not conclude from Japanese victories that Buddha is superior to Christ. Most persons will agree with the Emperor, and, even further, will express the opinion that petther Buddha nor Christ has anything to do with the blood letting business.

Naturally, landlord and tenant do not look upon an increase of rent with exactly the same feelings.

Captain Tamburina is one of the leaders in the plot to kidnep the President of France, but how could a man with such a name be engaged in anything but a comic opera plot.

As a guide to societies and institution soliciting gifts from the rich, the New York Mail has compiled a list of millionaires whose money is aufficiently free from taint to be accepted by the various money-seekers. "Opposite each field of social enterprise." says the Mail, "has been set the class of rich men from whom it could accept gifts without prejudicing its usefulness in the view of anyone": Distinctive Church Work-Honest

Colleges—Dead millionaires, regardless.
Home Miralons—Millionaires entitled to "a reasonable doubt."
Foreign Missions, Particularly to Ladrones and South Sea Pirates—Millionaire promoters.
Prison Reform—Race-track Millionaires and college kings.

Charitable Work-Unindicted millionaires. Science and Invention-Any sort of million

A lot of traitors to the cause of the people are now anivelling about "justice to the railroads." "Justice be blowed." say the reformers, "we're out to noak 'en good and hard."

So the mantle falls upon Professor Fitzsimmons, as Professor Jeffries is snatched away from the ring, only in this case the mantle is a belt.

Having read a column on the editorial page of the New York Evening Post without once being compelled to look up a word in the dictionary, we naturally feel rather bumptious.

A California skipper who was employed as a pilot at Port Arthur, was detained by the Russians on the outbreak of the war, we read in an exchange, and his wife, hearing nothing of him for a year, obtained a divorce on the ground of desertion. Then the mariner returned with \$25,000 he had earned during the siege, and there was a remarriage. Most men would have felt burt by such a display of doubt on the wife's part, but sallers are pro verbially tender-hearted, and this particular one probably thought a year was a long time for a woman to have waited.

Short skirts are hard on womankind. the New York Press has discovered. The voman in a short skirt has no train to hold clear of the microbes, and in consequence does not know what to Jo with her hands-so the Press says. If this is really true, why not introduce detachable trains, so that a woman could enjoy the advantages of a short skirt and of a long one at the same

The San Francisco Argonaut prints a dispatch such as the Chicago correspondent of a Russian vellow journal might be expected to send out. Without town, drunkenness, that extends in a more than the exaggeration usual in such cases, the story reads exactly like those that have been sent out from St. Petersburg and Warsaw- to American and English papers.

In Paris a competition is being held with the object of fluding a substitute for the matinee hat, and the Sketch publishes photographs of a number of toe designs submitted. All that appears in them, however, is a mere diminution of the hat. No competitor came out with a real novelty, and none of the designs comes up to the simple effect of the mantilla.

Russian printers struck against Sunday work. They should have cut out Saturday work, and then they could laugh at all fears of an American Sun day supplement invasion.

It long sea voyages are good for in vallds the Russian satiors should be in splendid nealth by this time.

This is the time of year that intemperance grows rife; ice cream sodas are being consumed in great quantities.

Indiana's ianti-cigarette law has struck at the right object at last. A show monkey was arrested at South Bend for smoking a cigarette, and the owner had to pungle up the usual fine. If the civilized monkey got run in, there was no reason for exempting the uncly-Ilized.

Six-year-old Bessie was the exemplacy daughter of religious parents, she shocked terribly the other day at table. Bessie wanted some deviled ham, but had forgotten the name. Here the association of ideas came to her aid and after a moment's thought she startled the table by saying loudly: Mother, please pass the hell-food." WEX. J.

A Tree's Choice Pedigree. New York Times.

Washington.-Secretary Hitchcock has oak sapling grown from an acorn taken from a George Washington oak at St. Petersburg. The Russian oak was grown

rom an acorn taken from a tree planted

from an acorn taken from a tree planted by Washington.

