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PORTLAND, WEDNESDAY, JUNE 21, 1905.

RESTORING PUBLIC CONFIDENCE.

The Equitable Life Assurance Society has sent throughout the United States facsimile copies of the letter by Grover Cleveland accepting the trusteeship of the Ryan (Hyde) stock. Its undoubted purpose is to advertise in the fullest manner possible the prominent relation of so widely trusted a citizen as Mr. Cleveland to the society, and to guarantee the absolute good faith of the plan to afford the policy-holders a dominant voice in the organization. Chairman Paul Morton, of the executive board, also makes public his purpose to submit again all the affairs of the society to the most exacting scrutiny at the hands of expert accountants and financiers, so that the proposed reorganization may begin at the bottom and may include the entire structure. All this is good. Mr. Cleveland is to be no dummy trustee. Chairman Morton proposes that the truth, and the whole truth, shall be known. All the facts about the mismanagement of the society are presumably in possession of the public. The scheme of reorganization is sufficiently clear. But the precise status of the company's investments, and its relations to its policy-holders on the one hand, and the financial world on the other, ought to be candidly and accurately described. No doubt it will be. Information of that kind will throw a light on all insurance. What the public needs and is now bound to have is a thorough education in how the insurance business should be conducted. It knows quite enough about how it should not be conducted. If the managers of the Equitable, or of any other company or society, imagine that they can restore the public confidence by any half-way measures, or by any system that does not make the policy-holder or his assigns the sole beneficiary of the insurance he pays for, they will in time realize their error.

The Oregonian has no desire to add to the embarrassment of the Equitable or any other life insurance concern by continued discussion of their troubles, since at this time it has confidence that they are on the mend. But it appears proper once more to point out the prominent abuses of the present system in the great societies. The United States Investor, a reputable and well-informed journal, recapitulates the counts in the indictment against the Equitable in the following strong statement:

> The deferred dividend system was so grossly unfair to policy-holders that it created a surplus which led to extravagance and speculation; that exorbitant salaries and commissions were paid, thus inordinately increasing the cost of insurance; that large sums were carried in favored banks, uninvested, causing a loss in earning power of the policy-holders' funds; that the officers and others having similar interests were conducting the business as if it were a private concern, reaping profits therefrom to which they were not entitled, hence detrimental to the interests of the policy-holders; that these men were deceiving the other directors, whose high standing in the community was being used to aid in the mulcting of the policy-holders.

The deferred dividend system was vigorously condemned by the Frick committee, which advocated the method of distributing the surplus annually. The Oregonian does not now say that the Frick committee and the Investor are right in this recommendation, because it understands perfectly that its adoption means a complete change in the whole insurance edifice; but that some method must be devised to give the policy-holder control of the surplus is certain. Many important and perfectly sound companies, it should be added, now and always have distributed their surplus annually. It is unquestionably a correct and honest method; but whether it is the only correct and honest method we do not assume to say.

Insurance may be too cheap. We have a complete illustration of the utter fallacy of hard-pan methods in the unhappy plight of several of the great fraternal organizations. There is a significant and dangerous similarity between their methods and the system of certain get-rich-quick schemes. They were all right so long as new investors flocked in, and there was very little to pay out. But when obligations began to mature and multiply, then came the the trouble. Co-operative life insurance is sound, no doubt, in principle; but it, too, must adjust itself to certain fixed conditions. Until it does the various orders will reach a stage in their history when the outgo exceeds the income, which is bound to be fatal in time to any business.

GOVERNOR DOUGLAS' HARD JOB.

William L. Douglas, a noted manufacturer of shoes, thought to vary the programme of life as he had long followed it by becoming Governor of Massachusetts. Circumstances favored his desire, and he was nominated, and, though the candidate of the party that has been discredited at the polls in the Old Bay State for more than a generation, he was elected, and six months ago entered upon the duties of that office.

It was given out through the campaign that Mr. Douglas was not a politician; neither, it was said, was he a statesman, as measured by accredited standards. He was a manufacturer, and a successful one. He had been a workingman, and a faithful one. He was an advocate and employer of labor, and he went in by means of the great labor vote—disgruntled at the time because several long-drawn-out strikes were in progress in the state.

So it was that Manufacturer Douglas became Governor Douglas, and soon thereafter his troubles began. A conscientious, capable man, he found the burdens of the executive office of the great State of Massachusetts hard to bear. In attempting to discharge his official duties impartially, and with clean hands, he has, in the brief space of six months, made enemies of the prominent men of his own party, and they have so harassed him that he has called "enough." He declares that he is not a candidate for re-election (Massachusetts enjoys the pastime of choosing a Governor once a year), and adds that he regrets that he ran before.

