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PORTLAND, FRIDAY, JUNE 22, 1903

DISCRIMINATION IS NECESSARY.

We cannot have Chinese coming to this country as laborers. It is true that there is large demand for such work as they could do. It is true that their iabor, in clearing land, growing fruit and working in fisheries, would be of great use and advantage to the country. But we cannot have them, nevertheless. In certain ways, though to a less extent than many imagine, they would come into competition with our own working people. Race animosity would intensify this conflict. Many of our own people would have a sense of injury. The protest would get into politics. We cannot have renewal of the opportunity to Chinese to enter our country as labor-

Twenty years ago, or thereabout, further entrance of this class of Chinese was forbidden by law. The prohibition never will be removed. Something doubtless will be lost, or delayed, in the way of our material advancement. They who have work to be done-in particular upon the land-cannot get it done at rates which they can afford to pay. Consequently it will go undone, or be postponed. But we cannot have working sense of injustice and injury which they would feel if renewal of Chiimmigration were permitted. cannot have the political, industrial and social tumuit which would be the sure consequence. No who has any position or authority or influence among us will ever advocate removal of the restrictions to Chinese immigration. As a consequence of the policy of exclusion which we have pursued during twenty years, few Chlnese remain in the United States. Most of those who were here are dead. The few who remain are old, mostly de crepit and unable to perform any real tabor, while the number born in the country and entitled to citizenship is extremely small.

But we wish to trade with China, and ought not to repel or to treat with indignity, those who wish to enter our country for observation or for travel or to acquaint themselves with conditions of industry and trade among our people. To repel such is not to favor any class of our own working people. but rather to do every class real injury; for a certain amount of intercourse must be maintained with every indispensable condition. Of course if give up the hope of trading with China. But the Chinese are not anxious to part their emigration. But, contemptuously as some of our people may think of China, she is a proud nation, nevertheless. The United States and China may her merchants, traders and travelers with respect.

It is probable, however, that much mischief has been done our superserviceable officials, in "holding up" at our ports Chinese merchants, travelers and others, who were really entitled to enter, and whose entrance would not be objected to even by our own working people, in whose interest, real or supposed, the drastic restriction has been enforced.

Disclosures of forgery by Benjamir H. Gaskill. of Philadelphia, who died attempting to have it stoler ur weeks ago, have far more than local interest. It will tend to shake public confidence all over the country. Raising the number of shares on a stock certificate is a novel sort of fraud that banks and trust companies are inspection of collateral, even to the

financial institutions is so necessary as right new.

THE WAIL OF A GAMBLER.

Thomas W. Lawson is out with another chapter of the "Crime of Amalga mated." He continues to grill H. H. Rogers and his Standard Oil associates manner that is both terrific and graphic. Out of all evil some good is said to come, and the distrust created by Lawson has undoubtedly had a neficial effect on some rather carelessly conducted Minancial enterprises But Lawson's lifelong profession as a ck gambler has given him false ideas about what is right and what is wrong in this world. The assumption that all stock gambling is legitimate is an un warranted one. "Come on, boys, this money is all yours if you guess the cards right," cries the fare banker, and the roulette man makes the same promise with his plea for an "investment" on the black or the red. Here is the language of Lawson in his latest installment of "Frenzied Finance": In Wall street the best brains of all

Western world center. Fortunes are then waiting for brains to carre and take; stacked up there are millions, which he who has braits can pocket without a "by-jour-leare." The only real difference in the operations of Rogers, Lawson and the rest of the Wall-street crowd and the fare banker is in the amount involved and the methods employed. The results are the same in both branches of brigandage, for the end sought is securing from a confiding public large sums of money for which no equivalent is given. Lawson credits himself with having been the beliwether which led the rest of the flock into the shearing pens of the Standard Oil crowd and in his lat est chapter he paints a graphic picture of the visions which trooped through his mind when he heard the gates of the pen shut behind him and his followers. He saw "lines upon lines of men in striped suits with cropped heads and faces branded by despair," and another procession of men bearing stretchers on which lay shrouded figures, which his conscience told him were "suicides be cause of you."

