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PORTLAND, PRIDAY, PEBRUARY 8, 1906.

THE RAILROAD RATE BILL.

Though the House of Representatives has voted overwhelmingly for the raffroad rate and regulation bill, the real strength of the bill in the House is not so great as the vote would indicate. There is, however, practically no oposition; not because the bill is believed to be just the right thing, but because the people of the United States are wn to be positively in favor of some effective measure of rate regulation in interstate rallway traffic; and as a beginning must be made somewhere, here is the place and now is the time to be-

Passage of this measure through the House is therefore the beginning of a new era in dealing with the great corporations of the country;-not merely the transportation, but other industrial systems that flourish through interstate commerce. The objection that it is a departure which tends further to increase and exaltation of the power of the National Government once Could have been potent. Few care for it now. Since the power of financial and in-dustrial effort has been undergoing enormous concentration and has reached colorsal proportions, never before witnessed, objection to concentration of power in the hands of the Goverament, as the only way of meeting it, no longer has much force, and certainly produces no alarm.

The East is not favorable to this rate The few votes cast against it came wholly from Representatives of districts in Eastern States. been possibility of contest, there would have been more; but the strength of the West and South in support of the bill rendered all opposition futile, and since it was known this was the condition, nearly all opposition to it disappeared-or rather failed to appear. The cause of this difference between the East and the West is apparent. The East supplied the money for the rallroads and holds the bonds. The West and South want equity in the manage ment of the traffic. They want only fair rates and no discrimination,

The Hepburn measure is not revolu-tionary. It does not mean confiscation of railroad property. Its intent is to stop discrimination in rates between persons and places, to cut out the abuses of private car lines and to give the Interstate Commerce Commissio power to substitute a reasonable rate for one found, after investigation to be unreasonable. It is not the intent at all to bring the raffroads into politios, nor can the measure have this effixt. The Commission will not be a perts in the business for which they are appointed, and to have nothing whatever to do with politics.

To the forcefulness of the President of the United States it is due that this measure has been carried through the House. He has urged it as a thing necessary to satisfy the people and lead to the justice which they demand. The question now is whether the Senate will masculate it. That body, notorlously, is under control of forces that call themselves "conservative." Such forces always are allied with capitalistic power. The Senate dreads innovation. It is the check, which it was intended to be, upon the progressive movement of democracy-still powerful, but obsolescent; for progressive democracy, not radical nor extreme, feels that it is ntitled to have its own legitimate way. Britain than in the United States; for the House of Lords has far less power than our Senate. Our House of Representatives is "the government" in far is the government of the United King-dom. Upon any measure the general influence of the Administration at Washington can have force and effect upon the Senate only in the proportion that the subject under consideration may have the support of the people. An earnest and general demand by the people of the whole country will have nce and effect even upon the Senate. Herein lies the only chance for passing the bill for railway regulation through that body. For the Senate largely under the influence of capitalism and plutocracy, will be little in-

The sunitary situation at Eugene is distressing, not to say alarming. Tyold has assumed the preportions of an epidemic, the average being three cases a day and the total number of cases being nearly 100. There are also r of cases of diphtheria and scarlet fever, and smallpox still lingers in the classic town, loath to go. Meanles are also quite prevalent, so that at sawmill were only a few of Mr. Logen's farmers. Hence they were not quick to present the university town has about enterprises. Seaside was long on needs respond to the overtures offered by a

all that it can handle in the way of contagious diseases. It passes compre-bension that the health authorities have permitted this state of things to prevail in Eugene. The water supply of the town has long been a menace to the health of the people, and should have been looked into and corrected before the present acute conditions resulted There is absolutely no excuse for such conditions in any enlightened community-least of all in a college town, The idea of a town of 5000 inhabitants. more or less, being forced to drink boiled water for months together, as the only safeguard against fever germs Could anything be more abourd?

THE GROUNDS OF OPPOSITION.

Among the seven in the House who roted against the railroad rate bill was Representative McCall, of the Cambridge district, Massachusetts. He is a man of strong ability and independent character, little inclined to favor new things. It is worth while to note the grounds of his opposition to the Hep-burn bill. He was rehement in his de-nunciation of the principle on which it is founded, namely, that government should interfere at all in the railroad ousiness, beyond the abolition of rebates and discriminations. But the present bill goes beyond this, and gives us what Mr. McCall denominates "polital ratemaking." By this term be means extreme legislation which Representatives are willing to approve for the sake of making themselves "solid" with their constituents for the next lections.

