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POBTLAND, TUESDAY, JANUARY 22, 1906.

SAM JONES ON SCIENCE.

Being funny is a trade like any other, and it probably pays rather well. Certainly funny men, funny books and funny preachers are in great demand. The circus clown, the negro minstrel, the vaudeville soliloquist, is each a perennial joy in his own sinful but hilarious sphere. Mark Twain had delighted a whole generation and surreptitiously acquired their love before we found him out and jearned that what he had been seiling us all the time only pretended to be fun and was in reality wisdom of the old Aesoptan and Marcus Aurelian sort.

In the case of Sam Jones we need fear no such betrayal of confidence. He is funny and we may revel in his fun without fear of a dread awakening to find it philosophy. Mr. Jones is sometimes witty, but he is never wise. For the most part he is simply absurd. His absurdity is much like Rip Van Winkle's when he came back among his neighbors after sleeping twenty years. Rip tried to begin living again exactly at the point where he was when he fell asleep on the mountain. But the world had moved on. The old life would not jibe with the new, and Rip strolled among his neighbors seeking the almost forgotten dead, lost among the living, a ludicrous figure. He was more than ludicrous, so near are tears to laughter, he was pathetic. Still one nust not be unfair even to Rip Van Winkle He only slept twenty years. likened, perhaps, to the Seven Sleepers

of Ephesus, whose slumbers in their silent cave on the mountain side persisted for three centuries. strange, how perverse, how "jackassical," to borrow a charming epithet from Mr. Jones, must the world they awakened into have seemed to that dazed and wondering seven! If they had only thought to exhibit their queen beliefs; their antiquated modes thought, their tri-centennial ignorance on the stage or in the pulpit what a hit they might have made! It certainshows genius in Sam Jones that without the advantage of having slept three hundred, or even twenty, years, he can create the illusion of having

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slept at least a thousand. So remote from the living world, so ancient, so covered with the green mould of the sepulchre, are his notions of religion and science, of the relations between God and man. Sam Jones believes that the Almighty

made the world as an old-fashioned carpenter built houses, doing all the work with his own hands unpestered by plumbers' or bricklayers' unions Perhaps he did. Nobody now living was there to see. On this point Milton agrees with Sam and even ventures upon a rather circumstantial description of the work, relating how the King of Glory "took the golden compass, prepared in God's eternal store," and doubtless also the hammer, saw and set about his job. Of course, as Paley has ably argued, a structure so erected would have a plan and would indubitably reveal it. It would show what mait was put together, could be not? Very these men have learned about the Judges might be chosen by popular handiwork of God by the direct study election. of that handlwork is the teaching of modern science.

book describing his work and how it manufacturers to guard dangerous ma was done. This book he calls the Word | chinery, to provide hygienic workroom heretically applies the phrase to the the comfort and happiness of the com and one need not quarrel over it. Let'it pass. The point is that Sam befeves the story told in the book con licts the story told by the buildig; contradicts it so flatly and hopelessly that only a jackses would try to selle the two accounts. "I have n " says the reverend expert in sacred vaudeville, "for a minister of the gos-

Suppose we agree with him that th

teachings of science are those truths which men have discovered and demonstrated; nothing more, nothing less Sam says the Bible cannot be reconcifed with them. If Sam's opinion were of any account, what would this force us to conclude about the Bible? For tunately, Sam's opinion is of no im portance, although it prevails somewhat widely in the churches. The belief that the Bible is hostile to science has no importance in the world of thought, because all men of education and intelligence know that ancient Jewish literature has no more relation to modern science than Roman or Greek literature has. When the Bible was written science did not exist; how could there be any hostility between them? This ancient book. like its contemporaries, contains errors in astronomy, geology, chronology, ethics and almost every other branch of knowledge; Mr. Jones asks us to throw overboard the entire results of the labor of the human intellect for 2000 years and accept these errors for truth. This is a good deal to ask for Jewish literature. Why not ask

It has never occurred to Sam, course, but it is true none the less, that absurd pretensions of this sort go far to account for the skepticism of the lawyers and the agnosticism of the docors, which he thinks so "jackassical." It is not the men that reject absurdities who can properly be called jackasses; t is the men who accept them. Science has done too much for the world to be discarded now upon the demand of a person like Jones for the sake of the uncouth mass of superstition which he falsely calls religion. To be entitled to dictate in this domain a man should know a good deal about science and at least a little about religion. Mr. Jones knows nothing about either of them.

the same thing for Latin literature, or

Sanscrit?

CROSSING A RIVER.