The crime of Amalgamated undoubtedly ruined so many men that among their ranks were a targe number of disonest ones who landed in the penitentiary or in suicides' graves . These me in following Lawson into the trap de parted from the rules governing legit imate business, and made gamblers wagers that the Amalgamated stock would sell at high prices. To be sure the margin demanded was somewhat higher than is exacted for ordinary stock gambling, but the method and principle involved were the same,

The men who buy stocks on a mar gin do so with no intention of putting up the remainder of the purchase price and keeping them, and the men who bought Amalgamated took the word of Lawson and his associates and believed that the first 25 per cent payment was all that they would need to put up. In all gambling games the percentage in favor of the dealer is so great that the victims on the wrong side of the table sooner or later lose all of their money In the case of Amalgamated it happened sooner instead of later. "Frenzjed Finance" is interesting and it has made some important disclosures regarding the crooked gamblers who use loaded dice and marked cards, but even at its climax it becomes only a recital of a row among gamblers over the division of the spoils. To the investor whose operations are confined to the legitimate and whose money is never on the high card or in the dog-eat-dog game of high finance, Mr. Lawson's warnings are only ravings devoid of any special value.

BOWEN AND LOOMIS. Bowen to discredit Mr. Loomis, his pre- western States 628 miles, and in the Secretary of State, is unpleasant reading. The whole affair might be allowed der construction in the South and to pass without further notice, were it not for several matters of general interest which are involved. The origin of bitterness between these two officials is not disclosed. It must have antedated the correspondence between Mr. But it is indicative also of a delayed Bowen and the Secretary of State, commencing in the Spring of 1904. Evidently a personal grievance was intensified by belief, on Mr. Bowen's part, that Mr. Loomis had taken advantage of Mr. Hay's absence to interfere in the settlement pending between the govern- that are not now adding any consider ments of Venezuela and of the United able amount of mileage to their rail-States, in which Mr. Bowen was then roads have kept up with condition ly shows the lack of foundation for that | tation needs are, in the main, well supidea, as Mr. Hay was conducting the piled. negotiation in person, Mr. Loomis' signature being appended merely as Mr. the South and Southwest indicate pros Hay's temporary representative. This perity and development in those re Western expression may be permitted) -plainly colored, and then perverted.

ential city; and bad led to worse. Mr. Loomis had been indiscreet enough to have personal dealings with the asphalt company. In these matters, sion cannot be doubted. Every indipeople whom we trade with. It is an | which Secretary Taft, after full investigation, found to be free from the taint we cannot maintain trade relations with of corruption, the opportunity for the China without opening the door to the enemies of Mr. Loomis was at hand. days, is king in the sunny realm. The introduction of her working people, to Reading this after-history, it seems compete with our own, then we must most probable that Mr. Bowen was gated 14,000,000 bales, as against 7,000,000 made a tool of by undisclosed operators But the Chinese are not anxious to part seeking advantage in muddying these This, though the greatest item in the moral should be placed. His exwith their working people, and the waters. What is clear is that to gain development of the South, is but one in his point of discrediting Mr. Loomis the grand total of its prosperity. Scores both in Caracas and in Washington. Mr. Bowen descended to the use of means of perverting opinion which no decent man, surely no representative of field has been tapped and worked with trade with each other, to their mutual the United States Government, could large returns advantage; but not if we do not treat touch without pollution. Relying on This growt personal acquaintance with Secretary Taft (disclosed in the "Dear Bill." signed "Herbert," letter), it was sought ever, and instructive withal, as showto prejudice him in advance by the "terrible scandal in the situation here" dustrial policy of the Old South rested allegation. Then, in the easy descent, comes the intrigue with the press representatives, while striving to avoid prise. Railroad construction follows being personally quoted. And at last, as the situation became clearer and ruin stared him in the face, if accusa-

was lent by him to every miserable

scandal pervading the air of that pesti-

It is a pitiful story. The President's letter is eminently characteristic. His mind works too clearly to obscure the County, will beceive full details of the facts. He is prompt to denounce. He besitates at the sequence of punishment after grievous fault. He recognizes not prepared to meet. Exposure of the previous good service of the ofil's methods may lead to closer fender, and seeks for a way out, in which justice might be done, the evil point of inquiring from secretaries of effects in the public service stoppedcrations as to the genuineness of and yet that the man's life and career

effort to secure evidence, by what Pres-

ident Roosevelt calls, in plain words,

when extreme vigilance by officers of very grievous duty to order Mr. Bowis done. The reasons for it are demonstrated. To recede from it would be weakness, not mercy. So the blow falls, and there is no appeal.