This scheme, says Mr. McCall, sprang up in a night." It has been forced by the President, he intimates, when there was no valid demand for it; forgetting that nothing of the kind ould be carried unless the Representatives knew the people wanted it. Roosevelt, said McCall, had taken the

dea from Bryan, and was making it his own. McCall spoke of the fraternal solicitude with which Mr. Bryan, on starting on his world tour, commended political ratemaking measure to Mr. Roosevelt's tender care and expressed his emphatic approbation of Mr. Roosevelt's course. Mr. Bryan might have brought an action for infringe-ment, suggested Mr. McCall, for the ratemaking scheme is a decisive step toward his cherished plan of state ownership. Speaking of the enormous diflouity of the work proposed to be done and the vast responsibility to be im-posed on the commissioners who would be called on to make the ratiroad rates of the country, Mr. McCall said:

Germany gave a striking example of the evils of government rate-making, where rates were twice as high as ours. In France, also, the same condition prevails. In England great latitude is allowed the roads and rates great latitude is allowed the roads and rates are less than in Germany and France. You propose to confer on a mere human agency a practical test that would be superhuman. We are to have a commission made up of prodigies and paid splendid minries. The President, at Austin, Tex., last April, before the two houses of the Texas Legislature, gave his notion, and a lofty one it was, of the character of the men who should constitute the commission. They should not be awayed by any influence whatever-social, political or any other—to show improper favoritism to the ratic is unjustly attacked, no matter if that attack has behind it the feeling or prejudice of 99 per cent of the people, they will stand up against that ettack." This is a nobin ideal, but where are these paragons to be found? Even far higher officers than commissioners are not always found to be uncommissioners are not always found to responsive to public sentiment.

A good point was made by the Mas sachusetts man when he referred to the difficulty the President had experienced in getting the right men to serve on the Panama Canal Commission. He had this to say on what he called the present tendency to transform law and clamor into law;

lation. Piercly denounce some Wall-street magnate by hame and then add some lurid declamation about insurance, and you could successfully rob any business in the country but farming, and, if farmers were not so numerous, they too, would not exage. The people do not send us here to enact every recording roles lette have (Lauretice). At the people do not send us not be the popular noise into law. (Laughter.) At the rate we are now going, it will not be long before we regulate everything and everybody from Washington. You cannot govern the whole universe from a single point and have

accomplished without popular noise and clamor. We are not to try to regulate everything and everybody from Washington; but here is an abuse so great as to be beyond the power of correc-tion by any force less than that concentrated at Washington. This is at once the excuse and this the justification of the railroad regulation bill.

MR. LOGAN, PHILANTHROPIST.

Some time in the distant future, when there is slackening in the pursuit of the almighty dollar, and we pause long enough to take a deep breath and enbody of politicians. They are to be ex- joy some of the things the dollar has purchased, there are quite a few of us here in Oregon who ought to get together and, down where the ocean washes the beaches at Elk Creek or Seaside, erect a monument to the memory of H. F. L. Logan, who died in England last month. Every seaside visitor who has enjoyed the wild beauties of the Elk Creek region and every citizen of Seaside will feel sincere regret over the death of the energetic but unfortunate Englishman who cast his lot in that region about twenty years ago. Mr. Logan was one of those rafe ndividuals with whom money possesses a value far beyond the per cent of interest it could earn on an investment.

The comfortable fortune which he rought with him to Clatsop County. had it been placed out at interest or in Government bonds, would have permitted him to live a life of ease. But Mr. Logan was not of a sordid nature, and cared little or nothing for the financial returns from his investments. On arrival he was struck with the great nat-ural heauty of the Elk Creek and Sea-side beaches. Nature had done so much at these places that it seemed a pity that facilities for reaching and enjoy-ing them had not been provided. It was this view of the matter that induced Mr. Logan to build the first passable road between Seaside and Elk Creek and to construct a hotel at Elk Creek. Being more than a score of years in advance of the times, both ventures were, of course, financial fail-ures. At Seaside nothing had been done to improve the place since the death of Ben Holladay until Mr. Logan ap-peared. Millions of feet of fine timber were standing in the immediate vicinity, but if a man desired to build a Summer cottage he was obliged to send to Portland or Asioria for the lumber. Quite naturally, none but the wealthy could indulge in a Summer cottage, so Mr. Logan built a sawmill and supplied lumber at a price that was reasonable for the people but unprofitable for Mr.