If the North-Bank Railroad is to get nto Portland it must cross the Willamette River on a bridge. It may be admitted that any bridge is an actual or possible obstruction to navigation. But there are, we think, between Portland and the entrance to the Columbia River other obstacles to the easy progress of deep-sea vessels, quite as formidable as the proposed bridge They have, nevertheless, not visibly retarded development of the port of Portland or growth of the enormous com merce now carried in ocean-going and river craft on the broad waters of the Columbia and the Willamette. These obstacles, natural and artificial, are such as are to be found on and in every great river in the world, and have been overcome or avoided by the persistence and ingenuity of Government engineers and by the intelligence and skill of river navigators.

Portland has four drawbridges crossing the Willamette within the boundaries of the city. Construction of every one of them has been opposed by river pilots on the ground that they impeded or would impede navigation and would greatly injure the prestige of the port. Yet we find all sorts of vessels of every dimension going freely through these bridges and a greater deep-sea commerce than ever engaged in by industries and manufactories located above the bridges.

It is of the highest importance to the commercial interests of Portland that the North-Bank Railroad shall enter this city, and so no voice anywhere has been raised openly against location by the corporation of terminals on the west side of the Willamette. To that end the river must be crossed, and it must be crossed on a bridge. For reasons not necessary to state now, it is undesirable and impracticable to repuire all railroads to unite in construction and maintenance of a new bridge near the present site of the present steel bridge. If such a structure were to be built, there would be a total of five bridges, just the same as there will be if there shall be a bridge at Swan Island. The North-Bank Railroad prefers the latter location. The Oregonian can see no valid objection to permitting its construction there, provided a greater obstruction to navigation is not thus set up than by its location elsewhere: but location elsewhere must be feasible. It seems to The Oregonish that the offer of the railroad company to enlarge and improve the channel at that point, and to make in the bridge a draw-span wider than in any of the other four structures, discloses a purpose and desire to impede river traffic in the least possible measure. The Oregonian is not disposed to give great weight to the objections of opposing railroad interests, nor to the river pilots themselves, who uniformly omplain about any bridge anywhere in the river. The river, to be sure, is Nature's highway. But the right to navigate a river is, we think, not puramount to a right to cross it.

PRESIDENT ELIOTS DREAM

President Ellot, of Harvard, believes that the trend of the world is toward democracy. "One hundred years from now," he said in a recent address, "this great Nation will be the most demo cratic the world has ever known," addsquare, and, like any other workman. ing that the progress of democracy would be the special feature of the advance of civilization during the twenwould tell its own tale. The edifice tieth century. This means that the people are to have a great deal more to do hly reveal it. It would show what ma-terial was used in the foundation, in have now. Can we foresee what some the superstructure. By studying the of the changes will be which President building one could learn exactly how | Eliot thus confidently prophesies? It is impossible to say what they will be well; science has done so. Careful, pa- easy, however, to say what they might tient and reverent men have gone be. For example, every state in the through this building erected by the Al- Union might adopt the principles of mighty, have minutely investigated the direct legislation and popular nominadetails of its structure, and have writ- tions, following the example of Oregon. ten out the results of their study. What United States Senators and Federal

It may be predicted also that within few years we shall set a much higher Now Sam Jones goes on to say that value upon human life and welfare the architect of the world has written a than we now do. The law will compe He has no right to do so, to concede hours of labor not suinou John the Evangelist did not refer to to health. Regard for the family will any book when he spoke of the "Word limit the labor of women and forbid of God"; he referred to Jesus; but, no that of young children. As democracy Mr. Jones ignorantly and prevails we shall think more highly of mon man, trying, if possible, to yield him in return for his faithful labor a more adequate share in the desirable things of life. We shall also try unceasingly to fit the common man for a nobler destiny by making his education sane and broad. He must have skill of hand, skill of brain, and a lofty con-

cept of duty. pel who attempts to reconcile the Word As President Ellot suggests, the rise of God with the teachings of modern of the democracy will abolish classes and privilege. All classes will merge in the one great and honorable multi-

it become reality.

TARIFF REVISION FOR CONSUMERS.

If, as reported, a majority of the Sen ate is opposed to the Philippine tariff bill, there is very small reason for hope that it will pass. The protracted struggle in the House has apparently failed to accomplish enything beyond supplying work for the Government printers and perhaps increasing the activities of the sugar and tobacco trust lobbles. One peculiar feature of the discussion over the Philippine tariff was the mild interest shown in any other commodities than sugar, rice and tobacco. This particular bill, of course, covered only products grown in the Philippines, the commercial status of which is slightly different from that of products of countries with which we have no political connection. At the same time, the effort to give the Filipinos their just dues could come under no other head than that of "tariff revision," and the manner in which the subject was discussed failed to disclose much of a disposition to permit this revision to cover wide range.

