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PORTLAND, WEDNESDAY, JANUARY 24.

CONFUSION IN PROPOSING LAWS.

It already appears almost beyond question that so many laws and amendments to the constitution will be proposed by initiative this year that the people may be compelled to vote against most, perhaps all, of them as the only safe course. At least a dozen are either on file already or are in course of preparation and will be filed later, and perhaps more are to come. One of these measures is so long and presents so many complicated questions that the people could not possibly study it and understand its provisions and effects. When all are submitted, the mass of proposed legislation will be bewildering and the voters cannot even begin to give the measures that full and careful attention they ought to receive.

Two gross-earnings tax bills are presented, conflicting in their provisions; yet, if both are submitted, both may be adopted, for every voter will be entitled to vote for each. It will be clear to every person that each measure might easily receive a majority of all the votes cast upon the question, for they will not appear side by side upon the ballot, both will have attractive titles, and only those persons who have given special attention to the subject will be careful to vote for one only. If both should be adopted, there would be interminable litigation to ascertain which, if either, will stand.

Two amendments to the constitution are proposed to secure reforms in the state printing office, each conflicting with the other in its terms. Because of the prevailing demand for a change in the method of conducting the printing office, both of these proposed amendments might be adopted. A local-option amendment has been proposed and is on file already. The owners of the Barlow road have submitted a measure compelling the state to purchase their road and they are presenting it as, primarily, a law to abolish tolls. Under this title it might be adopted by the people unless the subject should be widely discussed and fully understood. A constitutional amendment is being prepared for the purpose of authorizing the Governor to veto any item of an appropriation bill. A flat-salary amendment is in circulation for signatures, and is being numerously signed, although it is notoriously defective in its verbiage and pernicious in its provisions. A proposed woman's suffrage amendment has been filed. A number of other measures are under way and will be filed.

There are two of these measures which, from their nature, will receive most general attention and discussion—the woman's suffrage amendment and the local-option law. There are interests actively engaged in supporting or opposing each of these, and the contest will be centered upon them. Because they are subjects of popular interest and easily understood, they will occupy attention largely to exclusion of the other proposed laws and amendments. Though all the bills may be read to some extent, they will not and cannot receive the thorough consideration they must have if the people are to act deliberately and advisedly.

This is not a reflection upon the intelligence of the voters of this state. If any one of these measures were taken up separately and widely discussed, it would be fairly well understood. If the people would give the necessary amount of time to examination of the proposed laws and constitutional amendments, they would get a reasonably fair understanding of most of them. But with so many laws proposed, some of them long and complicated, requiring special information in advance for intelligent analysis, it is a practical impossibility for all of them to be acted upon by the people with a full conception of their provisions.

One of the measures, that proposed by the tax committee of the Willamette Valley Development League, fills a pamphlet of sixty-seven pages. It not only proposes to enact a gross earnings tax on certain corporations, but a new method of assessing and taxing railroads, and also revises the general tax laws of the state. It is a long, complicated measure, upon which many criticisms have been made by men who have made a special study of tax laws. It is a safe assertion that there is not a farmer in Oregon who can study this measure an hour a day for a week and then tell what its provisions are and what its effects will be upon existing laws, unless he has already made a special study of tax laws. The public must examine these measures at odd times, when other duties will permit, and cannot give them that exhaustive study which such a law demands.

Because a multiplicity of bills and amendments have been prepared, some of them complicated and some of them pernicious, the people, for self protection, may quite likely be compelled to vote "No" upon most or all of them, lest confusion and litigation result.

LET THE COUNCIL GO SLOW.

The City Council will tonight consider three applications for three electric lighting and power franchises for the City of Portland, all of which go to that body with favorable recommendation of the street committee. It is desirable, doubtless, to have competition in electric lighting service, public and private; but it is nevertheless important that in granting any franchise the common interest be safeguarded in the most careful and complete manner. It is proper that an adequate franchise tax shall be imposed, and that in the general outcry against our public service corporations the city do not hastily give away something for nothing or next to nothing. The Executive Board has proposed a high tax for such privileges as these—so high as to be prohibitive, which was the evident design of that body. The Council should not go to the other extreme and fix the tax on too low a basis.