AUTOS IN THE COUNTRY. What was said in these columns few days ago relative to the care that should be taken by drivers of automobiles in turning street corners applies with no less force to those who operate biles in the country. In the city the chief danger is from collision. the country there is the added danger of frightening horses that are not ac customed to the appearance, noise and less driver of an auto, swiftly rounding a bend in the road; where brush-covered fences shut off the view, may plunge in front of an approaching team and cause a runaway with fatal results. circumstances such as these even the most reliable horses will be come frightened. While it is true that the automobile

is a vehicle and has a right to run on the public highways, it is also true that horses existed before autos and are in the vast majority. The auto can be kept under control, while the team of horres sometimes cannot. In a narrow road with steep banks on either side the auto can back out, even though the way be too narrow for the team to turn without upsetting the vehicle. It requires no stretch of the imagination picture a score of places where the neeting of an auto and an excitable team means certain accident unless the driver of the auto yields the right way. What can be expected except calamity if a chugging auto meets a neryour horse on one of the narrow roads built high up on the steep hilleides along the rivers in Clackamas County? Who need be surprised if loss of life reon meeting and passing a frightened team on a narrow, high bridge, such as may be found at Oregon City, Salem and Albany? Every person who has traveled over the roads of the Willamette Valley can recollect innumerable places where the driver of an auto must exercise the utmost caution and yield the road to the driver of a team of jeopardize life and property.

The advent of the automobile should bring about many changes in the man ner of caring for public highways. Ex tremely narrow grades should be eliminated as far as possible, so that auto and team may pass with the least danger of accident. At short turns in roads, especially where the turn cor on a hillside, trees and brush should be removed so that the occupant of a may see far enough ahead to avoid danger. It is certain that the automobile has come to stay, but no less certain that a few fatal accidents will result in legislation placing restrictions upon the use of these ma chines on the public highways.

RAILBOAD BUILDING.

A table published in a recent issue of the Railway Age furnishes interest ing data concerning the railroad mile-age in the United States now under construction, and the mileage which will be under construction possibly within the year. As shown by this table, an extraordinary proportion of this roadbuilding is in the South Atlantiand Gulf States. In North and South Carolina, Virginia and Goergia, there is at present a total of 1156 miles of rail road in course of construction; in the Guif States and the Mississippi Valley States the total is 1110 miles, and in the Southwestern States 2500 miles are being built.

Turning north, we find that in New England there are but 37 miles of new road under construction; in the Middle The President's letter reviewing the States only 455 miles; in the Central facts regarding the efforts of Mr. Northern States 681 miles; in the Northdecessor at Caracas, but now Assistant | Pacific Coast States 923 miles. Summed up, there are 4776 miles of railway un-Southwest, as compared with 2734 miles being built in the remainder of the country.

the South and Southwest, certainly activity, and is not at all prejudicial to the record of prosperity in the vast sec tions in which there is now, relatively speaking, a juil in railroad construction The South is just coming up abreast of the times; the sections of the country cominent. The President's letter clear- from year to year, and their transpor-

Activity in rallroad construction in conviction-that Mr. Loomis was at- gions that are both interesting and tempting to "throw him down" (if this gratifying; the activity in the transportation business in the other sections is equally interesting and gratifying, since Mr. Bowen's mind. Thus a ready ear it shows a great volume of traffic on completed lines in sections where demand has long been steady and supply has kept up with it.

That the South is entering an era of wonderful industrial and trade expancation points that way. In agriculture this development has in recent years been remarkable. Cotton, as in the old crop of this gerat staple in 1904 aggrebales in 1896 and 3,800,000 bales in 1876. of factories have been built in the past decade; iron and coal territories have been developed, and one extensive of

This growth is not remarkable, ex cept that it has been so long delayed. It is interesting and gratifying, how ing the false basis upon which the in and the grand possibilities that there awaited the touch of individual enterand serves this spirit of enterprise. It does not create it, except through the influence of one activity upon another. tions could not be supported, comes the It is a powerful spoke in the wheel of prosperity, the center of which is the natural wealth of the country.