Throughout the discussion there was apparent indifference to the interests of consumers. We were assured that the sugar trust and the Southern planters had no grounds for complaint, because it had been proven, in the case of Cuba, that the price of sugar in the United States would be unaffected by change in the tariff. This may be good argu ment for mollifying the feelings of sugar manufacturers, but it is not th kind of tariff revision that the con sumer is in need of. It has apparently escaped attention of the able politicians who are so glibly discussing tariff revision that the consumers constitute a much larger class than all others combined, and that they have rights in the

matter that cannot be forever ignored. The country just at this time is enjoying unparalfeled prosperity. There is work at good wages for all who seek it. Under such circumstances there is less of a feeling of unrest over the injustice of the tariff than there is when times are hard and work is scarce. There is nothing in the history of the past, or he outlook for the future, to warrant belief that we will not again suffer relapse which always follows a period of high-pressure prosperity. When that relapse comes, and idle or poorly paid men feel the weight of high-turiff-pro tected prices, there will come a demand for the real thing in tariff revision, and, if the party in power falls to heed that demand, it will suffer smashing defeat at the polls.

The time to call a halt in this matter is long overdue, and it is to be regretted that there is very little in the tariff discussion over the Philippine bill to indicate that thought had been given to the wishes or rights of the consumer. If his rights are too long neglected, there will be elimination of party lines that will surprise some of the protected interests which have been cracking the party whip for so long.

SQUARE DEAL FOR ALASKA MINER. Our humorous friend, the Seattle Post-Intelligencer, regards the efforts of Portland to secure an Assay Office as laughable," and scouts the idea as being "ridiculous." Seattle has labored so long under the impression that the Alaska trade is its own by divine right that any intimation on the part of another port of an effort to secure even a portion of it is the signal for a violent swelling of the Seattle head, accompanied by wild digressions on subjects not at all germane to the question. For this reason, introduction by Senator Fulton of a bill providing for an Assay Office at Portland calls forth from the P.-I. a tirade against our Senatorial representatives, who are alluded to as "one man and a makeshift." The discussion of Oregon's Congressional delegation, past or present, has nothing to do with establishment of an Assay Office at Portland. There is some question about the degree of guilt of our unfortunate representatives in Congress. There is no question about the gross mismanagement and wholesale thievery practiced at the Seattle

Assay Office. The interest the Aluska miner and business men have in this matter is not whether Binger Hermann and J. N. Williamson are or are not guilty of land frauds, but instead whether or not Alaska is to have relief from the Seattle method of extracting gold from the Alaska miners without rendering an equivalent. When the Alaska first turned from the weight of the remarkable disclosures regarding the system under which the Seattle Assay Office was conducted, the roar of indignation was so great that even complacent, self-satisfied Seattle sat up and took notice. Under the spell of a temporary period of virtue, she made a demand that the Assay Office be placed in direct charge of a Government official connected with the Treasury Department, hoping by this action to re-store confidence. Sober reflection, however, convinced our enterprising neighhor that this would be a needless waste of Government money, which should be distributed in Seattle, and now, instead of a Treasury official, Mr. Vilas, a local politician, is to be placed in charge. Mr. Vilas is a good man, but he lives in Seattle, and the men who have been sending their millions out of Alaska to the Seattle Assay Office are still smarting under the sting of the injustice that they have suffered in a Seattle-managed Assay Office.

It is not on these grounds, however, that Portland is asking for an Assay Office. This city is the financial and commercial headquarters of the Pacific Northwest. Some of the greatest financial and commercial institutions on Puget Sound are financed and controlled by Portland men. Practically all of the grain business of Oregon and more than half of that of Washington and Idaho is handled by Portland men. This city, through its location and through its commercial and financial prestige, is entitled to an Assay Office. It is also entitled to a share of the Alaska trade, which Seattle now assumes is exclusively its own, and, as soon as we get time, we shall go after and secure our share of that trade Seattle, grown arrogant through long-undisputed sway in the Alaska trade, through the Post-Intelligencer asks why we do not try to move Fort Lawton to Portland. This question in undoubtedly prompted by analogous reasoning from the effort being made by Seattle to secure the Government trade at Fort Vancouver, situated six

from Portland. To allay the suspicions of the Seattle paper, we will state that Portland is not desirous of the removal of Fort Lawton to Portland. First, because we two are irreconcilable; what then be-comes of our faith in the Bible? The will inhere in every man alike by vir-

tue of his American manhood. It is a ond, because it may be badly needed noble dream, worthy of the great man in its present proximity to Seattle if all who has uttered it. May he live to see of the Alaskans who have been robbed should make a concerted move on the Queen City and demand restitution of the wealth which has been unlawfully taken away from them. Portland may not succeed in getting the Assay Office this year, but Seattle, as well as Portland, will be a loser if we fail, for the tide of gold which formerly set this way will now be diverted to San Francisco, where the miner is assured of a square deal. The question is, would Seattle prefer to see that business go to San Francisco instead of Portland!