Let no one think that Governor Douglas is afraid of the politicians. He is simply tired of them. He has had enough of them and of their dark and sinuous ways. For this reason, though his administration has pleased the masses, he has in advance declined renomination. There is reason to believe, however, in his desire to retire he will be overborne by popular clamor and he will be induced to try another year of such worries as fall to the lot of a Democratic executive who declines to make purely partizan appointments, and who, having brought his conscience to the task, has vetoed bills for grafts and spoils that his own party leaders supported.

NATIONAL GOOD ROADS ASSOCIATION.

The peculiarity of the National Good Roads Convention is that our visitors come, not to learn, but to teach. Other associations and societies we invite and welcome, with a view to showing them the advantages Oregon offers—shall we not say over any and every other abiding-place?—but the good roads people come to show us how to improve and make more available what we have. Two ways are open to them. First, they can, and will, show us by actual, visible demonstration, how to make a road which shall be worthy of its name the year round. All can see, mark and learn this. Then they will show us what are the necessary elements of cost, the actual essentials of roadmaking and how to get and to apply them. Quite as essential lessons for us to learn are, who shall decide what roads shall be built, and maintain them when constructed? And also, who shall pay for the roads, and by what means?

All can admit that, in Western Oregon particularly, we have few roads worthy of the name. With one or two short exceptional pieces adjoining the towns, and mere continuations of the city streets into the country, our best roads are strips of the adjoining fields, fenced in, and more or less leveled and kept bare of vegetation by the passage of wagon and carriage, horseman and footman. During the last few years various enterprising counties have provided what they call "roadmaking machines." To set them to work the farmer's plow is called in to break up the surface, and then the machine, with its four or six horses, scrapes the loosened soil and dirt towards the center of the track. This done, brute force and wheels do the rest, and you have an "improved" Western Oregon road. Where a gravel pit or a stone quarry is reasonably accessible the farmers' wagons follow the plow and scraper and pile a succession of heaps along the central ridge. This everybody with any regard for horse or vehicle leaves severely alone till the next Winter. Then, the tracks on either side of the center having become streaks of mud, varied with "chuckholes," hub deep, unfortunate travelers are compelled to take to the central stope heaps, and gradually smooth them down. The result is a highly improved road, announced by the real estate agents as great attractions to the adjoining farms. In many other parts of our state different problems are faced. Rock and stone take the place of mud, and the traveler's bones pay in shaking for the solidity of the track. Therefore, practically, we have to be taught what "good roads" are.

We are only now reaching a condition of mind in which we are ready to be taught—many of us are even now not in that class—not even in the primary class of the good-roads school. Why? Because we have hardly emerged from the pioneer stage, when a rain-tight house to live in, a barn reasonably piled full of loose hay, and a stock of groceries laid in before the Winter rains set in, were preparations enough for the Winter. A horseback ride for the mail once a week, and a weary wagon drive over the muddy track to town, were all the communications needed with the outside world. This was old Oregon. New men, new manners. School keeps nowadays, even in the country schools, for seven or eight months in the year. Farm products must go to the creamery or to the grocery store or railroad depot, twice or thrice a week. The rural mail delivery brings the daily paper, and daily letters. Independent telephones draw neighbors and friends together, and families four or five miles apart must visit and hold converse. Churches must be open on Sunday, and a few days' rain must not so mar the roads as to keep congregations at home. Books must be read and exchanged, Grange meetings and farmers' institutes attended. Why not? There is no savage blizzard or raging torrent, with danger to life and health, to face; only the apology for a road, with its delays and discomforts.

Certainly there are roads and roads. Let us hear and learn all we can about the various grades of roads, and how to make them, and what each kind costs. Then, when we have gone home and thought the matter out, and talked to the neighbors, and are ready to go to doing things—then is the time to be first reasonable, then bold. Roads must be had, and of that sort which will be within our means to construct. There is not much amiss with the laws. Oregon is not behind many of her sister states in the legal machinery provided. The work can be done. Now, this week, is the time to learn how. We thank our visitors of the association for coming, and promise them attentive audiences.

BLOW AT OUR FLOUR TRADE.

