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Portland, Thursday, March 8, 1906.

THE SEATTLE LESSON.

The immense significance of the Seattle election cannot be ignored. It was the fight of the Plain Citizen against corporate tyranny. There was no other issue. It found, indeed, manifestation through several avenues, toward the "open town," "bossism," gambling and "the machine." But these were incidents only. At basis it was universal revolt against the railroad which have dominated Seattle for years. The steam roads and the street railroad combine have taken from Seattle what they wanted in the way of public franchises and have left for others whatever they chose not to take, which was nothing. Through their absolute control of municipal machinery, for example, they have held up for months the application of the Chicago, Milwaukee & St. Paul Railroad for rights of way over the streets, by imposing impossible conditions, and they have made it clear that Seattle could give no competitive railroad anything whatever except through their favor.

The railroads owned the Republican boss. The Republican bosses ran the town. The town endured it through many years, and then found a way to burst its shackles. The Republican organization, as usual, put up a ticket. It was headed by Mr. Ripplinger, personally a popular and agreeable young gentleman. The Democrats, however, nominally weak, retired from the field in favor of a Municipal Ownership ticket headed by W. H. Moore, an active and outspoken advocate of municipalization of public utilities. The Republican leaders, recognizing with alarm the overwhelming public resentment at railroad domination and the growing sentiment for municipal ownership, themselves declared in their party platform for that principle "as soon as it could be carried into effect." The entire opposition was united in one straightforward demand for immediate municipal ownership, without any qualifications whatever. In the one instance the voter was offered the real article; and in the other the bogus brand. Ripplinger was hence held up, meretriciously, as the candidate of the party.

There is no other interpretation whatever to Tuesday's election. It may, of course, be doubted whether it will be practicable for Seattle now to buy and operate its extensive street railway system, but that is a problem for the future. Seattle has declared that it intends to do it, because it is weary of insolent and inconsiderate treatment by its public-service corporations and is determined no more to yield to their insatiable demands for larger public privileges without adequate returns to the public treasury.

It may be well for the public-service corporations of Portland to take heed of the instructive Seattle lesson. There was never anywhere a more perfect and complete system of political and commercial control of any city than in Seattle. Yet the Plain Citizen has upset the system because the corporations did not know how to use it. They did not use it properly, the enormous privileges they had obtained from the public.

TILLMAN AND THE RATE BILL.

A hundred years from now historians will still be speculating over the motives that decided Mr. Aldrich and his colleagues upon the Interstate commerce committee to give Mr. Tillman charge of the Hepburn rate bill in the Senate. Was it a childish blunder, the result of a fit of pique? Was it a deliberate insult to the President? Or was it a move in a deep game of policy which we shall understand when we see the outcome, and not before?

The last supposition is the least probable of the three. The policy of the leaders of the Senate, Aldrich, Elkins, Foraker, has never been very deep. It has consisted simply in giving privileged interests all they asked and voting down or pigeonholing every measure for the public good. To follow such a policy consistently requires no great astuteness. It demands merely indifference to their oath of office, loyalty to their corporate owners and contempt for the public. These qualities the leaders of the Senate have shown in unqualified perfection; but to conceive and execute a deep-laid strategy is a very different matter. They probably lack the wit to do such a thing. There is plenty of corporate strategy both

deep and dark, but it is worked out by the brains of mercenary lawyers, not by the magnates themselves or their Senatorial puppets.

The chances are that in handing over the rate bill to Mr. Tillman they made a blunder. They believed that placing the bill under Democratic management would turn the Republican sentiment of the country against it; they believed that the public contempt for Mr. Tillman would be reflected upon the measure and that it would expire in a storm of ridicule; and they believed that Mr. Tillman's desire for petty revenge would make him betray the President's favorite measure. In all these things they were mistaken. The country does not care whether the Hepburn bill emerges from Congress under Republican or Democratic auspices. It wants the law enacted, and will receive what it wants from either party indifferently.

FRANCHISES.

"Look not mournfully into the past," says the poet. "It is dead and buried, and your brains must not make it alive." and his counsel is wise, but only half wise. True, the past cometh not back again, nor the franchises that have been given away in the past. Like Esau's birthright, Jacob has got them and will probably keep them. Tears and sighs over the folly that squandered these franchises will never reach the ears of the public. Remove them not after the past, but, if it can be done, may prevent the repetition of similar folly in the future, and therefore, notwithstanding Longfellow's advice, it is a salutary passion. Mournful contemplation of our thriftless former dealings with franchise-grabbers is a singularly salutary mental exercise for Portland citizens just now, when the brutal logic of facts and figures sets before us what we have lost and what the fruition of the municipal wealth which we have retained is worth.