Evidence of the pacific nature of the waters which roll around Cape Flattery continues to accumulate. The Seattle Post-Intelligencer of January 20 prints the following:

According to reports received at the Mer-chants' Exchange, the little schooner Carrier Dove put into Clallam Bay yesterday with her deck load badly shifted. For the last week the little schooner has been beating around Cape Flattery in an endeavor to get to sea. The strong gales forced her back time and again. The vesset was loaded with umber in Everett and was bound for Sa

In strange contrast to this fruitless endeavor to get to sea" is the experience of the lumber fleet from Portland. During the week that the Carrier Dove had "been beating around Cape Flattery in an endeavor to get to sea" five lumber-laden schooners-the Beulah, Forest Home, Robert H. Hind, Georgiana and Virginia-left Portland and crossed out to sea at Astoria with no delay, while a dozen other vessels were equally fortunate. And yet the Ancient Order of Fossilized Salling Ship Owners make a discrimination of 1s 3d against Portland in favor of Puget Sound.

Highest praise is given Portland in the many letters received by the Commercial Club from the railroad men who visited this city last year. The opinion expressed by the railroad men is strictly in line with that of thousands of others who were charmed by the beauties and the possibilities of the Rose City. Where the favorable sentiment regarding Portland is so nearly unanimous as it is among the thousands of visitors who attended the Fair last year, vast good is bound to come It is still early to look for tangible results on a large scale from the wholesale advertising which this city, state and Northwest has received, but the letters from our Eastern friends all bear evidence that the leaven is working, and in due season we shall receive the full benefit for our labors in connection with the big show which so graphically set forth our wonderful re-OUTCOR.

There may be a tinge of ingratitude in the action of Mayor McClellan, of New York, in turning his back on Tam many as soon as he was safely seafed in the Mayoralty chair. Still, we must remember that eversince Nosh made his successful escape from the high water, self-preservation has been one of the first rules obeyed by mortal man, and to this day, when a crisis comes, it is still case of "the devil take the hindmost." Mayor McClellan is not a fool, and even a man of very ordinary intelligence could understand that there was a terrible meaning behind that enormous vote cast for William R. Hearst. Undoubtedly Hearst would have been the victor had it not been for wholesale jobbery by Tammany, McClellan has no good words to say for the bridge that carried him over the gulf he so narrowly missed. Instead, he has simply burned it behind him.

The panic in a church in Philadelphia resulting in the death of eighteen persons and the serious injury of many more, is but an illustration of what thousands of churches and public halls. Because there is usually no crowding or confusion, the doors are made narrow and there is only one exit. In public halls in most of the smaller towns the exit opens upon a narrow, steep stairway, which is certain to become a death-trap in case of sudden fright in the audience. The danger is not apparent, or, if apparent, is not removed until after the catastrophe has occurred. Not only in large cities, but also in the towns and villages, should the people insist that exits to public buildings shall be large enough to permit hurried emptying of the assemblyroom.

With all its defects, the direct primary law has its meritorious features. Since candidates must appeal directly to the people for votes, and in the most effective way, they are making explicit promises in their platforms concerning the policies they will pursue. This is particularly important so far as state and county offices are concerned. Each aspirant strives to make better pledges than any of his rivals, and by this competition the people may well expect to profit. The man nominated will be on record in no uncertain tones, and the people will have every opportunity to hold him closely to his promises. the people cannot shut off the grafts of the fee system now, they never can.

Since the big railroads are actually building lines toward Portland and transportation facilities commensurate with the large prospects of our city are assured, no wonder the railroad men of the country in general send encomiums and congratulations to the distinguished spirit of the Commercial Club, Mr. Tom Richardson. They mean it, and their words are welcome. It is much like the rest of the people at a reception after some well-known man has bestowed particular attention upon a beautiful woman. After that every body in the room seems to suddenly awaken to her charms.