The Hongkong Telegraph of May 5 prints full details of the organization of a company which will erect a flour mill with a capacity of 2000 barrels per day at Hongkong. Among the names of incorporators appears those of a number of the financial heavyweights of the Orient, and the list is headed by Mr. Rennie, for the past eighteen years in the service of the Portland Flouring Mills, of this city. The Telegraph, in its account of the project, says that wheat for the mill will be secured wherever possible in British territory, and in Manchuria. A 2000-barrel flour mill will hardly be sufficient to supply the demands of China and the rest of the Oriental flour trade, but it will prove an opening wedge which may be enlarged with disastrous results for the Pacific Coast flour trade.

This trade with the Far East for the fiscal year ending June 30, 1904, amounted to approximately 3,000,000 barrels of flour, and the totals this season, in spite of the disastrous war, will not fall far short of that amount. Prior to the declaration of war, the trade was growing so rapidly that it was only a question of a very short time until it would have reached proportions that would have required all the wheat grown in this country to satisfy the demands of our mills. As the price paid by the mills has always been much higher than that which was paid by the grain shippers who were dependent on Europe for a market, the development of this Oriental trade has been of highest importance to the graingrowers of the Pacific Coast, and in turn to all interests dependent on the grain crop.

Under existing conditions, with the ports of China open to our merchants, and without any obstructive or retaliatory tariff to interfere with our commercial operations, Pacific Coast millers are in a position to retain a large portion of this flour trade which they have been so long building up. With the natural growth of the business, they might even be able to meet the competition of this Chinese mill, and perhaps increase their operations, at least until opening of the Manchurian wheat fields supplies the Chinese with cheaper wheat than is obtainable on this side of the Pacific. But the Chinese are on the point of breaking off existing commercial relations, and laying on our products a trade embargo which will most effectually shut us out of that rich field. Suppose that the Chinese nation, which has been insulted and humiliated by our treatment of its citizens, decides to adopt our own restrictive policy against the admission of wheat and flour—what then?

We shut out foreign wheat by imposition of an ad valorem duty of 25 per cent. The men behind the new flour mill enterprise are in close touch with the Chinese, and have undoubtedly convinced them that the enterprise should be protected by a duty sufficiently high to make it practically impossible for Pacific Coast millers to continue in the field. As previously stated, a 2000-barrel mill will be insufficient to handle the business that has already been worked up by American enterprise, but the matter of increasing the number of mills and enlarging the capacity, if the experiment proves successful, will not be at all difficult. This matter presents a phase in the threatened Chinese retaliation that comes directly home to the Pacific Coast farmers and millers.

Our flour sales to the Orient this season have averaged over $1,000,000 per month, since the opening of the season July 1, 1904. We could, perhaps, have sold this flour or the wheat which produced it in other markets, but our past experience has demonstrated that the Oriental flour trade has been the direct means of increasing the value of every bushel of wheat grown on the Pacific Coast. This industry, which in degree is fully as important as the vast cotton industry of the South, is in great jeopardy at this time, and the situation is sufficiently grave to demand an earnest appeal from all lines of trade for some modification of the Chinese exclusion act, which will at least admit of the Chinamen having fair treatment when they have a right, under existing laws, to enter this country.

LIVE PIGEON SHOOTING.

British sportsmen are noted as advocates of "clean sport." They are opposed to the spirit of commercialism that has become a ruling feature of American athletics; but they have not, heretofore, been as regardful of the quarry in shooting tournaments as they should have been, and as, in the matter of live pigeon shooting, they promise to be hereafter.

The Hurlingham Club, one of the most famous sporting organizations in England, has taken the initiative in this matter, and on the basis of cruelty to the trapped birds has decided to abolish live-bird target practice or shooting contests. "Like Hurlingham like England," and in this respect it may be hoped that American sportsmen will follow Hurlingham's lead.

For some years protests have gone up against live-bird target shooting in this country. A few years ago there was a contest between the "crack shots" of several leading sportsmen's clubs at Kansas City. All over the country the fine scores that were made were telegraphed after the tournament was over. A newspaper man, himself a sportsman, visited the scene and was sickened at the sight of dozens of crippled birds, bleeding, suffering, thirsty, panting and perfectly helpless, that formed the aftermath of an exciting and highly enjoyable occasion. A protest followed the published tale of this suffering, and as a result legislation was secured in a number of states against live-bird shooting contests.