The Elk Creek road and hotel and the

and short on money, until Logan came, and as long as his money lasted he did everything in his power to equalize the situation. Hardheaded business men said Mr. Logan was a fool to "blow in" his money in such ventures. Perhaps be was deficient in financial acumen, but his investments provided for thou-sands of beach visitors facilities which might still be missing had we depended on a better financier and a less publicspirited man to provide them. In the final accounting on another shore Mr. Logan's investments ought to yield bet-ter returns than those of a good many millionaires who kept their money in safe investments until death and then failed to take it with them.

MARVELOUS COMMERCIAL DEVELOP-MENT.

The question as to why American apital is not put into deep-water shipping in competition with that of the foreigner, who is satisfied with a 3 per cent return on his investment, is fectually answered by the eloquent figures printed in another column showing the volume of internal commerce 1905. These remarkable figures also dis-prove all theories to the effect that American capital is overlooking any opportunity for legitimate investment that will yield satisfactory returns. Taken in the aggregate, they also make dwarf in magnitude the figures for the entire world's deep-water commerce. For example, the fleets of the world in 1904 carried a total of 65,000,000 tone of coah England, Germany, France and all of the great nations of the earth. with their far-off military and naval posts, with their big fleets of merchant vessels demanding great coaling sta-tions on all of the seven seas, handled with their deep-water shipping in a single year 65,000,000 tons, while in the single year of 1905 there moved out of the anthracite coal regions of United States by rall a total of 61,410,000 tons of coal.

Exclusive of the coal traffic, all fieets of the world combined handled on the ocean, in 1905, 135,000,000 tons of freight. This, with the coal traffic mentioned, made up the world's ocean business for a year, and yet domestic shipments from the various ports on the Great Lakes last year reached the enormous total of 67,345,620 tons, an amoun greater than one-third of all of the world's seagoing traffic for a year. The markets of Chicago, Kansas City, Omain 1905 handled \$.807.816 head of cattle. 721,951 calves, 17,690,248 hogs, 10,515,677 sheep and 465,569 horses and mules, and same markets received 762,624,710 bushels of grain during the year. There was a correspondingly large movement in other commodities which the United States produces in such wholesale quantities

Steel and iron products broke all previous records, both in output and in sales, while copper and other minerals were also produced in greater quantity than ever before. Despite the diminishing supply of timber in the Middle Northwest, the lumber output was the greatest on record, with prices materially higher than for the previous year. These figures, which are almost staggering in their immensity, reflect a traffic which is just the skeleton framework on which our commercial great-ness is builded. An army of workers, greater in numerical proportions then any that the world ever saw, lined up for warlike purposes, was employed in the mining and transportation of that 61,000,000 tons of coal. Another army of still greater proportions produced and handled that record-breaking Lake traffic, and as "the farmer feeds us all," more millions of people found employment in growing and marketing the There is a prescription that will almost infallibly work in forcing through such legis. There were no idle dollars in all of should be called St. John; for James latten. Fierely denounce some Wall-street these immense transactions. The pros- John was the original settler there, and grain, livestock and other commodities. Johns, and which calls itself St. Johns, perity of the rallroads induced new orders for steel and other equipment, and these orders gave employment to more men, who in turn had more money to spend for the necessities and luxuries

Whatever we produced last year for which there was an insufficient de-mand at home. Europe stood in readiness to buy at high figures, and not the least of the contributing factors to the high prices at home, was the ab-normally low ocean freight rates. These rates were due-not to an expensive subsidized merchant marine, but to the flerce competition of the fleets of countries which, having no internal comforced to follow the sea.

No other country on earth has ever made such a showing with its internal mmerce as that which is presented by the Bureau of Statistics of the Department of Commerce and Labor for 1905. The impetus now enjoyed by all lines of industry offers a fairly satisry guarantee that even the fine cord of 1905 will be eclipsed this year, and, with so many of our great industries not yet near the muximum of development, our internal commerce is susceptible of still greater expansion. We may some day be forced back to the ocean to find employment for our idle capital, but we will not go there so long as such vastly greater returns are obtainable in industrial exploitation on