Some Russians who were visiting this country gathered some acorns from the Washington oak at Mount Vernon, an im-mense tree near the General's house, planted them in St. Petersburg, and they are now among the most splendid trees on the avenues of the Russian capital. When Becretary Hitchcock was Minister to Russia he brought home some of the acorns from these trees and planted them at his home in Missouri. It is one of the resulting saplings that he has brought to Washington.

The Building of Rome

New York Sun.
Romulus gazed on his work with pride.
"No," he boasted. "Rome wasn't built in
Asy, but I got an appropriation for a
secral building as soon as I got a cor-

HO! FOR THE NORTH POLE Liberality of the Peary Arctic Club of Ship in Provides Explorer With New Type "Roosevelt." -Robert E. Peary, in Harper's Weekly

CARLY in July I plan to start on my tempt to reach the North Pole, taking the so-called "American," or Smith
Sound, route. Establishing a coal depot
at Etah and a subbase of provisions at
Cape Sabine, on Smith Sound, I shall
proceed to navigate the stretch of ice

Sabina. I hope to reach

I hope to reach

and 143 feet on the model. Sand the propeller
post at its upper part wide, the object of
this being to keep heavy ice passing
along her sides from running in against
the propeller biades as soon as the midship section is passed. If high speed
were a desideratum, these features would
be objections, but they are not sufafth arctic voyage, when I shall atnorthern shore of Grant Land early in September, Winter there with my ship, and early in February begin the

The launching of the Roosevelt, the new ship of the Peary Arctic Club, in new ship of the Peary Arctic Club, in which I shall sail for the arctic, was an event, which, if the objects for which she was built; are attained, will be a notable one. When the building timbers which held the ship on the ways were severed by saws. Mrs. Peary smashed a bottle of champagne, bedded in a block of ice, against her stem and christened her Roosevelt, and she alid slowly and evenly into the water, and her unusual weight and fine lines gave her an impetus which carried her across the narrow channel of the Penobacot at this point and ploughed

sledge journey to the pole.

the Penobacot at this point and ploughed her steel-cased hull some yards into the mud-fiats on the opposite bank. As soon, however, as the tow-line of the attending tug tightened on her, she moved off withmud-fists on the opposite bank. As soon, however, as the tow-line of the attending tug tightened on her, she moved off without resistance, and was then guided to a pier, where preparations were made for her trip to Portland.

The ship has aiready been described more or less frequently, but a summing up of the points in which she differs specifically from other arctic ships has not perhaps been attempted.

First and foremost, she will be a pow-

ot perhaps been attempted. First and foremost, she will be a pow-

ship of her class. Her forefoot is more rounding, and her bows are more wedge-shaped. This increase in the rake of the stem not only makes her more effective as an ice-breaker, but is necessitated by her unusual engine power, the incline of the stem acting as a buffer to her impact against the ice.

The pronounced wedge shape has been given to her bows because the greater portion of her work will be that of slowly and laboriously squeezing her way.

It is to be horne in mind that this whip

and laboriously squeezing her way through and between fields and fragments of heavy ice, and the sharper her bow the

the figures of her length, which are. IS2 feet on deck, 168 feet on the water-line, and 143 feet on the keel.

Her run is quite full, and the propeller-

ship section is passed. If high speed were a desideratum, these features would be objections, but they are not sufficiently pronounced to affect her speed under sail, nor to affect her speed under steam within moderate limits, say up to ten knots: and, as a matter of fact, it is not speed, but power, that has been the great desideratum in this ship.

To secure this the propeller is of a special design, with blades of unusual area, intended to develop an enormous pushing power when the shis is forcing her way slowly and laboriously through moving fields of heavy loc: and her shaft is of forged steel twelve inches in diameter. All ships built especially for arctic work have been fitted with a lifting rudder. In the new ship the details of this device are, however, different from previous ones, leaving the mern-post, when the rudder is lifted, smooth and free from any projections.