But there is a still more important consideration. No franchise should be granted on any terms until the applicant shall have given abundant evidence of good faith and ample guaranty of his ability to carry out his contract with the public. A bond—not less than $100,000—should be required in each instance. If either of these electric light and power concerns is able to make a large investment, and if it intends to do it, a bond will not be in any sense a burden, but will on the contrary be a condition the grantee will easily and cheerfully meet. If the applicant cannot give the bond he should not have the franchise. And there should be no more overhead wires in Portland. That is perfectly obvious. There ought not to be two opinions on that question.

The City Council should proceed in these weighty matters with caution. It is a serious thing to grant one franchise covering the streets of the whole city. It is many times more serious to grant three. And not one should be given to any speculator on any terms.

TOWN TOPICS.

Town Topics is the name of a weekly paper published in New York. It is owned by a stock company in which W. K. Vanderbilt holds twenty-five shares and Howard Gould twenty shares. Other social and financial magnates also possess stock, but the controlling interest belongs to Justice Deuel, of the New York Court of Special Sessions, and to Colonel W. D. Mann, with his wife and daughters. Town Topics is the best-known in America, and the most successful, of those papers which subsist by preying upon the vice and vanity of what is called society. This vice, it need not be said, is, in its various forms, the principal vocation of the idle rich, and vanity is the sole product of their intellects. They live without purpose except to gratify their sensual passions and no fear of God restrains them from draining to the lees the cup of fleshly enjoyment.

They have no fear of God, for they are atheists. What they call religion is a series of parades where they wear a transient mask of sobriety the better to display their persons and clothes. Their prayers are a concession to fashion. Their benefactions to the clergy are like morsels tossed to pet poodles, and they prune, primp and coddle their favorite preachers as they do their lapdogs. Religion, though they make much of its forms, has absolutely no effect upon their lives, which consist of sensual gratification, and nothing more. They feel no abhorrence of cruelty, for cruelty is the foundation of their existence. They live upon incomes from land whose value has been created by others, from loans of money which they never earned, from profits gained by hounding workmen with their wives and children to inexorable and dehumanizing toil. Their diamonds are the crystallized tears of starving women. Their carriages are bought with the ruined lungs and twisted bones of children driven by hunger to precocious labor. Their beauty is like the bloom of a rose, whose roots descend into a grave.

Desperately cruel and wicked, fashionable society regards neither the rights of men nor the laws of God. The wreckers of the great insurance companies were high-toned clubmen, the perfumed darlings of artistic drawing-rooms, the pillars of esthetic churches. The corporation magnates who tempt with their largess the civic virtue of the starving workman, wringing from him under duress of the pangs of wolfish hunger the sale of his manhood for gold, they, too, are masters of the delicate art of lolling on embroidered cushions and lisping ineffable nothings into the pearly ears of the dolls of fashion. Marriage in high society is too often like the coupling of brutes, who part when passion is gratified and go their ways to new encounters.

Society shrinks from no excess of vice, but vanity imposes upon it the appearance of virtue. The worst of the women who change husbands half a dozen times a year wishes to appear like a virtuous matron. The most desperate Wall-street gambler desires to pose as an estimable citizen; and this gives Town Topics its hold upon them. By bribing manicurists, kitchen maids, confidential servants; by every low device of eavesdropping, backbiting, slander; by appealing to malice, cupidity and envy, Colonel Mann and Justice Deuel collect the secret tales of the evil deeds of the men and women in high society. Then the proposition is made to suppress the facts if the price is paid for silence, otherwise to publish them in Town Topics. Usually the victim stands for the hold-up. If he does not, then week by week Town Topics distils its venom for his behoof; sends him the clippings and patiently awaits the sure result. By such methods Colonel Mann is said to have squeezed something like $200,000 from men like W. K. Vanderbilt, J. P. Morgan and others. But its richest strike was "Fads and Fancies," a book of sketches of the lives of society people, at $1500 a copy. Those who declined to subscribe were tortured into submission by the usual methods of Town Topics, made perhaps a little more touching than before. Collier's Weekly called this process blackmail.

The judicial dignity and unbending integrity of Judge Deuel were so offended by the harsh word blackmail that he sued Norman Hapgood, editor of Collier's, for criminal libel. The suit is now pending in New York, and to Mr. Jerome falls the congenial duty of prosecuting Mr. Hapgood, who may have made a legal slip, possibly, but who has certainly advanced the cause of public decency and morals. It is bad to be vicious, but it is worse to prey upon vice. In this infamous affair high society plays the role of the painted creature of the slums, Colonel Mann and Judge Deuel that of the negro who subsists upon the wages of her prostitution.

IT WAS A DREAM.