McCiellan kicking over the Tammany traces is in line with the spectacular actions of Roosevelt when the Repub lican bosses made him Police Commis sioner in New York some years ago. These strenuous young men, whether Democrats or Republicans, have a habit of making themselves too powerful to suit the bosses after the latter have raised them to eminence. it's good for the cause of the people.

Summer weather in the Middle West Shnday, and a raging blizzard yesterday. Middle West weather would be all right if they could strike a general

Mayor McClellan is bucking the Tam many tiger, and proposes this time to be a real Mayor. He has just learned that the Tammany tiger is not a real

Mr. Bryan takes the trouble to wire back that "his views about the inde-pendence of the Philippine Islands have not changed." We feel reassured

THE SILVER LINING.

Sunshine in the morning, carry an umrella. Fog in the morning, wear a silk hat. This is Portland, and not any other place on the globe.

There's many a soul that wants to work you beneath a smiling face.

Liquid eyes kindle fire, instead of put ting it out like any ordinary, well-bebaved liquid.

There is a tide in the affairs of men which, if let alone, you'd inherit your father's money all right, but if you take the situation by the horns you'll probably wind up running an elevator in Chicago hotel, or wash dishes in a restaurant-both jobs are safe, because at least you eat in each case.

Before marriage woman wants the last kiss; after marriage, she wants the last word.

The biggest job ever let out to man, if the report is to be taken literally, has just been ordered by Governor Folk, of St. Louis. He has given orders to clean up the entire police department. Great gods! So glad we don't live in Missouri

. . . A January Summer in New York, a blizzard in Kansas, freezing in Denver and Chicago, and politically hot in Portland. Variety is the spice of life in this glorious country-America.

. . . Russia's doldrums and nightmare of punishments continue. First she was scored by Japanese bullets. Then she was acored by internal throes. Now she is being scored by the words of nearly everybody on earth. Is there a limit to her capacity for the reception of maledictions?

It is understood that France's loyalty regarding the Monroe doctrine is believed in, and that she will be given a free hand in the execution of the programme for the solution of the Venezuela problem. This is in consonance with human nature and the advantage the Frenchman's skill in diplomacy has earned. If he fools you, he does it so politely that the experience is a pleasure. It is possible for bunco artist to be so suave that his absorption of your worldly goods is compensated for by the educational influence of his gentlemanly behavior.

A young lady who said that she wan sure she would tell all she knew if she went on the witness-stand was told by her lawyer that that would not confuse the jury any. And now she does not know what to make of her lawyer's remark,

Some five years ago the late Maurice Barrymore and Nat C. Goodwin were sitting in the Lambs' Club, trying to keep cool, with the aid of certain iced mixtures, when Wilton Lackave entered. accompanied by an Englishman who was, at that time, making a tour of the United States. After introductions the Englishman was invited to partake of the iced refreshments, and did so several times, without, however, offering to return the compliment. Finally, Goodwin asked him what his business or profession was, and received the reply that he was a writer. Lackaye suggested that it might be a good idea for him to write his biography. whereupon Barrymore said.

"No, not your blography; your auto blography!" "With the accent on the 'auto!" " sug-

gested Goodwin. "No," corrected Lackage, "with the secent on the 'bi!" " "Pardon, gentlemen," interjected Bar-

rymore; "both wrong-with the accent on

the 'auto-bl!' " Then the Englishman did buy.

My son has been out of college since he went in.

Tom Masson says that some men would argue against babies to the mother of one.

Her new gown was an exact and lovely fit. When she got through her husband's bank account showed just seventy-one cents left.

John Randolph, of Roanoke, he of the biting tongue, once remarked of an opponent that he reminded him of certain tracts of land "which were almost worthless by nature, and became entirely so by cultivation."

Conservatism is merely a polite name for stupidity. . . .

An author's book filled a long-felt want -he was able to pay something on ac count to his grocer.

The best remark on the New York Stock Exchange was made by a country visitor. His stockbroker friend told hir that seats on that exchange were sold for as much as \$50,000, and he replied: "Then I don't wonder that most of 'em stand!"

Daniel Webster knew the precise value and significance of words. It is said that when his wife caught him kissing the maid she exclaimed that she was "sur-"No, my dear," replied the prised." intrepld statesman; "I am surprised. You are astonished?" Curtain.

MISUNDERSTOOD. She said she'd sing some songs for him And he was sore beset; She meant it as a promise, but

He took it as a threat. -Houston Post. They say he gets along so well with his wife that he scarcely knows he is

married.

NEWSPAPER WAIFS.