Nothing could be more unsportsmanlike than shooting a bird that rises from a trap directly in range of the sportsman's gun. The man behind the gun in this case shoots—not to kill, but merely to bring down his game. He has no use for it, does not want it, does not even take the trouble to see what becomes of it. Killed or crippled, it is all the same to him. He has brought down his bird, and in any contest of this kind "bird" is a name of multitude.

The Minneapolis banker whose state land certificates are questioned on the ground that they were fraudulently obtained very properly raised the question why the State of Oregon permits men to hold commissions as notaries public and yet looks with suspicion upon all papers bearing their seals. If the notary has committed a crime, or has been party to a fraud of any kind, his commission should be revoked without delay. If he has not been guilty of wrongdoing, there should be no general assertion of fraud in papers he has executed. This is not a matter in which the individual alone is interested. As notary public he is an officer of the state and his official acts are entitled to due credit. If the state continues to assert its confidence in him by permitting him to hold a commission, it is a party to his fraudulent transactions. The fact of the matter is that the laws relating to the appointment of notaries public have been altogether too loose. Almost any person who is willing to pay a fee of $2.50 may secure a commission as notary public. Some means should be devised by which irresponsible and dishonest men may be prevented from securing such appointments.

The accident on the Western Maryland railroad Saturday, by which twenty-five lives were lost, again demonstrates that the fast trains are safer to ride on than the slow ones. In this latest disaster, the passenger train which collided with a freight was traveling at a speed of only thirty miles per hour, or less than half of the scheduled time of many of the express trains of the country. The disaster was due to a misunderstanding of orders, and would have been impossible on the double-track roads where the record-breaking flyers are now scorching. As usual in a head-end collision, the engineemen were killed, and the man responsible for the tragedy paid the penalty with his life. The cost of this wreck will reach a sum that would have built a great many miles of double track, or installed the block system over still more miles.

The close proximity of British Columbia to the boundary line results in great similarity in the customs, manners and actions of the people living near the boundary line, irrespective of which government they serve. Under such circumstances, it is not surprising that our neighbors on the north should have a timber land scandal all their own. Some of the Ministers of the Crown worked through Parliament a scheme by which a London company secured a lease on 120,000 acres of highly valuable timber land on Quatsino Sound, while a grant secured by a local company by similar methods was cut down from 60,000 acres to 46,000 acres. The "roar" of the small company was so loud that an investigation is already under way, and promises to result in the impeachment of some of His Britannic Majesty's subjects.

A feature of the new penalty for wife-beaters that has not received the mention that it deserves is that it releases the culprit upon whom it is inflicted "to the support of the family of which he is the head," as the Bellingham Herald expresses it. This is clearly an improvement upon the old process of sending the wifebeater to jail and thereby depriving his family of his earnings while he enjoyed the season of idleness which his sentence imposed. Perhaps beaten wives will be more ready to testify to the cruelties inflicted upon them by brutal husbands when they come to understand that the application of penalty, upon conviction, will not rob the family "of which he is the head" of support while he is detained in idleness among congenial companions.

Appeal is made for contributions to the Oregon Humane Society. It merits all the aid it will receive, and more, too. For a third of a century it has done very effective work in teaching kindness to the brute creation. While results cannot be easily measured, The Oregonian, in common with all observant citizens, knows that through the constant teaching of the society, mainly in the public schools, abuse of animals has been reduced to a minimum. In respect to treatment of dumb creatures, Portland is a model community. It is to be hoped that this condition may be maintained, but remember that a little money is needed. Let it be promptly and cheerfully given.

The Modern Woodmen of America, a fraternal order, having 700,000 members, recently increased its per capita assessments from 25 to 75 per cent at the various ages. The Royal Arcanum, with 200,000 members, finds it necessary to raise larger revenue in order to meet the steadily increasing death rate. The United Workmen has found necessary a readjustment of its schedules. One problem of the fraternal orders is to make their life insurance attractive to young men. The usual plan is to make a graduated assessment, increasing as age increases. This is rather hard on the older members, but it is perhaps the only way to make their insurance sound.

A love letter of the great Lord Nelson was recently sold at public auction in London for $355. It was not in any way a remarkable document—just one of the ordinary kind, vealy and commonplace; but it bore the signature of the great Admiral, and the date May 4, 1805. The folly of writing such letters is only equaled by the folly of keeping them, and both are outdone by the infamy of making them public.

President Roosevelt will set a fine example if he discharges his chauffeur who drove his automobile faster than the limit fixed by the ordinances of Washington, D. C. If under the law the President was also guilty, he should be made to pay the penalty. And he is just the kind of a man who would take his medicine and apologize, besides.