"Perchance," so runs the old madrigal, "I may be dreaming, when I my ills forget." Chief of Police Gritzmacher thinks we are all dreaming when we our ills remember. He believes that a sort of enchantment has fallen upon the people of Portland by virtue of which they go about their daily vocations in a perpetual maze, seeing visions and dreaming dreams. For example, last August the whole population of the city experienced one of these extraordinary hallucinations. It attacked men, women and children simultaneously, without apparent cause, and took the form of the belief that a lady named Van Dran had been murdered. This delusion persisted for a couple of weeks before it was forgotten, and while it lasted Chief Gritzmacher and his subordinates dreamed that they were searching for the man guilty of the death of the unfortunate woman.

As a vision of the night it has all been chased away. Mrs. Van Dran was never murdered. Nobody poisoned her ginger ale. The police never followed any "clews" to find the criminal. It was a dream. On another occasion a disNnguished clergyman of the city fell under a curious hallucination of the same sort, though rather amusing than tragic. He imagined that a couple of thugs met him on the street one dark night and demanded at the pistol's point his watch and money. The curious feature about the clergyman's delusion is that it still persists and that to this day he seems to remember handing over his valuables to the thugs. The fact is, of course, that he never owned a watch and never had as much as $20 at any one time in his pocket. On this occasion also the police dreamed that they searched for the thieves, but it was all mere fancy, or, perhaps, somnambulism. Probably the latter; for it has been observed that the officers do a great deal of walking and talking in their sleep.

Other visions more or less disquieting have vexed the imaginations of the people of Portland of late as they move about under their strange enchantment. One queer delusion is that they march up to the counter of the gas company once a month, like feudal vassals to the stronghold of their liege lord, and pay exorbitant tribute for the privilege of burning a wretchedly poor illuminant. And there are others. So numerous and vexatious are these hallucinations that Portlanders hardly feel like approving the next line or two of the same old song: "Break not the blissful seeming, O do not wake me yet." The seeming is not at all blissful, and they would be glad to waken as soon as ever they can. Possibly Chief Gritzmacher, who has made the great discovery that we are all asleep, may also discover, should he devote his mind to it, some way to wake us up.

THE TARIFF AND CANADIAN IMMIGRATION.

The appearance in this country in the year 1905 of more than 1,000,000 foreigners has been a subject for considerable grave comment among political economists who view with anxiety the increasing congestion of labor in our great cities. We have reached a period in our internal development where quality, and not quantity, should be the preferred feature in immigration, and admission to citizenship of one foreign capitalist or even fairly well-to-do agriculturist is of more value to the country at large than that of a horde of impecunious laborers. The immigration topic is one that is interesting Canada as well as the United States, and it is quite clear that the Americans last year suffered some heavy losses of a highly desirable class of citizens, whose departure could not well be offset by appearance of European paupers at our Atlantic ports. More than 50,000 Americans went over the line into Canada last year. Very few of them were of the laboring classes which we could so well spare, but practically the entire force of this great industrial army was made up of settlers possessed of sufficient money to buy and improve farms or erect manufactories.

Men do not leave a rich country like the United States in such wholesale numbers except to better their condition, and it requires no great amount of study to disclose the principal inducement held out to them. Canada was exploited and developed by the Canadian Pacific Railroad, as a business proposition. This powerful corporation, which is practically backed by the British government, was quick to recognize that, in order to make money with the railroad, it was necessary to secure settlers to till the soil. Cheap land was one of the strong inducements held out to immigrants, but, as the railroad ran for hundreds of miles comparatively close to the American boundary line, where quite naturally there could not be much difference in land prices, it became necessary to offer other inducements. These were easy to find, in fact they had been provided by the Americans in the form of a protective tariff which enabled the farmer on the Canadian side of the line to purchase his machinery at from 25 per cent to 50 per cent less than the price exacted from the American farmer.

There was very little timber in the best agricultural districts in Canada, and the demand for lumber was enormous. Much of this demand was supplied by American manufacturers, who sold what they could to Americans under a protective tariff of $2 per thousand and then dumped the remainder on the Canadian markets at lower prices than prevailed on this side of the line. The Canadian lumbermen writhed under this kind of competition and for a long time have been endeavoring to put up the same kind of a tariff barrier against American lumber that we have erected against Canadian lumber. But the "long-headed" management which has always characterized the Canadian Pacific threw its influence in favor of the consumer, who was also about to become a producer as soon as his house, fences and barns were built.