Doubtless the O. R. & N. delegation when they reach Shaniko, in paragraph in the dispatches of June 20. "The aggregate for the season's ship ments of about 250 cars, or at least 125,000 sheep. The sheep bringing an average price of \$2 per head, by which, with the 4,000,000 pounds of wool mar-keted at this place at an average of 20 test of happitching ability in the suncents, the sheep farmers of this section stock issues. There never was a time might be saved. Plainly, to him it is a will realize over \$1,000,000 for this year's ley early next month.

harvest." No small item in a railroad's buriness, 200 carloads of wool and 250 carloads of sheep. It is not an estimate of what this undeveloped region will bereafter produce, but facts of today.

No dipomat, however fareceing and astute, can prepare to meet every emergency. In London, tomorrow, the Pilgrims are going to give a record-breaking dinner to Whitelaw Reld. Among other things, they are going to inflict a poem by Alfred Austin on the American Ambussador. Maybe we lack knowledge of international courtesy and perhaps we may be justly accused of wanting respect for tradition and we don't know how to wear court clothes; but we defy the whole army of carping critics to point out when and where an American poet ever thrust a collection of rhymes on Queen Victoria's personal representative at our seat of govern-

It goes without saying that the election of ex-President Cleveland as president of the Equitable will be accepted by policy-holders and the public as a complete guaranty that the graft will be stopped and an honest and rigid regime inaugurated. President Cleveland would be no figurehead. He wou run things; or at least neither Chairman Morton nor anybody else would run him. The great need of the Equitable and of some other insurance concerns just now is a revival of public confidence. When Mr. Cleveland goes into the insurance business we may expect that it will be conducted on its

The log raft is extending its field for operations. When it first appeared on the Pacific the builders were unable to get it safely over the course from Coos Bay to San Francisco. But the route was lengthened to the Columbia River San Francisco firm is said to be arrang ing to tow one of the unwieldy masses of logs across the Pacific to Japan. The first rafts towed on the Pacific were not very successful, but, since A. B. Hammond began operations with them not a raft has been lost and it is highly probable that the trans-Pacific could be successfully accomplished.

Those former residents of Nebraska who read the account given by Dwight B. Huss of his automobile ride through, not over, the "gumbo" roads of that state, must have experienced a feeling of gratitude that they are living in Oregon. There is mud in this state, but not of the sticky kind which will accumulate until it blocks wagon wheels Nebraska is a good state and has given Oregon many good citizens whose presence here is evidence that this comonwealth is the better place in which to live.

Thirty law students were admitted to the bar last Monday after passing an examination before the Supreme Court, Probably not half of them will enter into permanent practice of the profession, but all, if guided by high moral principles, will be broader and better men for the time they have spent studying the history and present status of the laws of the land in which they live. May they never get away from the first rule that law is the perfection of reason and that which is not reason is not law.

A woman who committed murder in Vermont is under sentence to hang tomorrow. Captain Lloyd Clark, brother of the man whose fame is linked with the battleship Oregon, sends an emo-tional telegram to the Governor protesting against the hanging. He has the right to do this, but when he asks, in case the law's sentence is enforced, that his brother's picture, hanging in the Mountain Capitol, be turned toward the wall, he sets himself down as a meddling ass.

Sol Simpson, the Puget Sound logger bought the steamer Oregon from the O, R, & N, Co, after she was supposed to be old and useless. He repaired he and made a fortune in the Alaska trade. Now comes J. H. Peterson, the logger, and buys the old O. R. & N. steamer Geo. W. Elder, abandoned by her owners. If history repeats itself in this case, another lucky logger will speedily develop into a lucky steamship man,

Portland will receive today a large umber of members of the California Press Association. They will remain until next Tuesday. As a rule, they are a fine lot of men and women who travel with their eyes open and write to their papers without restraint. They will find much to praise here and hereabout, and it goes without saying that land has is not too good for them.

The Amalgamated Association Iron, Steel and Tinworkers has notified the Tinplate Trust that a readjustment of the wage schedule is due July 1, and unless it is forthcoming, there will be a strike. An advance of from 18 to 22 per cent will be demanded. If there is a erresponding advance in the amount required to bribe walking delegates and strike managers, the strike will not be settled very easily

Carpenter Peak, of Weiser, Idaho, who fell into the river while intoxi cated and was saved from death by drowning and exposure, by the whisky he carried, has afforded an opportunity for wholesale speculation as to where the moral should be placed. His exthat whisky is both good and bad for man.