Citizens' eyes bulge to read of the bids by competing corporations for a franchise on Front street limited to twenty-five years and under strict terms of regulation. Suppose the street railway act, which was passed last week, and which could be offered now to the highest bidder. They would realize an income which might make municipal taxes practically unnecessary. It is useless to cry over spilled milk unless our tears make us more careful with what is left. That is only a small part of what has been bestowed in the past upon greedy corporations. One traction company, for example, proposes to build a standard-gauge line on Front street costing some \$60,000 and turn it over to the city free of charge; then it will lease the line, paying \$50,000 bonus and a fixed toll of 1/2 per cent for 25 years. This would yield the city an estimated annual income of \$25,000, which would amount to a cash payment of \$1,100,000; while at the end of twenty-five years a new and still more advantageous contract might be made.

This looks well and it actually is well. In comparison with the old shiftable system of giving away franchises it is a magnificent thrift. It indicates that the interests of the city are incomparably better understood and cared for by the Council than they ever were before. It may even excite suspicion in some minds that the traction company has made an excessively liberal proposition in its eagerness to control the franchise. If such a suspicion exists, a little thought must dissipate it. The company asks the privilege of charging a lower rate of 1/2 per cent on the franchise period. Suppose there are to be five such users each running as many cars as the traction company. Each of these corporations must pay the traction company an annual rental of \$45,625, and all together they would pay it \$228,125. Deducting from this sum the yearly rent or toll which the company pays to the city, we have a net profit to the holder of the franchise of \$209,875.

This is not a bad return from an investment of \$110,000. In twenty-five years it would amount to \$5,246,875, while the total tolls paid to the city would amount to \$456,250. The traction company therefore will not get the worst of the bargain, in all probability. If its terms are accepted, and if they are not accepted, it may propose terms a great deal more advantageous to the city and still be safe.

The object of this little calculation is not to offer advice or even suggestion to the Council. They seem to be abundantly able to conduct the negotiation without assistance. The only purpose is to remind the public of the enormous money value of these franchises which have been squandered so heedlessly and lavishly in the past. A harsher word than "squandered" might well be applied to such transactions. The franchises have been acquired by fraud; they have been stolen through the connivance of faithless public officials. And yet their value, great as it is, has been wholly to the city, because the population, the industry, the enterprise of the city have created it. The men who hold them, by titles founded in almost every instance upon dishonesty, have created no part of their value. Those holders have simply applied their special privilege to absorb value created by the efforts of other men, and they will continue so to apply their special privilege as long as it exists. The American people have awakened to the true significance of the traffic in franchises. In the past it has meant the delivery of the fruits of industry into a few favored hands as fast as they ripened. In the future, under the new and better system, which the deposit of the Front-street franchise inaugurates, it means the preservation for the city the material good which the progress of the city creates.

WHERE THE RESPONSIBILITY RESTS.

It rests with the Port of Portland Commission whether the Portland & Seattle Railway shall enter Portland or not. It has seemed to this entire community that the Commission has here-tofore interposed needless obstacles in the way of the Hill railroad. If that railroad is to come to Portland at all, it must enter over a bridge, and that bridge must be below Portland. No one has suggested a better location than the Swan Island crossing, and no one has advanced reasons that seem to the public sufficient to justify construction of an unwieldy, expensive and experimental bascule bridge.

Delay in reaching a decision in this vital matter has been too long. There should be decision at once, that this community may understand definitely and finally the attitude of the Port of Portland Commission towards this most important project, and that we may know the reasons why we are to have the Hill railroad at all. It is believed that the Oregonian that, unless the Port of Portland Commission proposes for Mr. Hill a practicable plan, which it has not

heretofore done, for coming into this city, he will abandon entirely the Columbia and Willamette bridges and the North-Bank Railroad will be a mere supplementary Puget Sound line. The North-Bank Railroad, of course, he built, and we shall have Northern Pacific and Great Northern cars in Portland, and they will come over the present Northern Pacific line, and we shall not have opened up to us the productive Northern Pacific-Great Northern jobbing territory and the valuable Northern Pacific-Great Northern grain territory that are now tributary to Puget Sound.

A heavy responsibility, therefore, rests upon the Port of Portland Commission. Is it willing to be held accountable by this community, as it will be, for abandonment of the Hill project, so far as it concerns Portland? The Oregonian says plainly to the Port of Portland Commission that further delay in its opinion will be held responsible for the whole Hill scheme, and that, for the sake of Portland, and for the sake of the country, and for the sake of the people, and for the sake of the nation, it must be, if Portland is to be the scene of activity by the Hill lines.

RUSSIA GOLD-BRICKED AGAIN.