The settler can still buy lumber as well as farm machinery, sugar, tea, coffee and all other necessities, and most of the luxuries, of life at much lower prices than are demanded on the American side of the line. The increased cost to the American farmer, due exclusively to the tariff, becomes a fixed charge which runs against his investment to the end of his career. Theoretically, he is supposed to get something out of the protective system in the way of a heavy duty levied against American wheat. This protection, however, is absolutely worthless, for the reason that both the Canadian and American farmer are growing wheat for the European and Oriental markets and prices are not governed in the slightest degree by the tariff on wheat, but instead by the Liverpool market.

Not only can the Canadian farmer secure a complete working equipment of American machinery for much less money than his American competitor, but the railroads, exclusive of any direct government aid, are in a position to haul his freight at less cost than the American roads can perform a similar service for the American farmer. This is due to the fact that the Canadian road can buy American rails, ties, spikes, fishplates, cars, locomotives and all other equipment at much lower prices than the American roads. Due consideration of these facts regarding actually existing conditions will show strong reasons for abandonment of the richest and greatest country on earth by 50,000 well-to-do settlers. It will also show that the American protective tariff is immeasurably more valuable to Canada than it is to the United States.

Manager Ballaine, of the Alaska Central Railroad, seems to think that it is essential to Alaska's welfare that she do business with more than one port. This is a wise conclusion, which is slightly overdue. Alaska is capable of sustaining a large population, and it will be impossible to attract that population or to develop the resources of the country without some assistance from ports outside of Alaska. The time is ripe for Portland to get in and make an effort to secure a share of the trade now breaking away from or outgrowing the facilities of Seattle. Enormous dividends will not immediately follow establishment of a steamship line from Portland, but well-directed effort and a little patience will bring results so surprisingly favorable that in a few years Portland will wonder why she so long neglected her opportunities in that big field for commercial exploitation.

"Nowhere is the consumption of gold bricks greater than in this thrifty corner of New England," wrote Tom Lawson, as he described the avidity with which the Bostonese put up their good, hard coin for worthless gas stock. As this was before the Town Topics expose reached its most interesting stage, it is possible that "easy money" was more plentiful at Boston than at New York. This opinion must now undergo a change, since we read of the ease with which Colonel Mann, of Town Topics, extracted thousands from astute financiers like James R. Keene, J. P. Morgan, T. F. Ryan, W. K. Vanderbilt and a host of others. As a rich, juicy field for the sale of gold bricks, little, old "Yapville-on-the-Hudson" has Boston, or any other city, beaten a mile.

A bulletin issued by the Department of Commerce and Labor, after presenting a grand array of statistics upon the subject, says that the international commerce of the world today is about fifteen times as much as at the beginning of the last century, while the world's population is only two and a half times greater. This is due to development in agriculture, manufactures and means of transportation, the latter especially, since it has made merchantable many commodities that would not, formerly, bear the cost of carrying. Thus the commerce of the world as a whole has grown from $2.50 per capita in 1800 to $14 per capita at the present time.

A few hasty readers who saw the headline in Monday's Oregonian announcing the death of Benjamin F. Hayden in this city got the impression that the deceased was the pioneer lawyer and Indian War veteran. Captain Ben Hayden, who rode the circuit on a mule in the early days, and made trouble for his opponent whenever he got a chance to talk to a jury, is still in the land of the living, and, though not as vigorous as when he led his company in the Indian wars, yet he is enjoying life on his farm near Eola, in Polk County.

Colonel Mann had a pleasant way of declining to mention unpleasantly in Town Topics gentlemen who loaned him large sums of money. And the Colonel seems to be surprised and pained that the public is disposed to look upon this little journalistic habit as blackmail. But the names came out in the end. They generally do. And it may be supposed that polite society in New York is shocked and grieved that the Associated Press has sent the names of some of its leading lights throughout the United States.

"Buy A. O. T.," which, interpreted, means "any old thing," was the sage advice which made John W. Gates famous as a prophet when the upward move of stocks began many months ago. Colonel Mann, of Town Topics, apparently heard of the advice and "coppered" it by selling. Gates, with a consistency that is admirable, stuck to his precept and took $20,000 worth of—well, whatever Town Topics had to sell.

Summing up the press dispatches, we might say that if he is not killed in the hazing process, the modern fighting man in either arm of the service stands a reasonably good chance of dying from old age.

There is still one way open to the scientists who used to put in eight hours a day writing prosy accounts of their researches for the Government reports. They can sell their stuff to the magazines.