NEW METHODS IN AGRICULTURE. Members of the faculty of the Oregon State Agricultural College will tour the Rogue River Valley during the present

month, lecturing at various points for the benefit of farmers and stockmen. The importance of these meetings and of the lectures given upon various topics of interest to farmers cannot be vorid of industrial change, and in department is this more apparent than in that of agriculture. Old methods of farming have literally passed away, and where they have not—the worse for

the farmers. This first of all industries has been prone to follow lines set for it by the necessities that waited upon primitive conditions-to tread year after year the same furrows, plowing and sowing them with constantly dwindling crops. Wheat was the staple product in Oremake farmers realize that they could grow any other crop. There was a good First of all, it was impossible to ship perishable products by slow methods of transportation to our far-distant markets. Wheat was the only product that would bear the strain of the long voyage and find at the end ready market. Isolation brooded over the great Pacific Northwest and its farmers acces situation and raised wheat until it came and reap and thresh and gather this cereal into barns. Habit is bard to break, and this habit had become ingrained into the very nature of Oregon

widening market and quick transportation for diversified agriculture.

Within recent years, however, this nabit has yielded to perisistent and inhabit has yielded to perisistent and in-telligent instruction in the better way and many Oregon farmers have learned having something to sell every month in the year. That others may learn this sson and profit by it is the object of these farmers' meetings—the basic pur-pose, indeed, of the State Agricultural

The Grange supplies, and in years past supplied, almost exclusively, the social features of rural life. It went beyond that and essayed to instruct farmers in their interests as to prices, the time to sell, methods of transportation, etc. but it remained for a later day to give instruction based upon careful experiment in regard to widening the scope of agriculture to meet the demands of a broader market.

upon to do their duty, as the sourcity of fresh eggs at Thankagiving and Christmas time usually attests. But they have come to the help of the weak against the mighty in the Chicago maret, where, through their unwonted productiveness in January, egg dealers are facing a loss of \$1,000,000 on the cold-storage product. Eggs that deal-ers put into storage last Summer at 17 and 20 cents a dozen are selling slowly at 11 cents, the fresh stock being in good supply. It is interesting to in this connection that, though the weather is balmy and the Winter broughout has been an open one in the Willamette Valley, eggs still sell in this city at about holiday prices. The shortage is no doubt in hens, since no mount of persuasion induces Oregon farmers to add to their poultry stock sufficiently to supply the local demand.

The Philippines as a field for indus much attention just at this time. A New York syndicate is negotiating with the Government for the construction of a thousand miles of railroad through the islands. All of this will undoubtedly reflect credit and glory on the Na tion that pulled the islands out of the swamp of neglect into which the Spanish had thrust and held them. There is, however, much nearer home a field for industrial endeavor which will turn out greater results for the expenditure than can ever be secured from the Philippines. The development of Alaska by railroads will bring immense returns to private enterprise as well as to the Government, which has repeatedly been asked to aid in constructing lines from the sescoast to the interior of that great treasure-house.

Pilotage laws have pretty hard sledding over in our neighboring state, and, whenever a case gets into the court, the state law is knocked out with neatness and dispatch. The latest instance the release, a few days ago, of Captain Ames, a master mariner who was piloting steamships under a United States license. He was arrested at the instance of the State Board of Pilot Commissioners, and filed a demurrer challenging the validity of the state law. The court sustained the demurrer, and Captain Ames was discharged, and to still piloting ships without a state license. Anything that tends to hamper or restrict competition in any line af-fecting the interest of shipping is promptly squelched on Puget Sound, even though legal technicalities may suffer some slight abrasions in the pro-

The town which most persons call St. be was known as "Old Jimmy John." So everybody called him. He was a recluse and hermit, and so they often or usually, called him "Saint." are Saints John, but no Saint Johns The latter term is impossible. After a while the public schools will take hold of it and bring history and literature to support of the ides, and everybody

E. T. Johnson, who has constituted imself by his own flat the mouthpiece of the great Methodist Episcopal Church, brought a communication to ment on a former comm printed that morning. He was told that it would, of course, be printed; demeanor and personal in his remarks that he was told to take his letter and go. This statement is made merely to explain why Johnson was denied a further hearing.

George Edward Adams, the Seattle Assay Office thief, is very particular about the quality and cut of his ciothing. He has lately given an order for an up-to-date suit to be delivered to him in his prison cell. What a shock the striped garb and baggy fit furnished by the state to men of the Adams ilk in Walla Walls will give this gold-dust criminal! Too bad that tender sensibilities should be so wrung.

Crocuses are in bloom down along th Columbia. Rose shoots are several inches long. Spring beauties are bloe-soming in the woods. Farmers are plowing. Birds are singing. And mean time the unhappy East has a temperature varying from 4 to 25 degrees below

Ex-Professor W. M. Wolfe, who he turned on the Mormon Church and is trying to rend it, seems to be a bad lot. owns up to frequent intoxication and the misdeeds of the church never worried him until he got into trouble nself. They have taken the sheep's lothing off of Wolfe.