In keeping with a blundering policy, it looks now as if Russia is making her biggest mistake in not offering to declare an armistice when her entire Manchurian army is in jeopardy. The Czar has transcendent genius for doing the wrong thing.

There is the right ring to Paul Morton's first act as head of the Equitable. He demands exact figures on how the company stands. These obtained, he will have a working basis for any reform the directors deem advisable.

OREGON OZONE.

Recipe for Magazine Poetry.

When your mind is all a blank
And there's nothing in the tank
Where your thoughts are thought to be,
Just sit down and write some rhymes
Dealing with the ancient times
In the lands beyond the sea.

Bring in something, if you can,
Of the Muses, Venus, Pan,
Or of other ancient fakes;
Saw it up in lines like these,
Set it out and let it freeze
In symmetric stanza-cakes.

Two pair of triplets and two single babies, the latter weighing 20 and 21 pounds, were the product of a single day's storkwork in Long Island City last week. Long Island City is a near neighbor of Oyster Bay.

Luther Burbanks seems to be
Just now the only active grafter,
In the land from sea to sea,
That Lincoln Steffens isn't after.

Governor Folk, of Missouri, is going to make a speech at the reunion of veterans in Dodge City, Kan., in August. If these Dodge City veterans retain their picturesque habits and habiliments, likewise their pocket companions, the mild, young Governor of Missouri is likely to find his auditors less amenable to the conventions of civilization than even the St. Louis boodlers. Twenty years ago, when these present veterans were the ruling factor in town life, Dodge City was undoubtedly the toughest town in America. If a man got off a train there in the early 90's wearing store clothes, the chances were 10 to 1 that he would by dancing a jig in the nearest saloon in two minutes, with bullets popping about his feet to add agility to his toes; and if he made the serious error of wearing a plug hat into Dodge, the crown of that chapeau would be perforated with portholes like the walls of a blockhouse before the tenderfoot could walk past Pizen Pete's faro shack. These little matters of Kansas history are recalled merely to put Governor Folk upon his guard and to suggest to him that if he attempts to talk to the Dodge City veterans in his store clothes he would better wear chain armor underneath.

The Chicago Evening Post seems to have stirred up a hornet's nest when it quoted the late Colonel Colville, of the First Minnesota, as having said, when ordered by General Hancock to hold the peach orchard at Gettysburg and break the backbone of Pickett's charge: "The First Minnesota is short of ammunition, but it will hold its position even if it has to load with trousers buttons." An old soldier, who declares that he heard the gallant Colville tell the story many times, writes to the Post that the Colonel said "pant buttons." The present writer never heard the Colonel reminisce, but he will bet his Sunday breeches that Colonel Colville never said "pant." Undoubtedly he said either "pants" or "breeches," most probably the latter. Soldiers in action never stop to revise their remarks before utterance; they carry no mental blue pencils in their equipment; they go off half-cocked when they have anything to say, and they say it in the most natural manner known to the average man. As a rule, anyhow, these historic sayings of Generals and Admirals are manufactured by press agents after the event, or, at any rate, they are put into the proper shape for posterity by the men behind the pens. It is very likely, however, that Colonel Colville sent word to General Hancock that he would hold his position if he had to load with breeches buttons, for Colville was a fighter; he received seven wounds in that one engagement, and 13 all told during the Civil War.

Davenport Cartoons, $1.

"Say," said a Washington street car conductor to his motorman, when the car stopped at Fifth street yesterday, "did you notice that there cartoonist who was on the car on the last trip out to the Fair?"

"Sure," replied the motorman; "that's Homer Davenport."

"That's the man," the conductor said; "he rides out with us every day. Well, he had a big sheet of paper with him, and he made a cartoon of me on the trip out; had me down pat, and in the corner of the picture he wrote, 'Fare, please.' He handed it to me when he got off, and I stuck it under the rear seat; didn't want to spoil it by folding it up. When we turned that curve at Sixteenth street the wind blew it away."

"Too bad," said the motorman.

"Yes, it was; why, I wouldn't have lost that cartoon for a dollar."

* * *

A Bid for the Last Word.

Dear Ozone: Won't you give us the last word on the wife-beating situation and end the discussion as to whether a man who beats his wife in Oregon should have his own meas'l back bruised with the cat-o'-nine-tails or be presented with a house and lot as a reward of merit? There seem to be opinions on both sides. We pause for your reply. CITIZENS' COMMITTEE.