The names of Uncle Russell Sage and Hetty Green seem to be missing from the list of distinguished Wall-street characters who took an "interest" in Colonel Mann's Town Topics.

A little heavy firing off the Venezuelan coast would be warmly welcomed by newspaper readers, though Castro, possibly, might see the matter in a different light.

John D. Rockefeller has dumped another installment of tainted money on the Chicago University. See market page in a day or two for revised price list on oil.

Something seems to have been overlooked by the German Socialists in their "Red" Sunday preparations. Was it the Cossacks or the vodka?

The Seattle baseball club is clamoring for an even break. It must indeed be true that the Seattle spirit is decadent.

THE SILVER LINING.

Have you got anything left for the grand opera season after you have taken your wife (or somebody's wife) to hear Calve? Five bones! Ha-ha-happy days!

* * *

The exposures of how Colonel Mann made his money with Town Topics and other convenient enterprises in the East exemplifies anew the fact that there are perhaps 25,000 smart men in New York and they are getting the money out of the rest. The idea that because a man is rich he is smart is the most widely entertained untruth that there is. The biggest fools in the world are among the rich. In a higher sense a friend of mine considers John D. Rockefeller the colossal jack-ass of the world, chiefly because Rockefeller goes on centering himself in money-making far beyond his wants, thereby rendering himself utterly incapable of peace, contentment or happiness. I don't think I want much money myself. But I could stand a little merely for the sake of variety.

* * *

Rockefeller has given another million and a half to the Chicago University. Thus is restored to the public domain another small part of the great modern pirate's gigantic defalcation.

* * *

Harriman and Hill trying to block each other only produce friction that will make each work harder to give Portland superior transportation facilities.

* * *

If any fat woman wants to stop feeling sorry about her size let her watch the grace of Calve. Calve is as agile as a cat.

* * *

The indicted packers are making faces at Roosevelt, and he is looking at his big club.

* * *

The last stand of the noble Indian is being made against the white man in Seattle. A half-breed Sioux is defending his title to some tidelands against the encroachments of some voracious New Yorkers. There are some things that we thought even New Yorkers did not covet.

* * *

This is from the New York World:

Two hundred toasts of the proper Broadway crispness have been compiled by "Mlle. Mixer, of New York and Paris," and put on the convivial market in the form of an inexpensive little brochure. The design is to fill a long-felt want, and fill it just right. Mademoiselle can do this—for she is, in private life, Mrs. Julius Doty, wife of a New York hotel man.

Here are a few of the Mixer maxims, for those who mix:

To Marriage—The happy estate which resembles a pair of shears; so joined that they cannot become separated; often moving in opposite directions, yet always punishing any one who comes between them.

To Money—The finest linguist in the world.

To Lovers—The have-beens; the are-nows and the may-bes.

To Home—The place we are treated best and grumble most.

It is better to smoke here than hereafter.
Our absent friends, although out of sight,
we recognize them with our glasses.
If on my theme I rightly think,
There are five reasons why men drink:
Good wine, a friend, because I'm dry,
Or, lest I should be bye-and-bye,
Or any other reason why.
It is not rank, nor mirth, nor state,
It's git-up-and-git that makes men great.
There is the best in the worst of us,
And the worst in the best of us,
So it behooves each one of us
Not to talk about the rest of us.

* * *

Mann and Supermen.

Said Colonel Mann to old John D.,
"You'd better buy some stock."
John D. replied most cheerfully,
"Go put yourself in hock."

Said Colonel Mann to Chauncey M.,
"Lend me a thousand bones!"
Said Chauncey, as he passed it o'er,
"This for my sins atones."

The Colonel told his friend J. P.:
"I want ten thousand straight!"
The banker snapped his jaws and said:
"You'll get it while you wait!"

Mann mentioned to the Senator,
"Subscriptions for my book
Cost each a thou.—Please take one, sir."
But nary a one he took.

Spake Colonel to his pal Belmont—
Bel of the haughty mien—
"Pungle quick!" And haughty Bel
Has never since been seen.

And so on down the lurid list
Of shining marks—rich men!
The Colonel caught them with his fist,
Where Kelcey caught the hen.

The Colonel's now less debonair;
He's where misconduct leads;
Jerome is bound to strike him where
Sweet Mary wore the beads.

A. H. BALLARD.

Seattle Offers to Help.

Seattle Times.