It is believed these details will result in greater strength, security, and rapidity in lifting the rudder out of threatened.

First and foremost, she will be a pow-erful steamer, carrying all the engine Also both her ceiling and her outside power which the size of her hull will planking are edge-bolted from plank-contain. All previous arctic ships have been sailing ships with only accessory or auxiliary steam power. The sail power of the unusual number of through bolts the new steamer will be auxiliary only.

Second, she is the first purely fore-and-

Second, she is the first purely fore-andaft-rigged vessel yet built for arctic
work. None of the others have been able
to get away entirely from the old-time
square rig. Her rig will be three-masted
schooner, and her sail area about threefourths of the sail area about threefourths of the sail area of the typical
Maine schooner of the same size of hull
In hull model the ship differs from other
arctic ships in the following points:

First the rake of her stem is much
more pronounced than in any previous
ship of her class. Her forefoot is more
rounding, and her bows are more wedgeshaped. This increase in the rake of the
stem not only makes her more effective
as an ice-breaker, but is necessitated by
her unusual engine power, the incline of
the stem acting as a buffer to her impact

It is to be borne in mind that this ship is not the Peary ship, but the ship of the Peary Arctic Club, and that she is more effective will be her engine power.

Another peculiarity of her build is the raking stern-post, a feature which has not appeared in any previous arctic ship. The object of this is twofold. First, to deflect ice pressures more readily from her stern; and second, by shortening the second, by shortening the vessel's keel, to make her handle more twested while turning and trigiting amounts. casily while turning and twisting among completion and equipment of the ship are the ice-flows. The full meaning of her assured. But funds for the current expands of the expedition (some \$30,000) by any one conversant with ships, from have ye to be raised.

A NOTABLE PROPHECY.

It Was Made Fifty Years Ago by the Late Bishop Clark.

The following is from a recent issue of the Churchman. It may be who desire to live a healthy and long doubted whether an equal number of life: doubted whether an equal number of important predictions (now fulfilled)
can be found anywhere in statements

2. Do not live to eat. Select those all-

At that time there had been no thought of telephone, typewriter, uniform time, electric great secrets of long life. parior, dining or steeping-cars, great speed in travel, while the Rocky Mountains were deemed to be an impassable barrier for railroads between the East and West. But all of these things were clearly foretold in the following extracts from the leave and to be easier to give than to follow: coverthe

ollowing extracts from the lecture, which,

at the time, was received as a humorous ex-The bishop said: "We have made wonderful progress in traveling facilities during the last haif century, but do you think that improvement in this respect will stop at the present point? Posterity will not be content to travel point? Posterity will not be content to travel at the rate of only 30 miles an hour, seated in these narrow cars, stifled with dust and distracted by noise. It costs no great ef-fort to imagine, 30 years hence, a splendid locomotive hotel, with spacious pariors, disincomposite notes, with apactors parior, as the bird files over a road carpeted by turf and bordered by shade trees and sweet shrubs through from Boston to San Francisco in four days."

"The unsightly telegraph poins which de-

face the landscape and obstruct the street will have disappeared, and in their place there will be a network of vibratory nerves hidden underground, quickening the bosom of the earth with messages of intelligence and

The language of telegraphic signs will be so improved that thoughts instead of syllables will be clicked off by the register and men will communicate with the wire as rapidly

will communicate with the wire as rapidly as with the tongue.

The electric pattery, which now in some of our cities strikes the midnight alarm it our steeples, may be made at evening to light all of our street lamps at one flash, see

our steeples, may be made at evening to light all of our atreet lamps at one dash, secure perfect uniformity of time in our public clocks and kindle a heacon on those dreary rocks in the sea, where human beings now modure a melancholy and dangarous solitude."