The Baltimore National Woman's Suffrage Convention is raising a large fund to carry on the suffrage compaign in Oregon. And yet there are people who say women have no aptitude for

make out that Secretary Taft is not the heavy-weight of this Administra-M. Taigny says he does not know what Castro wants. Perhaps not; but we know what Castro needs and what

ex-Chief Engineer Wallace is the latest

to join the ranks of those who want to

Senator Depew says he is feeling ounger than ever; but he has for some time been old enough to know better.

he is likely to get.

ptain Cox says Captain Cousing

THE SILVER LINING.

Harry Murphy, the staff cartoonist, las poem on our desk last night and asked print it. In view of the fact that we used to know Mr. Murphy before he was rich and more or less famous—as a cartoonist—we overlooked the fact that the deak had been cleaned up only a week or so before, and gave the verses a ading. The reading would have been essful, or to put it more blur less painful to us personally, if we had lowed our usual custom and asked the author to step out into the corridor until the worst was over, as the appendix experts say. As it was Harry looked over shoulder throughout the operation and kept us from communing with our

selves in our usual succint style.

All this is preliminary. We told Harry as gently as possible that we thought the child of his brain was too weak to stand the knife, and that, while a whole lot of cutting was prompted by our diagnoels, we would much prefer to administe the usual treatment for incurables and advise his brain to practice race suicide in the future. Then Harry got mad and insisted on knowing why we would not publish his poem. He said he had seen worse poems over our own signature, among other unkind things, and threat ened to quit making pictures for the paper if we turned him down.

That settled it with us, for, as hitherto remarked, we assume to phy-as a cartoonist. He wanted us to phy-as a cartoonist. He wanted us to tell him why it wasn't a good pos wouldn't print it and rather than do such a thing before a friend's face, we hands with him and accepted his stuff just to get rid of him. Now that he is not with us we do not mind writing a brief criticism. It will help the reader to bear up, since we can't avoid publishing the poem, and it may soften the wrath that we know is our just por-Here is the poem; we leave the label on it just as it came to us:

microbe in this town

Is ranging up and down.

The bug they call reform Has taken us by storm, One cannot get away From its contagious sway In curbing vice and crime, We occupy our time; The day of graft is done The devil's on the run. We've got a zealous Mayor Whose one especial care Is guarding young and fair From ain polluted air Of gilded den and snare-Quite right, we all declare. With strife the Council's torn From eve to dewy morn They argue and contend About the way to end The reign of vice and ain And kick out satan's kin. The preachers' thund'rous voice Makes sanctity rejoice. The churches so they say Have gone into this fray And there propose to stay For ever and a day. In club, in car, in street Reform is all we meet. Although we hate to blame We hang our heads in shame To see the awful sin Our neighbors wallow in, Reform does not begin Like charity at home, To locate wrong we roam. Reform does not apply Unto the pronoun "I." Some say that change you can't With law, or shrick, or rant. The nature God gave man. But sure these persons can Not understand, for they Proceed to jeer and say-These insects so unblest-That they would like a rest rom efforts to reclaim This town from horrid shame But we the goodly know Where souls of knockers go. So onward to the fight-Hurrah, for us and right.

Now, in our own mind we are satisfied that the main trouble with Mr. Murphy's poetry is in its lower extremities. It is club-footed and its legs are too short. Nor are they exact meters. A Mucphy poem is all right from its chin up, that is, generally speaking, but its mode of locomotion is wobbly. Its progress reminds us of one of these legiess cripples we see The Oregonian yesterday in reply to shuffling down the street with the tails of ...s sack coat dragging like a ball rown. It clearly belongs to what Mark Twain would call the daschunschool. Probably he meant the deck-We do not know who gave Harry his