We cannot guarantee that ours will be the last word, but if we were running the solar system it would be. Here is just a part of what we think:

Any male beast who mistreats any woman by using the fist argument should be compelled to take a large and liberal dose of his own medicine, as the new law in Oregon prescribes. No matter whether he beats his own wife or the wife of somebody else, or a maiden lady, or a little girl, or a Sioux squaw, or a pipe-smoking Igorrote belle—if he whips a woman he puts himself beyond the pale of human sympathy and deserves no crocodile tears. A male biped who mistreats a woman deserves the best beating that he can get—at the hands of the whip-wielder. The state should establish a gymnasium for the physical education of husky youngsters who show a special aptitude for plying the lash, to the end that their services may be used when the law demands. These young men should be graduated A. B.—Able Beaters—and whenever a two-legged wart on the surface of humanity whips his wife he should be whipped by a regular graduate. The job should be done not brutally, but artistically, with neatness and dispatch. And the whipping-post law should be amended to include a clause providing for the teaching of proper ideas of humanitarianism to those persons who toss bouquets at the vile wretch who through his own baseness becomes a subject for the lash. It is the duty of society to protect the weak, even if society has to thrash the strong. To all of which we hereby set our hand and seal.

Done at the City of Portland, County of Multnomah, State of Oregon, this 20th day of June, in the year of Our Lord 1905 and of the independence of the United States the One Hundred and Twenty-ninth. ROBERTUS LOVE.

VLADIVOSTOK, GIBRALTAR OF THE EAST

Russia's Stepping-Off Place in Her Dream of Pacific Coast Empire.

Sacramento Union.

Since the fall of Mukden, Vladivostok has been necessarily the Japanese point of final objective. The new Russian city of Harbin, and the ancient Manchurian City of Kirin, north of Mukden, are way stations in the war's movement to Vladivostok. Before the fall of Mukden, Harbin was the key on the north to Russian supply, both for Port Arthur as the terminus of the Manchurian branch of the trans-Siberian Railroad, and for Vladivostok as the terminus of the main line. With the fall of Port Arthur followed by that of Mukden and the movement of the Japanese to the north verging towards the east flank of Russian defense, the possible capture of Harbin is of importance only as it bears on the ultimate Vladivostok attack. The main line of the trans-Siberian Railroad anywhere between Harbin and Vladivostok is of as much importance, while Vladivostok is held against Russia as Harbin itself, since to hold it is to cut off Vladivostok and with it the Pacific Coast of Russia from the source of supply for war materials and men. Except through Japanese defeat, which has not been indicated by events thus far, or by Russian consent to peace, which has seemed equally improbable, the whole trend of the war indicates that Vladivostok is the point at which it will be decided. Since it is in undisputed Russian territory, the key of the Russian coast of the Pacific as well as the point of connection between European Russia and its future on the Pacific, the ability of the Japanese to capture and hold it would enable them to dictate terms Russia would never accept otherwise. Probably this would involve Russian surrender of all Manchuria south of the main line of the trans-Siberian Railroad.

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In accounts of his explorations in modern Siberia, published last year, Senator Beveridge called Vladivostok the "Gibraltar of the East." His observations were made in 1901, and since that year the same term has been repeatedly used to describe Port Arthur, so that the strength of Russian defenses, considered impregnable at Vladivostok, are discredited by the result at Port Arthur. The town lies chiefly in a valley sloping down to the harbor from a range of hills which as they extend to enclose the harbor, have been heavily fortified during the period of Pacific Coast development, toward which Russia began to look as far back as 1861, when Vladivostok was first laid off. The harbor itself, which Russians call the "Golden Horn," opens into what they call in Russian geographies taught in the schools of Vladivostok the "Gulf of Peter the Great." It is part of the sea of Japan, and it has another name in Japanese. Since ground was broken at Vladivostok, in May, 1891, for the western division of the trans-Siberian Railroad, Russia has been making a systematic attempt at colonization, on the success of which, as far as it has succeeded, much may depend during the present year after Vladivostok is actually invested.