The Columbia River jetty proposition is therefore in a very critical condition just now. If no work is done for two years or more, and much of the present work is destroyed in consequence, it will be far along in the new century before there is any hope of seeing the great work finished.

Just at this time the State of Washington has a full and able-bodied delegation in Congress. The Columbia River is a Washington as well as an Oregon stream. The improvement in question is not contemplated to be of benefit to Washington, however, but is solely in the interest of the shipping facilities of the City of Portland. Furthermore, up this way, there is little confidence that the Columbia River will ever be a stream which will be clear of obstruction at its mouth no matter how much money the Government may spend, and it is believed the time will never come when great ocean vessels of modern depth can navigate its waters. But this is an emergency case.

The Government engineers have undertaken the work. Oregon is crippled, and if the members of the Washington delegation can do anything to help our Portland neighbors out of their distress they should take off their coats and go to work, and in the front ranks of the workers should be Senator Piles, Seattle's energetic member, who by his acts could impress all members of Congress that there is no jealousy among the cities of the Pacific Northwest when it comes down to the question of improvements.

Jaipur's Color Scheme.

Exchange.

In the City of Jaipur, India, visited the other day by the Prince and Princess of Wales, all the streets are broad and straight, and cross one another at right angles, and every edifice, public or private, is of the same uniform pale, pink hue.

The Same Yesterday.

Fliegende Blatter.

Judge—What is your age?

Fair Witness—Twenty-nine, your honor.

"That's exactly what you said two years ago."

"Well, I'm not going to say one thing today and another thing tomorrow."

CHINA'S PRIDE AROUSED.

America in Danger of Losing Trade Worth a Billion Dollars a Year.

J. W. Bashford, resident bishop of the Methodist Episcopal Church at Shanghai, China, writes, under date of December 16, 1905:

"I wish to write you with reference to the necessity of the United States modifying her Chinese exclusion act.

"I heard Dr. Arthur Smith, the well-known author of 'Village Life in China,' 'Chinese Characteristics' and 'China in Convulsion,' say last Summer that China has made more progress in the last five years than any other nation upon the face of the globe. He added that he did not mean that China had increased her output of coal or iron more than the United States, or that she had built more additional miles of railroad; but that the change of spirit, the new attitude she has assumed toward Western civilization, marks a more profound change and indicates greater progress in China than in any other nation in the world.

"In a conversation a few days later with Sir Robert Hart, the ablest Englishman in China, if not in the entire Orient, he said that Arthur Smith's statement is substantially correct, and used practically the following language:

"'I came to China in 1854, and for 45 years the Chinese empire seemed like a closed room, without a breath of air entering from other nations. Now the windows and doors are wide open on every side, and the breezes are blowing through. We may expect some storms, and possibly an occasional typhoon; but the fresh air from the world has entered China, and she is rapidly changing from an ancient to a modern empire.

"The mineral wealth of China—coal and iron—is the greatest in the world, and it is almost untouched as yet. Railroads and modern inventions will be introduced into China during the next few years, and with her splendid laboring classes China will make rapid advance.

"I have no doubt that we can force upon the Chinese government an acceptance of the exclusion act substantially in the form in which Secretary Hay left it. Such modification as Secretary Hay made, together with a wise and just enforcement of the treaty, will be an immense improvement over the old treaty, with its harsh enforcement down to 1905.

The offensive features of the present exclusion act, and also of the exclusion act as drafted by Secretary Hay, are its mention of China by name and its specific exclusion of her laborers. Wu Ting Fang, ex-Minister to the United States, said to me:

"'Do you rank us below the headmen of Borneo?'

"On my reply in the negative, he said:

"'But you admit representatives of Borneo and the people of every other country, while excluding the Chinese by name.'

"Dr. Hsih, confidential adviser to Viceroy Yuan Shi Kai, the most progressive Viceroy in China, said to me:

"'Your exclusion treaty places the Chinese distinctly below the Malay races, whereas you must admit that in civilization and in economic efficiency we are distinctly their superiors.'

"I admitted his statements in regard to the superiority of the Chinese over the Malay peoples.

"'But,' he added, 'you exclude us by name from America, and do not exclude the Malays by name.'

"'We have not the slightest objection, nor has the Chinese government the slightest objection to the exclusion of Chinese laborers. Indeed, the Chinese government does not want Chinese laborers, brought up in this empire, to go to America, but rather to stay here and pay their taxes for the support of the Chinese government. But we want you to exclude them in some other way than by mentioning us by name.'"