Many deaths are reported from sur stroke in the East, and along the Mississippi River lowlands there has been a vast property loss from floods. The glorious climate of Oregon has not been showing to its best advantage this season, but there have been no sunstroke fatalities and no floods of serious consequence.

The movement of East Side residents secure from the Southern Pacific Company such simple passenger accommodations as every station is entitled to is not unreasonable. No sufficient reason can be given for turning down the request.

Wonder whether Alfred Austin, the official rhymester of Great Britain, who has indited a poem to Whitelaw Reld. hasn't got his checks mixed. It was John Hay, not his successor, who use to work at Austin's trade.

It would be not a little interesting to see some of the first-place men in the scorched fields of the Williamette Val-

OREGON OZONE

The Times, of Chens, Alaska, has earned that the Chicago strike has been settled, but the news has not yet reached Chica go.

In the Boston Post a young woman amed Mildred*Champagne talks on and sentiment every day, giving advice to with good cheer.

Upon William Dean Howells has been onferred the degree of doctor of literaare, by Columbia University. Doctors do not always agree, but most of the obervant laymen will agree with Dr. Howells in his diagnosis of novelicitis a few days ago: "I do not believe that anyone can write a novel, with rare exceptions, until he has lived at least \$5 years in experience of the world." Accepting this as authoritative, we must onclude that most of the Six Best Sellers are merely Pale Provender for Petty Peo-

Stepanoff, the Russian painter, has ap ealed to the American consul-general at St. Petersburg to assist in the recovery of certain Russian paintings which, he avers, disappeared immediately after the close of the St. Louis World's Fair, where they had been on exhibition. Secretary Walter B. Stevens of the Exposition, denies any knowledge of their disappearance. It is possible that the Japs captured them and carried them off

Poets who get stalled on rhymes for 'heavens" should put "Fighting Bob" Evans in their repertoires.

Who dares arise to deny that republics are ungrateful? American newspapers gave page after page of space, day after day, to a naval affair that took place on the other side of the world, between two races of people entirely alien to us, whose respective languages mean no more o us than a mob of consonants engaged in a riot, in the one case, and a series of hen tracks in the other. And yet when, last week, a long-drawn-out naval engagement was fought in the vicinity of Baltimore, U. S. A., between fleets of American warships, officers and manned by men of our own tongue and blood, ur newspapers accorded it no more space than was given to a reunion of volunteer firemen, a pink tea in high society, or an artistic dog fight. The great ship grap pied and some went down-presum land batteries engaged the attacking squadrons and filled Davy Jones' locker with theoretical thousands; it was a fight to a finish, a most destructive battleconstructively. Was this niggard notice due to the fact that it was a theory and not a condition, that confronted us? George Fitch of the Council Bluffs Non

parell charges the Lewis and Clark Exposition officials with having made an electric light tower out of Mount Hood in order to surpass Buffalo's Pan-American electric tower and make the memory of the glorious Cascades at St. Louis resemble a counterfeit thirty-cent piece that has been run over by a mule cart Does Mr. Fitch [magine that Mount Hood arises from the Oregon scenery in the shape of a barber's pole? Does he suppose that linemen can go up Mount Hood with the aid of pole-climbers? But let us be churitable. Mr. Fitch lives in a state where the only object of natural scenery that remotely suggests a mountain is Council Bluffs, the rest of Iows being trictly horizontal. It is more than prob able that the Council Bluffs Nonparell man got his notions of mountain scenery from the Tyrolean Alps on the St. Louis Pike, which blazed with bulbs,

The Language of Diplomats.

When Minister Herbert W. Bowen adreased Secretary Taft as "My Dear Bill," he should have added a postscript to this effect: "Say, Bill, old boy, be sure to burn this letter; otherwise Teddy may get it if you don't watch out. Yours as usual. Bert."

Munsey's Many Monthlies.

task for Munsey-but of one thing we may be sure, namely, that when the magazine comes out it will carry on the front cover an original poem about like this:

This is the brightest magazine You ever seen."

North Pole Notes.

Last Year,-The Ziegler expedition sailed today for Franz Josef Land and will push on and discover the North Pole. This Year.-The Ziegier relief expedition sailed from Tromsoe, Norway, today, to go to the relief of the Ziegler expedition that salled hast year.