"They had only been engaged a week when he borrowed money from her father." "Why did he wait so long?"—Judge. Winter on the Farm-"Hens layin' newa-days, 817" "You bet they be, Hi." "Goeh! Mine' hain't. Layin' well?" "Naw. Layin' off."-Cleveland Leader.

off. "—Cleveland Leader.

"Bo your daughter has become a soloist?"
"Necessarily." answered Mr. Cumrog, wearily. "Perhaps I ought to be thankful that she isn't a trio or quartet."—Washington Star. Smith—There go Brown and his wife. He told me he fell in love with her at first eight. Jones—Huhl He must have married her before he got a chance to take a second look.—Chicago Daily News.
"What is there about this Rev. Dr. Hold-

Chicago Daily News.

"What is there about this Rev. Dr. Holdforth to make him such a popular preacher?"

"Oh! Jack. you goose—don't you know that
he was the first to advocate revising the ten
commandments?"—Brooklyn Life.

Reporter—Uncle, to what do you attribute
your long life? Oldest Inhabifant—I don't
know yit young feller. They's several of
these patent medicine companies that's dickerin' with ma."—Chicago Tribune.

"Muss Peoners," said Mr. Borem. "I don't
"Mus Peoners," said Mr. Borem. "I don't

"Miss Peppery," said Mr. Borem, "I don't think May Knox in a very good friend of yourn" "NoT" replied Miss Peppery, with an unconcealed yawn. "No. She told me if I called on you I'd only be wasting my time." "Ah. I see. She don't consider my time worth anything."—Philadelphia Press.

LET BRIDGE BE BUILT.

Not Be Obstructed.

PORTLAND, Jan. 22.-(To the Editor.)-The able and comprehensive editorial in Saturday's Oregonian on the subject of the proposed new railroad bridge will meet with the approbation of every friend and supporter of Portland's future welfare and advancement. It seems to me the pilots have been talking too much, and they will think so, too, when they have considered for a while. Captain Emken's statement that the city ought to purchase (condemn) the present rallroad bridge, remove it and build in its place a four-track structure which should be used by all railroads wishing to cross the river. This would require a wider bridge and necessitate larger piers and a longer draw span. Therefore the old piers would have to be removed from the river and new ones constructed. Again, the captain fails to tell how all the roads would be able to reach this new bridge while the Harriman lines own the approaches to it. Truly this scheme is too visionary to merit serious consideration, and yet it is about on a par with the objections which have been urged against the bridge below Swan Island, which will be a factor in making Portland the most flourishing city on the North Pacific

The fact is, if J. J. Hill, the great rallroad builder, had come to Portland a year ago, called its leading business men together and said: "Gentlemen, if the people of Portland will give me \$66,000 and the right to bridge the Willamette River 4800 feet below Swan Island, I will onstruct and operate a double-track railroad from Pasco to Portland and turn the traffic of three great continental rail-road systems directly into your city," the answer would have been, "We will do it." But as Mr. Hill did not ask for a bonus or any other concessions, and is, in fact doing this great thing, when he asks to bridge the river in the least obstructive place that could be selected, opposition has sprung up and the people are letting Mr. Hill and his able assistant, C. M. Levy, fight the battle for Portland's welfare at their own expense and with but few expressions of sympathy. Certainly this kind of treatment would not be very encouraging to ordinary men, who might get tired of it and proffer their favors in other localities. pilots have opposed every bridge,

so far as I can remember, and I remem-ber a time when ships blew into Portland harbor without the use of licensed pilots. They opposed the Morrison bridge and the steel bridge, and said that each would ruin the harbor and that no large vessel could pass them; but the bridges were constructed and the pilots shove the big ships and steamers through them with such neatness and dispatch that all must admit they know their own business.

The pilots say the site of the new bridge is only 4900 feet below the turn at Swan Island; but they fall to state that a sec-ond bridge is less than 2000 feet above the steel bridge, and between them a vesse has to make a winding turn of nearly 30 degrees to follow the course of the chan-nel. And yet the pilots would select the site of the steel bridge as the place for all railroads to cross the river. The agents of another company say th

widge will be a great detriment to Portland unless its trains are allowed to us the bridge on the same terms as its builder. If the O. R. & N. Co. wants another means of crossing the river, should construct a bridge at Albina. where one is very much needed, and where it would afford the most practicable entrance to the terminal grounds from the railroad's yards and its water-level oad's yards and its water-level tracks. This bridge-and all other rail road bridges across the Willamette River—should have an upper deck for team and pedestrian travel, and so eliminate the free ferries.