poet's license, but we suspect that

some other fellow personated him dur-

ing the examination. The last regularly leaved license of this kind was issued to Walt Whitman and the Master Poets' Association now admits that the examining board of that remote day was a wee bit too lax, If it were within our power we would not discriminate between Mr. Murphy and Captain Cousins in the matter of licenses. If we had had time and Mr. Murphy had not criticised our own efforts at wooing the muse, we could have stretched the legs of his poem and improved it a great deal. This is our excuse for letting it go as it looks. As to the subject matter of his verse and its general treatment there is not a great deal to criticise. Dr. Brougher nd Harry and ourselves have a gen-Hemen's agreement on that question It might disturb Dr. Brougher to know that Harry once spelled Brougher with a lower-case "b." but we (not Dr. Brougher and I) took the liberty of correcting what was obviously a mere clerical error. Other errors which we did not correct are more unpardonable. Mr. Murphy, for example, makes the vulgar error of using the words "mi-crobe" and "bug" interchangeably. No poet, except possibly, Ella Wheeler Wilcox, who scorns science, would do that the expression "contagious sway" is also decidedly out of place in speaking of bugs, Nor do we ap-prove of the slur cast upon Mayor Lane in the following stansa. The Mayor is protecting the homely girls, too, at least those whom nature has not made self-protecting, and we do not have that sort of girls in Portland. This may be Mr. Murphy's excuse; that all Portland girls are fair.

at Richards.

If so his poetic license may be a pro-

tection. And in conclusion we wish to

say for ourselves, personally, that we do believe in beginning reform at

home. We, at least, have never dined

Chicago Record-Herald.

An English schoolboy recently wrote the following essay on "Friendship": "A friend is one who knows all about you and likes you all the same." If there is anything more to be said on the subject

MARVELOUS STORY OF OUR COMMERCE

Enormous Internal Activity of the United States for 1905 Breaks All Records We Are Our Own Best Customers.

nerce during the year 1906 was undoubt dly the largest for any corresponding month period in the history of the country, according to reports received by the Department of Commerce and Labor through its Bureau of Statistics. The greatly increased activities in the iron, steel and copper industries were particularly worthy of note, having caused iron production, according to reliable commercial sources, to advance 40 per cent, and copper nearly 15 per cent, over similar production in 1904. As a natural conse quence, fuel consumption was strongly augmented, so that the production and ement of both coal and coke were important staples, such as the receipts and shipments of grain and live-stock, also presented, in the aggregate, heavy gains, while lumber pro-duction and shipments in practically all sections of the country, including the Southern and Gulf States, the Mississippi and Wisconsin valleys, and the Pacific were far in excess of what they At the markets of Chicago, Kansas

City, Omaha, St. Louis, St. Joseph and St. Paul livestock receipts during the year 1905 aggregated 28,201,251 head, a number over 21/2 million head greater than number over 2½ million head greater than that for the like period in 1904, and more than three million head heavier than that for 1803. The 1805 movement was divided into 8.807.816 cattle, 721.861 calves, 17.390.248 hogs, 10.315.877 sheep and 465.559 horses and nules. As compared with the 1904 figures, gains were made in the arrivals of all five of the classes of animals specified. ified, the gain in hog receipts amount to over a million head. During 1905 receipts of grain at 12 import-

ant primary markets aggregated 762,624,710 bushels, in contrast with 680,851,236 bushels bushels, in contrast with 500,501,205 bushels in 1904. The current year's arrivals were divided into 240,732,460 bushels of wheat, 223,557,360 bushels of corn, 207,824,201 bushels of oats, 50,076,914 bushels of barley, and 10,123,735 bushels of rye. As compared with the 1904 arrivals, gains were made in the receipts of all the cereals, except rye. Of the interior market grain receipts dur-ing 1905, Chica-o received 280,675,893 bush-els: Minneapolis. 127,489,240 bushels: Kan-202.443 bushels; Duluth, 51,785,784 bushels; Milwaukee, 37,749,100 bushels; Omaha, 34,-523,500 bushels; Peoria, 29,067,420 bushels; Toledo, 24,400,100 bushels: Louisville, 22,-602,700 bushels; Cincinnati, 20,353,215 bushels, and Detroit, 14,975,232 bushels. Total flour arrivals at these markets during December aggregated 1,619,682 barrels, as against 1,590,632 barrels in December, 1994, while the arrivals for the year, which amounted to 21,324,456 barrels in 1965, toaled 20,580,237 barrels in 1904.

Grain exports from the United States during December according to prelim-inary returns, which include about 37 per cent of the entire movement, amou corresponding movement in 1904 of 16,382.—
150. as against 57,488,482 tons in 1904 and
155 bushels. Of the 1905 movement, 20,572.—
152 bushels were shipped by way of the
Atlantic ports, 8,015,318 bushels by way of history of anthracite mining.