Next Year.-The Ziegier relief-relief ex pedition will sail next week to relieve the relief expedition that sailed last year to relieve the Ziegier expedition that sailed two years ago. Year Later.-The North Pole, like the

star-spangled banner, is still there ROBERTUS LOVEL

Thorny Way of Germany. Boston Transcript,

Emperor William of Germany has a big army and a big navy, and he wants to mak each bigger and more powerful. His sword, like Cyrano's, has cramps as it lies idle in the scabbard. He wants employment for his army and navy—for they are his, and he can launch them agains any other country at his own caprice The slaughter of a few thousand Herreros, mere naked bushmen, in Africa, is not enough of a task for the imperial arms. The Kaiser, therefore, hastens to chastise Venezuela, to menace France in a blustering speech in Morocco, to inspire a blustering speech in Morocco, to inspire articles showing how easily he could conquer the United States or England, to annex Chinese territory because of the killing of two German missionaries, and again to threaten the selzure of more Chinese territory—the Lord knows for what. He has become an international danger, a maker of mischief, a provoker of strife. If the Germans had been wise, they would have some on their relations. they would have gone on their glorious way in commerce, in literature, in thought and not permitted a pegnacious young Emperor to sport with such dangerous toys as a mighty and restless army and a great navy eager to prove itself. As long as he has this pulsasant army and navy, the Kaiser will feel secure, ruffle the feelings of his neighbors, and keep the world on the verge of war.

Troy (N. Y.) Times.

War is terrible, but the plague in India is worse in the matter of loss of life than even the most sangulary strife in the Far East. The deaths average 50,000 weekly, and there seems no present prospect of checking the dread disease, which no doubt finds conditions favorable to its apread in the habits of the natives and the register of sanitary precautions so typical lect of sanitary precautions so typical

RULER OF EQUITABLE LIFE, OF NEW YORK

Thomas F. Ryun, 54 Years Old, Worth Over \$50,000,000-Bought Bulk of Hyde's Stock-His Pet Hobby Is Raising Heistein Cattle.

mas F. Ryan, who becomes the minating influence in the Equitable Life Arsurance Society of New York through he laid the foundation for his great for-tune, which is estimated anywhere from 30 to 100 million dollars. He is now prob-ably the leading figure in Wall street. He has been at the head of nearly every financial deal of consequence that has been consummated in Wall street in the last decade. No one identified with that powerful and resourceful group of capital-lists and financiers known as the Whitney syndicate, has sained a wider measure of syndicate, has gained a wider measure of success than Mr. Ryan, though the public has never been acquainted with his methods, nor has it ever known of any big transaction contemplated by him until official announcement of it was made.

Mr. Ryan is 34 years old. His career has been remarkable in many ways. Its most amazing feature is this-that he worked his way from absolute poverty to power and almost unlimited wealth. He was born in Nelson County Vivinia or success than Mr. Ryan, though the pub was born in Nelson County, Virginia, on October 17, 1851, his maternal ancestors having been Scotch-Irish and his father's ancestors having come from the North of Ireland to Virginia before the Revolu His mother died when he was 5 years old. and he went to live with his gra

Young Ryan left the homestead and went to Baltimore to seek his fortune. Without money or friends he had a hard row to hoe. By perseverance he finally secured a small commission with John D. Barry's dry goods commission house. Two years later he struck out for New York. In this city he obtained a position a banking house in which Barry was in-terested. Ryan was then it. In two years be had gained, by close attention, a won-derful insight of finance.

This curiy training has stood him well in hand. At it he formed a stock ex-change partnership and became his own boss. That was what he had been striving for all his life. He prospered so well that in 1874 he was able to purchase a assat on the stock exchange. There he con-tinued in active business for 19 years.

In this short period, Mr. Ryan, by his great capacity for work, original ideas, ability for execution, together with his quiet, unostentatious demeanor, attracted

RAILROADS AS TAXDODGERS. Managers File False Reports for

"Taxation Purposes." Chicago Record-Herald. What are Illinois railroads worth a

That question interests the State Board of Railroad and Warehouse Commis ers, which is meeting at Springfield to decide on the general level of freight rates in the state. Rates must allow a reason-able profit, and one of the factors in determining reasonableness is the value of the property on which profits must be

Ex-Attorney-General Hamlin has been inkind enough to introduce in evidence on this point the railroad companies' own figures of the value of their property per mile as they presented them last Winter to the State Board of Equalization. The railroad lawyers were astounded at his simplicity. What had those figures to do with the case? They had only been prepared for "taxation purposes." As for

"reasonable rates purposes" the values were ever so many times bigger. There used to be a saying that the power of taxation involved the power of confiscation. No one would guess it today, It would be truer now to say that the power of escaping taxation and the power of confiscating a nice little percentage of the value of all traffic go hand in hand.