The new railroad is going to be-in fact

t has been, already-of inestimable benefit to Portland, and it will benefit all Oregon, and especially Eastern Oregon the latter by forcing the O. R. & N. Co. run locals between Pendleton and Port land so that passengers from its branch lines will not have to stand around at connecting (?) stations waiting for the overland train which is generally from three to seven hours behind time. Eve such small things as these will work to the advantage of Portland, and no selfish objections should be allowed to retard the great pre-eminence in commercial re-nown which will result from the construction of the north bank road.

In a few years hence, if the knockers do not get in their deadly work, we may expect to see the Dakota and Minnesoti and other mammoth steamers in Portland harbor, and its commerce will have expanded so immensely that the pilots combination monopoly will have money to burn, and large ocean craft will

shunted through seven bridges without danger and without damage. With all such glorious blessings in immediate prospect, it really appears to me that a sense of public spirit, of loyal patriotism, ought to silence all opposition

to the construction of the bridge below Swan Island. W. S. CHAPMAN.

Side Lights on History.

Chicago Tribune. Herbert Spencer had evolved the law of "the survival of the fittest." "Still," he said, "I can't explain on any hypothesis that occurs to me just now why the ichthyosaurus, the pterodactyl

and the megatherium have become ex-tinct, while the flea, the German carp and the English sparrow continue to afmankind." Reflecting, however, that these medita-tions were out of order when formulating a scientific theory, he forbore to incor-porate them in his published works.

A Poster Tragedy. Baltimore American.

A three-sheet Dude on a two weeks run, Fell in love with a Poeter Maid. Ah, fair was she and fond was he, And fierce was the love he made. They were posted on opposing boards On each side of the street, And the Dude he pressed his suit so warm. While the Maid she smiled so sweet.

The Dude was in a problem play,
The orchestra, two per;
The Maid was in a buriesque show
Ten—twent—thirt' good for her. Tet though their stations lay so far In social rank apart. He felt he could forget his pride In the passion of his heart.

The Gibson Girls in a vaudeville,
Who stood with languid grace
On the next billboard, in vain displayed,
Their charms before his face.
They were fine gowns and their air breathed
style—
But their arts were vain, for he passed them

For the buriesque Poster Giri. But she laughed and danced with her gaudy

smile.

'Unheeding all his sighs.

'Unheeding all his sighs.

Till the bill men came and took her down
Before his angulahed eyes.

And they put up instead a Pirate Band,

To the watching crowd's great Joy;

And there in melodrama wild

They pasted a Bandit Boy.

That night the Pirates softly stole
From their places on the sheet.
And charged, led by the flerce Brigand.
On the Dude across the street.
Then came a flerce, unequal strife
'Twint the Social Problem Man
And the uncouth but strong muscled h
Of the Primitive Passion Clan.

They fought as the world has ever fought When a maid plays fast and loose; "You stole my gal," cried the Bandit flerce, and wouldn't take any excuse. It was just before he was torn in half. To the Pirates' fendan joy. That the poor Dude learned his Poster Girl Was engaged to the Bandit Boy

THEY OWN NO LAND.

Why North-Bank Railroad Should Taft Vindicates Philippine Commissioners-Army Rules Are Strict.

WASHINGTON, Jan. 22 - Secretary Taft today sent to the Senate a statement in response to a resolution calling on him for information as to "whether any memfor information as to whether any mem-ber of the Philippine Commission or any officer of the Army or the Navy of the United States directly or indirectly owned on December 1, 1965, or now owns, any land in the Philippine Islands, or had at any time or now has any interest or right in any land of any character, and if so, what such ownership, interest or right is, where the land is situated, particularly with reference to the location of pro-posed railroads in said islands, and who said officials are." Mr. Taft said:

When I was Civil Governor of the Philippines, an article was published in a Mantia newspaper containing an insinuation that some member of the Commission was interested in investments in the Philippines. This was the occasion of an investigation which I instituted to ascertain whether any member of the then Commission had made any investment in land or otherwise that the Philippines. land or otherwise in the Philippines at that time, and I learned, by personal investigation. time, and I learned, by personal investigation, that no American member of the Commission had any such investment in the Philippines. Of course, the Filipino members of the Conmission were known, when appointed, to owners of landed estates.

Hard Work to Find Out.

With reference to the question whether any officers of the Army have any interests in lands or have obtained an option for the purchase of them along the line of projected railways or elsewhere, I beg to say that certainly 73 per cent of all the officers of the Army have been, at some time or another since American occupation, on duty in the Philippines, and that inquiry directed to the question whether any of these officers, who tumber some 3000, have the interests men nomed in the resolution of the Senate, could not be answered by personal statements from each officer of the Army under four months.