This attempt was to make the town something more than a port for shipment into interior Siberia by giving it a supporting territory populated by Russians, as the country back of Portland and San Francisco is by Americans. Vladivostok itself increased in population from a little over 7000 in 1870 to 38,000 at the beginning of the war with Japan. Most of this population has come since the beginning of the trans-Siberian Railroad, and had not Russia deflected its branch line south to Port Arthur it would have been more than doubled. Since the completion of the line, and for several years before, Russian immigrants have been crowded as rapidly as possible into the lands of the Usuri valley back of Vladivostok, and it is estimated that this territory now has a population of between 100,000 and 150,000, chiefly Russian, although land was granted also to some 15,000 Coreans. In two years before the beginning of the war about 25,000 Russians were settled thus on farms back of Vladivostok, and as in building the town itself, so in its attempts to colonize the country, Russia followed as far as possible the American example on the Pacific Coast.

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"There is nothing Asiatic about the aspect of this Pacific capital," an English visitor writes. "Indeed, it is rather trans-Atlantic than European. Seated on a deeply emsayed and apparently land-locked harbor, along the shores of which it straggles for more than three miles, climbing the barren sides of denuded hills, it shows lofty buildings with bold fronts, the government house, the glittering domes of a Greek cathedral, a Lutheran church, the government administrative offices, the admiralty, the arsenal, the cadet school, the naval club and the grand and solid terminus of the trans-Siberian railroad, rising out of an irregularity which is not picturesque."

While this is a modern description, the Russian government has gone on building the town since it was written, equipping it with electric railroads and lights, flour mills, sawmills and factories and industrial schools, all of a pattern more modern if anything than those of St. Petersburg itself. Its waterworks had been completed and it had two shipyards before the beginning of the war. Before the Japanese navy, which threw a number of shells over the town last year, interrupted Russian communications by sea, a Russian line of steamers had been chartered to ply to Seattle. Communication with the Pacific Coast on the American side was so close that in Central Siberia Senator Beveridge found the same reaping and mowing machinery at work he had seen in Indiana before leaving home. In the new Russian towns, built along the railroad, with Vladivostok as their supply point, he found in the restaurants "bread made from American flour, American sugar-cured ham and American fruits from the Pacific Coast, with American salmon from the Columbia, canned meats from the Central West and American condensed milk from Illinois for sale in the newly established Russian grocery stores."

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This suggests the extent of what will depend on Vladivostok if it is once invested by Japan. Not only at Vladivostok and at Harbin, but in the new railroad towns it had begun building along its great railroad, Russia was planning a Pacific Coast empire, laid out largely on the plan of the American West, with immigration fostered by land grants and by a Russian plan of governmental "booming" which brought Harbin from nothing at all to an important city before it had time to take its place in the geographies. All this would not end with the fall of Vladivostok, but if such an event were imaginable as part of Japanese triumph complete enough to make Vladivostok a Japanese possession, Russian development would be forced from the shores of the sea of Japan to that of the sea of Okhotsk, to which a branch railroad running north by northwest, 475 miles from Vladivostok, leads. The final surrender of Vladivostok by Russia is not imaginable as a possibility of the war, however. If captured by Japan, its occupancy until the treaty of peace would serve to enforce Japanese demands in Corea and Manchuria.

WHY WEAVER DECLARED WAR

Boston Herald.

Mayor John Weaver, who is doing such good work in Philadelphia, is an Englishman who ran away from home and became a seaman when a boy. Landing in Philadelphia when 15 years old, he has lived there ever since. His first work was as an errand boy for John Wanamaker; then he became office boy for a firm of lawyers. While in this service he learned stenography. By assiduous labor and self-sacrifice, he studied law and was admitted to the bar in 1891, and in a few years made the reputation of one of the best trial lawyers in Philadelphia. He once declined an election to the common council on the ground that he would not permit a political ward leader to dictate his course as a Councilman. He was chosen District Attorney by the Republican machine, and signalized his term by the prosecution of some Republican repeaters. Then he was elected Mayor as an honest figurehead for the machine gang. His office-holding has not been happy, it is said, until he made up his mind to fight. He is a deeply religious man, and things came to a pass when he could no longer serve the gang. It is said that he, with his wife and little son, spent the whole night in prayer before he vetoed the new gas lease. His own statement to a correspondent of the Toledo Sun of the motive of his action is in these words:

"When I entered the fight I made the statement that I could not live with my honor under a cloud; that I would not endure the pressure of any influences to compel me to sacrifice my judgment of right, and that on this cause I would battle for life or death. I meant that literally. It was no mere sacrifice of political ambition, for I have none. I could not look my wife in the face or stand before my son as his model, nor could I traverse the streets of my own city with the shame in my heart that I had betrayed my secret trust. That is why I declared war."