How long will the railroad be permitted to play both ends against the unfortunate public in the middle?

Japanese Surgery. American Medical Journal,

Sir Frederick Treves in a speech at the dinner of the Japan Society in London, spoke enthusiastically of the medical and surgical skill of the Japanese. He said that anybody desirous of seeing the last thing, the most ingenious thing, and yet Munsey's Many Monthlies.

Mr. Frank A. Munsey interrupted his European trip last week to cross back to New York and start another magazine every new moon. It is stated that he has not selected a name for his latest—this thing of naming the bables has become a mighty.

Munsey starts a new magazine every new moon. It is stated that he has not selected a name for his latest—this thing of naming the bables has become a mighty of selection. It is what they are accustomed of sick. It is what they are accustomed to severe to set and they are it. The to expect to get, and they get it. The Japanese are quite content with I per cent of sick, and they get it. It was a question of ambition, perhaps, he said, but one which might well be imitated. He was convinced that Japan not many years hence would provide one of the most remarkable schools of surgery that the world has ever seen. "You will un-derstand why," he continued; "there is the infinite patience of the people, their infinite tenderness. Kinder, more sympa-thetic people do not exist. Then comes one very important factor, at least in the making of a surgeon; they have no nervous system. Nerves is an untranslatable term in the Japanese language. I am confident that we shall find in the islands of Japan not many years hence one of the most curious, interesting and progressive schools of medicine that this world has seen."

Didn't See Their Blushes. New York Press.

A fine-looking girl in a tailor-made suit, white vest, and one of those polo turbans (Jap style), yielded her seat in crowded car to an old woman in a crowded car to an old woman in gloomy spectacles. As the almost blind creature took the seat, she remarked gratefully: "Oh, thank you, sir. You are the only gentleman in the car." I did not see any blushes mantling the brazen cheeks of several males who heard her. heard her.

Beasts Confer on Ills of Men.

charret Smith, in New York Tribuns,
Now, the owl rose up and spoke out wise,
"To whit-to whoo and alast
If men could only acquire my eyes,
What a drop there'd be in gas!
They'd pack their currents away on ice
And hold them for a rise.
And the pipe line'd hunt for a brand-new job
If men only had my eyes." Then the polar bear said, with a bearish

shrug. Bless my soul!
If men only grew some heavy furs.
To the deuce with clothes and coal!
They'd sell their heaters for Bowery Junk
And lie on the ice to sieve.
And the entire State of William Penn
Might go to raising sheep."

Then the goat guiped down a castoff shirt,
"Baa-a! You make me emile.
The cost of living's not all in gra,
and cost and kerceane ile.
Now, wouldn't the beef trust get thin quick
and languish in chronic bines
If the waste from any old boiler shop
Could be made into Irish stewar

Then the eagle said, 'With all these things They'd do away with freight And would only need a pair o' my wings To settle the railroad rate. There'd he a state of stendy decline In the home of the big Ship Truet; They'd turn their Pulmans out to grass And leave the rails to rust. Then the monkey spoke, with a knowing wink In the monk-like.

wink
In the monk-like way he had,
"You fellows would make up a patchwork
man.
And you'd make it a muss, he gad!
You'd make it so easy for him to live
That you'd focuse the whole blamed plan,
With nothing on earth to strap shout—
What's the fun o' being a man?"

the attention of such heavyweights in the financial world as Jay Gould, Samuel J. Tilden, William R. Travers, John B. Tra-vor and William C. Whitney. Mr. Whit-Assurance Society of New York through the purchase of the bulk of the stock of James Hazen Hyde, began his business career in Baltimore, and it was here that he laid the foundation for his great fortune, which is estimated anywhere from the company of the stock of sociates have consolidated about every-thing in sight, including steam railroads, electric light properties, gas companies and almost every known branch of industry and finance.