Four methods of settlement have been suggested: First, permission to Chinese to enter the Philippines and Hawaii, though it is problematical whether the Chinese will be satisfied if they are excluded from the United States; second, strict enforcement of existing immigration laws which would keep out nearly all undesirable Chinese; third, if these prove insufficient, amend them with an educational test; fourth, and most practical of all, an exclusion treaty forbidding the entrance of Chinese into the United States for the purpose of manual labor and Americans entering China for the same purpose. Such a treaty, while mentioning the Chinese by name, would also mention ourselves by name, and would not be offensive to their pride.

"Summing up the matter in a paragraph, the trade of that part of the Orient extending from Singapore to Vladivostok amounts to a billion dollars a year at the present time. The trade of Australia, with her scant population, amounts to a billion dollars more. If the trade of China and Japan should become as great in proportion as the trade of Australia, you can see it would be worth tenfold our entire European trade.

"The trade of Japan, an Oriental country similar to China, has increased seventeen fold within the last 30 years. If the foreign trade from Singapore to Vladivostok should make such an increase within the next 30 years its value would astonish the world.

"Manchuria has been slightly opened during the last five years, but her foreign trade is now five times as great in proportion to the population as that of China proper.

"It is not unreasonable, therefore, to suppose that the trade of China will increase fivefold within the next five or ten years. Looked at from any point of view, we may anticipate an immense increase of trade in China, and the only barrier in the way of America's capture of a large proportion of that increase is our exclusion treaty."

English and American Slums.

Public Opinion.

English slums are spreading leprously. In our own country the slums are the receiving stations for poor foreigners, whence they may rise through abundant opportunity to better things. In England the slums are cesspools into which men sink.

NEWSPAPER WAIFS.

She married an octogenarian, didn't she?" "I guess not. He looked to be as white as any of us."—Cleveland Plain Dealer.

"Where are you going?" "South." "What for?" "Rheumatism." "Gee! Can't you get enough of it here?"—Cleveland Leader.

First Millionaire—How is your machine working? Second Millionaire—Very poorly. Haven't paid a fine for over three days.—Life.

"You don't resent that author's flagrant plagiarism?" "No," answered Miss Cayenne. "After reading the original portion of his work, I wish he had plagiarized more."—Washington Star.

"You told me this automobile was a snap," said the new purchaser. "And didn't you find it to be one?" asked the dealer. "I should say so. Something snapped every five miles."—Chicago Daily News.

"Don't those poor girls work hard behind those counters?" exclaimed the sympathetic lady. "Yes, but mercy! I've worked a good deal harder in front of them, matching samples."—Detroit Free Press.

"We should always," said the jail evangelist, "consider any circumstances which add weight to the steps we take." "I do," murmured the convict, sadly, as he cast a casual glance at the ball and chain.—Baltimore American.

Rimer—I showed this sonnet to Crittick and he seemed quite struck with it. He liked the idea, anyway. Brightley incredulously—Is it possible? Rimer—Yes, I told him this was my idea of a perfect sonnet, and he said the idea was certainly original.—Philadelphia Press.

SHUT OUT FOREIGN SHIPS.

Congress May Refuse American Register to Wrecked Vessels.

OREGONIAN NEWS BUREAU, Washington, Jan. 23.—The advocates of ship-subsidy legislation have serious doubts about their ability to put through the Gallinger "subvention" bill, so they have turned their attention to other legislation aimed at foreign-built ships, which, it is believed, will prove a benefit to American shipyards. These interests are now backing a bill to repeal the law granting American register to foreign vessels which have been wrecked in American waters and extensively repaired in American shipyards.

It has been represented to the committees of Congress that this law has been very widely abused in late years. American interests, seeking to get vessels for the coastwise trade at a minimum cost and for less than they can build new ships in our own yards, have encouraged the wrecking of foreign vessels along the American coast, with the deliberate intention of having them repaired in American shipyards in order that they may thereafter fly the American flag and sail under American register.

According to representations made to the committees, the coastwise trade is becoming overcrowded with vessels of this type, and the bill now under consideration is intended to check this practice. The repeal of the law in question will have the effect of forcing the construction of more ships in American yards, in order to meet the demands of the coasting trade. There is bright prospect that this bill may pass.