The Secretary quoted a circular issued by General MacArthur at Manila in May, 1900, while commanding the Army in the Islands during military government, saying it is presumed that its injunction was beyed. General MacArthur, in the circular, quoted the following article from "Instructions for the Government of Armies in the Feld":

Forbidden by Army Regulation. Neither officers nor soldiers are allowed to for commercial transactions otherwise legiti-mate. Offenses to the contrary committed by ommanding officers will be punished.
Mr. Taft said in conclusion:

In view of the very burdensome character f the investigation necessary to discover chether among 3000 persons there may be any one who has an interest in land in the Philippines, I respectfully request the further instruction of the Senate with a view to pos-sibly narrowing the scope of the inquiry in accordance with the information or report on which the resolution was presumably based so that full answer may be made in a shorter time than four months. So far as the in-vestigation into the ownership of land in the Philippines by officers of the Navy is cor cerned, I beg to point out that I have no jurisdiction to make inquiry with respect to them, and I have accordingly forwarded a copy of the resolution to the Secretary Navy for such action as may be

Commissioners Own No Land. In his reply to my request for a statement,

General Wright said:
"I have not now and never had at any time any interest, direct or indirect, in lands or any other property in the Philippine Islands, any option for the purchase thereof, except household goods personally necessary to the comfort of myself and family."

He added that there are these Full interests.

He added that there are three Filipino mem bers of the Commission, each of whom is a man of considerable property and, "as I happen to know," all three of them "are large landowners. The lands owned by them, how-ever, I am informed, have not been recently acquired, and I should be very much astonished f they have recently acquired any land along the line of the projected ratiroads.

Commissioners Ide, Worcester and Smith each cabled that he does not and never did own any land in the islands nor had any interest in such land of any character, directly or indirectly, or any options to buy land. Commissioner Forbes declares that he has never had or has any interest in land in the Commissioners Legarda, Tavera and when acquired. Messus Tavera and Legarda declared that, so far as they knew, none of their land will be affected by any proposed new railroad lines. Mr. Luturiags said he owned land in the Province of Negros Occidental and said he does not know whether any new rallroad line will pass any part of his

WANTS PHILIPPINE SECRETARY

aoldings.

Tavera Resigns From Commission. Delegate in Congress Needed.

MANILA, Jan. 22 -T. H. Pardo de Tavera has resigned his position as a member of the United States Philippine Commission, assigning as a reason his belief that the Filipinos should have a portfolio. His resignation has offered an opportunity for one of his colleagues to express desire that in future there be a Filipino

delegate in Congress.

Commissioner Ide is receiving thousands of congratulations on his appointment as Governor, which is universally approved, though many regret the transfer to Japan of ex-Governor Wright.

NAMES THREE AMBASSADORS

President Appoints Wright and New Governors of Philippines. WASHINGTON, Jan. 22.-The President

today sent the following nominations to the Senate: Ambassadors Extraordinary and Plenipotentiary—Luke E. Wright, Tennessee, to Japan; David E. Thompson, Nebraska, to Mexico; Lioyd C. Griscom, Pennsylvania, to Brazil.
Governor-General of the Philippine Isl-

ands, Henry Clay Ide, Vermont.
Vice-Governor of the Philippines, James F. Smith, California.
Assistant Attorney-General, Joseph A. Vanorsdell, Wyoming. Postmaster-Charles A. Berg, at Livingston, Mont.

Newlands' Plea Against Bill.

WASHINGTON, Jan. 22.—Senator New-lands today concluded his statement in opposition to the Philippine tariff bill, in the hearings now proceeding before the Senate committee having in charge this measure. He took the position that it would be cruel to the Filipinos to accus-tom them to a subsidized price for their sugar and return them to the world's price, about \$5 a ton less, when the Phil-ippines are separated from this Govern-ment. The hearing was adjourned until Tuesday. WASHINGTON, Jan. 22.-Senator New-

Debate on Statehood Wednesday.

WASHINGTON, Jan. 22.-The House washington, Jan. 21.—The House committee on territories gave final consideration to the joint statehood bill today. Chairman Hamilton will report his bill favorably tomorrow and the Democrats will file a minority report. Unless the present plans be changed, the Hamilton bill will not be considered in the House until Wednesday. when the Republican leaders propose submitting a rule to prevent amend-

Supreme Court Takes Recess.

WASHINGTON, Jan. 22.—Chief Justice Fuller today gave notice of three weeks' recess of the Supreme Court of the United States, beginning next Monday. The recess is taken for the consideration of cases which have been presented to the court