The aggregate volume of internal com- | the Gulf ports, 3,201.416 bushels by way way of northern border, lake and other border ports. During the calendar year 1905, 174,036,296 bushels of grain were experted from various United States ports, and of this quantity 102,994,582 bushels were credited to Atlantic ports, 37,395,882 bushels to Gulf ports, 14,872,135 bushels to Pacific ports, and 18,862,296 bushels to northern border, lake and other border ports. The similar total outbound move-ment in 1904 aggregated 69,012,893 bushels.

Both the Atlantic and Gulf ports made heavy gains in the exportation of cereals during the year, if compared with like movements in 1904, although the increase at the Atlantic ports, both from an actual and a relative standpoint, greatly exceeded that of the Gulf ports. Total corn exports, which were 110,000,255 bushels in 1905, as against 46,390,627 bushels in 1904. were the greatest factors in the accom-plishment of this improved condition, although the increase in foreign shipment of oats has been remarkable, the move-ment advancing from 1,192,338 bushels in 1904 to 28,841,663 bushels in 1906. Plour exports for December, which amounted to 1,871,918 barrels in 1906, were over a million barrels in excess of a similar movement in 1991, while for the entire year like withdrawals, which aggregated 11.281,000 barrels, fell slightly below similar movements in 1904. Of the 1905 movement, 6.213. 641 barrels left the country by way of Atlantic ports, 1,101,585 barrels by way of Gulf ports, 2,536, in barrels by way of Pacific ports, and 430,230 barrels by way of northern border, lake and other bo

The domestic shipments from various ports on the Great Lakes during 1996 reached the remarkably large total of \$7,-345,620 tons, undoubtedly representing the greatest traffic movements for any calen-dar year in the history of lake naviga-tion. While the increase of 15 million tons over the 1904 shipments may be partially accounted for by the interruption of navigation in the latter year, owing to the strike of steamship employes during May and June, no such cause can be attrib-uted to the gain nine million tons over the 1903 outbound movements or the in-crease of nearly 12 million tons over those of 1902. Of the different commodities shipped during the year, ore and minerals aggregated 28,066,210 tons; coal, 14,665,875 tons, unclassified freight, 5,201,351 tons; grain and flaxseed, 2,556,183 tons; lumber and logs, 4,288,895 tons; and flour, 1,257,096 ments of ore and minerals, which, during 1904, amounted to but 21.813.411 tons. December's shipments of anthracite coal from the Eastern producing regions amounted to 5.395,113 tons, as compared with the corresponding movement in 1994 of 5,663,144 tons, and in 1905 of 4,259,748 tons. The heaviest movement during any one month of 1905 occurred in May, when 5,005,158 tons were shipped. During the 12 months of the year just closed anthra-

FALL BACK ON TERRORISM.

Russian Workmen Disband Council.

Smuggling Arms to Finland. ST. PETERSBURG, Feb. 8.-Realizing ST. PETERSBURG, Feb. 8.—Realizing the futility of open agitation at present among the workmen and in order to avoid the fate of its three predecessors, the Workmen's Council has formally disbanded and has published an announce-ment that it will not resume its deliber-ations until the forces of reaction have ceased their activity. The revolutionary leaders have now concentrated their en-ergies in preparing for an uprising in Pinnish frontier, and they were rewarded yesterday by the capture of two wagons loaded with rifles, which were on their way to St. Petersburg.

Considerable shipments of dynamite have recently been seized by the police, who are now in such close touch with the conspirators that the latter frequent-ly are forced to abandon bombs, A peas-ant yesterday fished out three bombs from the Neva and a party of children, while coasting at Nishni-Novgorod, found a box filled with bombs, which exploded.

CAPTAIN FERSEN PROMOTED

Descendant of Famous Swede Will

Command Vladivostok. ST. PETERSBURG, Feb. 8.-Captain Baron Fersen, ex-Russian naval attache at Washington and lately commander of the Fourteenth Naval Equipage at St. Petersburg, has been appointed Com-mandant of the Port at Vladivostok, to succeed Admiral Greve, who has been relived since the recent mutiny at Vladi-vostok. Captain Fersen's success in restoring discipline in the mutinous naval equipage is responsible for his selection for the difficult task at Vigdivostok.

Baron Fersen is a descendant of Count for the difficult task at Viadivostor.

Baron Fersen is a descendant of Count division of the Atlantic fleet with a tenuer has salled from Culebra for Trinidad. It is explained at the Navy Department that this movement has nothing to do the Venezueian attuation, although Antoinette, who drove the coach in which the King and Queen attempted to escape. After the execution of Marie Antoinette, the Count escaped to Brussels, and lived there for many years. He was killed by the populace at Stockholm, and his family went to Russia.