In the last Congress these same interests enacted two laws intended to accomplish some of the results sought for in the straight subsidy bill. One was a law requiring that all Government supplies shipped by sea shall be carried in American bottoms (provided reasonable rates can be obtained), and the other, which goes into effect on July 1, restricts the Philippine trade to American ships. These two laws were enacted through the efforts of the men interested in ship-subsidy legislation and, while they fail to accomplish the main purpose of the direct subsidy bill, they are believed to be drawn in the interest of American shipbuilders, and are a step in the direction of ship subsidy.

It is doubtful if there will be much opposition to the bill relating to American register for wrecked foreign vessels. The two bills of the last Congress were enacted with little difficulty, and it is not believed there will be any more objection to the bill now pending.

WANTS NO RECIPROCITY.

Canada Prefers to Have Immigration of American Capital.

OREGONIAN NEWS BUREAU, Washington, Jan. 23.—American Consul Dudley, of Vancouver, B. C., has called the attention of the State Department to an interesting interview with Sir Thomas Shaughnessy, president of the Canadian Pacific Railway. Sir Thomas is an expatriated American, and was once a clerk in the employ of the Chicago, Milwaukee & St. Paul Railroad. He was persuaded by Sir William Van Horne, also an American by birth, but now a Canadian citizen, to migrate to Canada, but to continue railroading. The remarkable record of these men, their success in several lines of industrial life, the opportunities afforded them in getting exact information, and the fact that both were born in the United States give great weight to their opinions. Mr. Dudley says that Sir Thomas was knighted by the Queen of England for eminent services, that there are few men who understand the material resources of the Dominion better than he does, and that there is no man whose words will carry greater weight at home and abroad than those of Sir Thomas. In the interview referred to, when asked what he thought Canada wanted of the United States, he replied:

What Canada wants of the United States is just what it has been giving us for the past 20 or 30 years. We want a tariff wall between the two nations, so high that it cannot climb over it. We want to profit by the same policy which has so aided in building up the United States. We believe in protection and home industry, and we shall keep our tariff high enough to encourage it.

American manufacturers are securing trade by coming across the border and building branches here. Many million dollars of American capital have already gone into such branches. Nearly all of their chief industrial institutions are establishing them. Take the American Locomotive Works, for instance. They are building steam engines for this railway. They put up a number for us last year, and we shall buy more in the months to come. We are glad to welcome such institutions. We want their goods, but we want them made on Canadian soil and with Canadian labor.

Immigration to the Northwest continues. It is only at its beginning. We are having out there what has been going on in the United States since your organization as a Government. The farmers of the Atlantic, when the lands became valuable, moved over the mountains to Ohio and took up homesteads there. As that country was settled and prices rose, the farmer with two or three sons sold out and moved on to Illinois, buying a block of cheap land. When Illinois grew, the march was on West to Wisconsin and Iowa. Your Western farmers are selling out their high-priced lands and crossing the border for the rich wheat belt of Canada. They can get farms there for themselves and their children, and they see that the same rise in values is bound to take place as has occurred in the United States. Values have not advanced unduly in respect to farming lands. There are many million acres yet to be settled, and good lands are cheap. In some of the towns prices seem to me extravagant. In Winnipeg, for instance, real estate is higher than in Montreal.

Gaging Streams of Idaho.

OREGONIAN NEWS BUREAU, Washington, Jan. 23.—The United States Geological Survey is maintaining 12 gauging stations on Idaho streams. Seven of these are essential in connection with the reclamation projects now under way in the state. These are as follows: Montgomery, Snake River; Moran, South Fork Snake River; Highland, Boise River; Lyon, South Fork Snake River; St. Anthony, Teton River; Ora, North Fork Snake River, and Fremont, Fall River. The remaining five stations were established to obtain important data in regard to floods and available water supply for storage. It is probable that new stations will be established on the Payette River. Many requests for information regarding the stream's behavior are received by the Government.

A Roosevelt Bridal Scrapbook.

Atchison Globe.

Congressman Nicholas Longworth has begun work on a bridal scrapbook. It will contain newspaper clippings of all that is said about his engagement to Miss Alice Roosevelt. For his peace of mind, it is hoped he will lose the scissors and upset the paste. Nothing has so far been written that will make Mr. Longworth feel complacent, and if he reads all that is written, he may back out and flee. There will be nothing in the book to make a rainy Sunday shorter.

Cheaper to Move Than Pay.

Smart Set.

"How did he happen to settle in Chicago?"

"Because he owed everybody in New York."

Money and Manners.

Exchange.

There are worse friends to have than those without money: Those without manners.