His law partner, Frederick S. Drake, has said that, on the day following the decision to fight, Weaver said to him, as they were journeying together to the city: "Drake, I can no more than die for my honor and for my sacred trust. I am going to fight."

Where the Millionaires Live.

Butte News.

People interested in millionaires and their haunts, speculative artists of the still hunt for the man with the money, will be interested in a compilation of statistics recently made up showing where millionaires live. North America has 5044 millionaires, of which 14 live in Canada and 3 in Mexico. America leads all continents and the United States leads all nations, for this gives Uncle Sam's domain 5027. South America is forced to worry along on a measly crop of 24 millionaires. This includes Central America as well. Big Africa, including Abyssinia and Morocco, has but eight millionaires, while woe to the small nations of Holland, Greece, Switzerland, Bulgaria, Roumania, Montenegro and Servia. They have no more millionaires than the proverbial rabbit. Europe has 4091, which is probably 4090 today, with the death of another Rothschild. Of this, England has 2530, Germany 804, France 688 and Russia 49. The balance tapers to Turkey and Sweden, who each have a lone lorn millionaire. Asia and Australasia has 921,—of which India has 900, China 11 and Australia 5.

Wanted.

Life.

To the weary, careworn traveler, on the "up-grade" known as Life,
Looms the philanthropic signboard with its remedies for strife;
There are Vim and Force and Health Flakes; there are Rush and Crush and Zest—
But the one we're really waiting for is a brain food known as Rest.

THE COST OF GAS.

St. Louis Globe-Democrat.

It is well known that consumers of gas in England pay only about one-half the sum charged for it in the United States. This is a great advantage to the English people, and equivalent to an addition to their incomes. The increased use of gas is also a labor-saving operation and tends to purify the air of large cities. High gas is no more advisable than high postage, and no more profitable, except as it aids the illegitimate business of watering stock. How the gas business is managed in England may be seen by the directors' report of the South Metropolitan Gas Company, of London, one of the largest corporations in that city. The extent of its business is shown by its report that last year it supplied customers with 12,636,000,000 cubic feet of gas, used 1,185,000 tons of coal, and earned $2,250,000 dividends on its stock. Its capitalization in stock and bonds is $40,000,000.

The company charges consumers a fraction less than 40 cents for 1000 cubic feet, and reduced the price 6 cents compared with the rate in 1900. Both with the public and its workmen the company conducts certain co-operative features. Customers share in the company's prosperity by a reduction from time to time in the cost of gas.

Japs Read Practical Books.

Omaha Bee.

The Japanese are serious-minded people, as their literary habits show. They take life seriously and devote their time to the reading of what would be called in America solid books. The recent report of the librarian of the imperial library at Tokio shows that there is little demand for light literature in that capital, for fiction of any sort, contrary to the experience of most of the popular libraries in England, France and America. The Japanese mind runs to science, mathematics, medicine, language, and to what may be termed the graver forms of literature. More than 40 per cent of the works taken out of the imperial library are of this character. The Japanese are very fond of history, in the making of which they are extensively engaged at present in the Eastern war. Engineering, military and naval science receive much attention. The interest in these subjects has been greatly stimulated by the war. The Japanese are men of thought as well as of action, and well deserve the designation of "Yankees of the East." Works of the imagination do not appeal to them. They seem to be devoted to practical studies, and it may be an ominous sign that they delight in the study of the science of warfare.

Uncle Joe's Manners.

Roswell Field, in Chicago Evening Post.

Nobody who knows Uncle Joe Cannon is going to believe that absurd story from Portland which has Uncle Joe fishing out ice from a water pitcher and bedewing his fevered brow in the conviction that he had struck a finger bowl. Uncle Joe is no slouch when it comes to etiquette. In Chicago he frequently patronizes the tearooms, and he knows as well as anybody that a finger bowl is a small glass basin of water with red cinnamon drops or peppermint candy stuck in little paper boxes on the saucer. We do not say that Uncle Joe did not use the water pitcher for the purposes claimed, but we contend that he did it deliberately and rebukingly, thereby showing his disapproval of the committee of arrangements who did not take into account the necessities of statesmen on a hot June day. We are growing very weary of hearing the great thought of the country vilified just because it happens to come from Illinois.

Wifebeaters and Scolding Wives.

Montgomery (Ala.) Advertiser.

Oregon has established the whipping post for wifebeaters and the Muskogee Democrat thinks they should now add the ducking-stool for scolding wives. Might run 'em in conjunction.