Baron Fersen was commander of the protected cruiser Isumrud, and blew up the cruiser near Viadivostok after the battle of the Sea of Japan.

KILLING OFF MAHOMMEDANS

Wholesale Slaughter by Armenians in Caucasus Villages.

CONSTANTINOPLE. Feb. 9 .- (Special.)—The Grand Visier has received advices that Armenian bands have burned 27 Mussulman villages in the Caucasus and are now besleging seven others. All of the inhabitants of the destroyed villages, it is reportel, were

Big Capture of Rebels.

RIGA. Livonia, Feb. 8.—A punitive expedition has captured a large band of revolutionists on the Dahlen estate in the vicinity of Riga. Fifteen of them have been court-martialed and shot. The others were flegged with knouts. This expedition also captured several hundred rifles.

Sentence on Would-Be Assassin

MOSCOW, Feb. s .- Poltavatsky, the youth who, on June 15, 1905, attempted to assassinate General Trepoff, was today condemned to five years' imprisement without loss of civil rights.

Moscow Has Become Peaceful.

MOSCOW, Feb. 8.—The regulations for increased security which have been in force since the outbreak of the recent revolt will be raised February 12

ST. PETERSBURG, Feb. s.—The hiefs of Police at Penza and Kutais

Bill Imposing Severe Penalties on Railroad Officials.

LA FOLLETTE AGAINST PASSES

cite coal shipments amounted to 61,410,201 tons, as against 57,488,462 tons in 1904 and

WASHINGTON, Feb. 8.-Senator La Follette today introduced a bill prohibiting Federal officials from asking .for or accepting railroad or other

granting them. It imposes penalties for violations of the law. The bill forbids all persons and corporations giving free passes or grants to any political committee or its employes; to the Spring and on cits of terrorism.

The revelations of the Novoe Vremya regarding the smuggling of arms into Finland from Sweden have redoubled the bill forbids pa being issued for "the traveling accomm

passes and prohibiting railroads from

dation or transportation of any person or property or the transmission of any message or communication." The punishment for violations of the bill is "Imprisonment at hard labor not more than five years, nor less than one year, or by dine not exceeding \$5000 nor

less than \$100." Agents and officers of companies within the purview of the bill are to be privileged from testifying in relation to anything it prohibits, and no person so testifying is to be liable to punishment for any offense

fined as "any form of ticket or mileage entitling the holder to travel over any part of the line or lines of any railroad. issued to the holder as a gift in consideration of any service performed or to be performed by such holder or any other person, except where such ticket or mile-age is used by such holder in the performance of his duties as an employe of the railroad issuing the same."

Railway mail service men, while in the performance of their duty, are to be exempt from the provisions of the bill.

Fleet Working Out War Game.

with the Venezuelan situation, although the Venezuelan coast is only a few miles the Venezuelan coast is only a few miles distant from Trinidad. It is said that the ships are simply working out part of a war game in the exceptionally favorable waters of the Gulf of Paria.

Where Funston Did Not Swim From Manila Letter of Editor Howe, of

Atchison, Kan.
We crossed the Bagbag River, which
Fred Funston didn't swim. The Bagbag
looks a good deal like Independence Creek at the place where you cross it on the Doniphan road. Two privates in the Kansas regiment really swam the river, under fire but Funston received the credit. Afterward the incident, as applying to Funston, was taken out of the Kansas school readers. I do not know whether Funston claimed the credit of swimming the river or not; possibly he denied it all the time, and he was made a hero in spite of his screams. You may remembe that Theodore Roosevelt was nominated for Vice-President as the hero of San Juan hill, although he distinctly stated in his book on the war that he was not in the action on the hill. But when the in the action on the hill. But when th Americans start in to praise or man, they overdo it.

Washington Letter.
This story was told in the Senate cloaksoms apropos of the speech of Senator Patterson, supposed to be a Democrat, in which he eulogized all of President Rooseveit's policies:

A local census enumerator visited the Senator's home in Denver, and was re-ceived by the negro butler. After the usual questions, he asked: "What is the Senator's politics?" "Fo' de Lawd's sake, mister, I dunno,"

answered the darky. "De Senator ain't done been home since breakfast time."

James Whitcomb Riley. "Whatever the weather may be," says he—
"Whatever the weather may be,
It's the songs ye sing an the smiles ye wear
That's a-making the sun shine everywhere."