Mr. Ryan was the original promoter of he Metropolitan Street Rallway Company, which by degrees absorbed every line in Manhattan. He was one he organizers of the Consolidated Trac-ion Company of Jersey City, which consected that city with neighboring towns and cities. He also is largely interested in the Atlantic Coast electric line, which runs along the Jersey coast, taking in Long Branch.

horse car lines on Staten Island and changed the power to electricity. Inci-dentally he took in the electric lighting plants on Staten Island. He was the pro-moter and builder of the Union Elevated Railroad of Chicago, and was a member of the syndicate which purchased from Charles T. Yerkes the North and West Chicago surface roads. He developed the present system of electric rallways and electric lighting plants in Milwaukes.

One of his strongest qualities is pereverance. Once he makes up o accomplish a thing he will bide his time, and a matter of a few years apparently does not bother him. The trust in New York is a sample of Mr. Ryan's handiwork. In this he was as-sisted by William C. Whitney and Anthony N. Brady, with the backing of the Standard Oil Company. It would take a good deal of space of enumerate all the ompanies of which Mr. Ryan is a di-

November 25, 1873, Mr. Ryan married Miss Ida M. Barry, daughter of his first employer. His hobby is raising Helstein cattle, of which he has several hundred His kennels contain some of the finest dogs in the world. He is a member of many clubs, though he does not de-vote much time to them.

ODD BITS OF OREGON LIFE. Come Again, Mr. King.

Powder Valley Echo.

The editor of the Echo desires to acknowledge the receipt of a fine mess of lettuce brought to this office by George King.

Ye Editor Takes a Back Seat. Tukanon Corr. Dayton Chronicle.

T. E. Gentry called on Miss M. Sunday, so we had to take a biscuit and wait. We don't think it fair for him to try and do us, simply because he is boss of

Bad Error of a Discriminating Dog.

Preewater Times.

Over at Touchet a dog bit a woman on the leg and the dog was immediately shot. Some of the people out that way say it wasn't right to kill a dog with such a fine taste.

Why the Boys Are Grieving.

Riverside Corr. Burns News. Dan Jordan came down to this part and took away one of our fair ones. Con-sequently, us boys are not feeling very well. Ben Jordan better look out, for we don't like to have the Lawen boys

Phil's Effective Device

Raymond Corr. South Bend Journal. Some of our boys who are fond of dane ing, walked to Wiliapa Saturday night to attend the dance at that place and walked back Sunday morning. They say Phil Batson was very anxious to get home before daylight as he didn't want anyohe to know that he came home with his shoes in hand, and not on his feet.

No Big Fair Compares With It.

The Dalles Chronicle, "I attended the Chicago Fair and also the Exposition in Paris, and can truthfully say that while our Lewis and Clark Fair is small, for beauty of appointment and grandeur of scene these big fairs couldn't touch ours. could never grow weary of wandering about the grounds, particularly after the illumination." So spoke Dr. Siddall, who returned from Fortland last night.

The Husband Beater.

London Chronicle A man appeared with his eyes black-ed at Tottenham the other day complaining that he had been beaten by his wife. He had been married for six years, and had been continually thrashed for five, he said. He obtained

Patriots to the Front.

Kansas City Star. "I would not accept this job for an-other three years," said the Mayor of Pittsburg recently, "if the salary were increased to \$50,000 a year." Now, why kind, once in a while, just change? can't Kansas City land a Mayor of that

It's Up to Luther Burbank.

Topeka State Journal if Luther Burbank really wants to do something important for the hu-man race, why doesn't he invent a cucumber without any colic concealed about its person, and an onion that is breathless?

Refuge in Distress

J. W. Foley, in New York Times.
A fellow's father knows a lot
Of office work and such.
But when it comes to things like what
A boy wants, be ala't much.
For when it comes to cuts or warts
Or stone bruise on your toes,
A fellow's father don't know, but
A fellow's mother knows.

A fellow's father, he looks wise And mays: "A-hem! A-hem?" But when it comes to cakes and plea. What does he know of them? He knows the price of wheat and tye And corn and oats, it's true. But if you got the leg ache, why, He don't know what to do.

And if you burned your back the time That you went in to swim, And want some stuff to heal it, why, You never go to him. Because he doesn't know a thing about such things as those. But you just bet, and don't forget. A fellow's mother knows.

And if your nose is sunhumed, till It's all peeled off, and you Go to him for some healin' stuff, He don't know what to do. He's just as helpless as can be. But when a fellow goes And sake his mother, why, you see. A fellow's mother knows.