There is another invention which I, for one, would hall with excedeing foy. It may seem absurd to predict that the time may come when it will not be customary to teach our children how to write. It would have been thought funt as absurd, 50 years ago, to have foretold that the boys of this generation would grow up not knowing how to make a pen.

"What a fedious shid to some of us painful operation is this slow process of inscribing with the hand, letter by letter, the impressions of the mind on paper. How difficult it is to make the fin flow as fast as the thoughts. How many rare fancies are lost, vanishing before they can be recorded, because the writer must slowly clamber up over the steep secent of words, syllables and letters. Why need it require six hours to write what fan be spoken in one?

"Now linsgine the honored gentleman invited to address your association in the year 1500, sitting down to prepare his lectures with the last improved chirographical instrument on the table before him. He opens the keyboard and begins to think. The order of his discourse having been methodized and his subject duly digusted, the inspiration comes upon him and he lays his fingers on the livor heys. Uncanaclounty as the accompilated musician strikes the note which the harmony requires does his hand awent the phonographic acale, impressing every thought in legible characters on the page, and fast as he can think are his conceptions impressed upon the page."

Boston Transcript.

A London dealer in such wares last year received from India the skins of 5000 birds of paradise to adorn the hats of the feather-wearing British women.

HOW TO LIVE LONG.

New York World. Professor Boyd Laynard, of London England's leading author of works on hygiene, gives these 12 rules for those

can be found anywhere in Statements made 50 years ago:

Lecture courses fourished 50 years ago, and the late Bishop Clark, of Rhode Island, was one of the favorite speakers. Ignoring the sage advice: "Don't prophesy unless you know," he ventured in 1855 to take as a topic. "The Next Fifty Years."

2. Do not live to eat. Select those allments most smitable for nourishing the body and not those likely to impair it.

3. Look upon fresh air as your best friend. Inhale its life-giving oxygen as much as possible during the day, while at night sleep with the bedroom window open at the top for a space of at least four or five inches. Follow this out even open at the top for a space of at least four or five inches. Follow this out even in the depth of Winter. It is one of the

less. I have known persons of a worrying disposition aimost entirely break them-selves of it by a simple effort of the will. Worry kills.

6. Learn to love work and hate indo-The lazy man never 7. Have a hobby. A man with a hobby

will never die of senile decay. He has always something to occupy either mind or body; therefore they remain fresh and 8. Take regular exercise in the open air

but avoid overexertion.

9. Keep regular hours, and insure suffi 10. Beware of passion. Remember that every outbreak shortens life to a certain degree, while occasionally it is fatal. II. Have an object in life. A man who

has no purpose to live for rarely lives 12 Seek a good partner in life, but not

too early. AN OPINION FROM TACOMA.

Tacoma Ledger.
The Republicans of Portland have renominated Mayor Williams. They evidently know a good Mayor after they have tried him for three years. They also take very little stock in Dr. Ozler's

theories. Mayor Williams is now more than \$2 years old. When he was nominated for Mayor three years ago he did what he has always done before, told all classes of people what he thought it lawful and proper to do, regardless of what they wished him to say he would do. He told the tough element, in their own meetings and in the openest and both-est way, that if elected he would make them obey the law and they would ab time he told the opposing element that he would enforce the law as he found it and not as they might think it ought to be. He would be dominated neither by the strait-laced party nor the lawless element. He was elected, and he has given Portland an admirable government for three years.

He has now been renominated under erence by direct vote. He will doubtless be re-elected and he ought to be.

A Rosary of Priceless Value.

Denver Post.

A rosary of almost priceless value and coming all the way from the Vatican is the gift of Thomas F. Walsh, the Celorado millionaire, to Mrs. Joseph W. Benson, of this city. The rosary is of blood stones of an especially fine quality, mounted on a silver chain, and comes with the binseing of Pope Pius X, conferred at the special request of friends of Mr. Walsh, who are associated with the Vatican.