The biggest, overbearing, autocratic, ignorant aristocracy which pulls the strings that control the movements of the "Little Father" puppet in Russia has apparently learned little or nothing from the cataclysm of fire and blood through which it has just passed—or, to be more accurate, is still passing. The imperial manifesto just issued relative to the National Assembly and reorganized Council of the Empire is certainly a case of giving a stone in reply to a request for bread. With many of her ships in the hands of cut-throats, the streets of the principal cities red with the blood of soldiery and revolutionists, and the entire government so thoroughly honeycombed with treason and intrigue, that it can scarcely be called a government, it can scarcely be called a government, it can scarcely be called a government, it can scarcely be called a government.

Of course, after all the extravagant promises that had been made when the life of the empire was almost trembling in the balance, immediate return to the old despotic policy would not look well, but close scrutiny of the Russian policy as outlined in the Emperor's manifesto discloses the fact that the "people" have gained absolutely nothing by the alleged change. No salient improvement of gift was ever placed on a diplomatic gold brick than that which ornaments the suspicious-looking present that the "Little Father" has just made to his cringing subjects. With a burning desire to enable the people to participate in the molding of legislation it is decreed that one-half of the upper house of the National Assembly shall be appointed by the Emperor, and of the other half twenty-six shall be elected from the nobility and clergy. The lower house, which is known as the Council of the Empire, is to consist of an equal number of elected members and of appointees of the Emperor.

As it is provided that only measures passed by both houses shall be submitted for imperial sanction, it can easily be understood that legislation passed by the lower house which might be unsatisfactory to the upper house would meet a painless death with less effort than is required to put a "cinch" bill to sleep in an American Legislature. It would seem that, after so carefully stacking the cards, no further precaution is needed to insure that the common people from securing their rights, but the power behind the Russian throne was not taking any chances. There has been no modification of the right of the government to promulgate temporary laws during recesses of Parliament, and, as the body of lawmakers can be dissolved at any time by imperial edict, no one can easily understand whenever it is deemed necessary to pass a law which might excite suspicion in open session. In order that the people might not be burdened with too much work, the Emperor has relieved Parliament of any participation in considering the reports of the Minister of Finance on the state of the treasury, or on reports of charges of misfeasance against members of the Council of the Empire. Ministers, Governors-General and naval and army officers.

These matters are to be attended to by special commissions appointed by the Emperor, and these commissions also have sole control of the franchises for stock companies, titles of nobility, anything in general which presents unlimited opportunities for the sale of great things that have made Russia famous, for that state, and as a result the commonwealth will some day have a vast sum in its treasury as proceeds of school land sales.

A press dispatch from Chicago makes the naive statement that it grew dark yesterday that the cattlemen at the stockyards were unable to distinguish their cattle from the others. This defense may satisfy a Chicago gas jury, but it wouldn't go in Klamath County.

MISUNDERSTOOD CONDITIONS IN THE ORIENT.

Changing political and commercial conditions in the Orient are continually bringing to light surprises, for the wise men of that other East. Every day there is an exclamation of wonder from Washington over the discovery in the Chinese boycott of some phase that was known and understood out here on the Pacific Coast ten or twenty years ago. It is not yet a dozen years since James J. Hill discovered the Oriental flour trade, although Citizen Wilcox for a dozen years before Mr. Hill's discovery had been promoting Portland flour in all prominent districts between Singapore and Vladivostok. The greater number of these startling discoveries are made by new attaches of the Consular Service who are shunted away to a foreign country, where their general incompetence will be less noticeable than it would be in a department at Washington. A Washington correspondent of the Chicago Tribune has been taking some of these Consular reports seriously, and, as a result, waxes his paper from Washington that "much of the supposed animosity displayed by the Chinese against American goods is caused by the persistence of our manufacturers in refusing to study the Chinese market, or to become themselves acquainted with the Oriental mind."

Flour, cotton and oil constitute the bulk of our exports to China, the value of these commodities exceeding that of all other shipments from this country. The flour trade was the foundation for all trade with China, and had its beginning in a small way more than fifty years ago. Flour as well as cotton, oil and other commodities, of which China has been a great purchaser, is sold throughout the Flowery Kingdom by native agents, working with American or English representatives of American firms. These men make a careful study of the Chinese markets, and are in the closest possible touch with them. The fantastic names and pictures which ornament the bags in which flour is shipped to China offer plenty of evidence as to the consideration that is shown the Chinese in preparing our goods for their markets. American agents can always be found right on the border, and as far inland as it is safe for a Caucasian to go.

Based his views on such misleading information, it is not natural that the "boycott" charge should be made. The "boycott" is certainly much more imaginary than real, but unfortunately the boycott is different. The Chinese boycott was instituted for no other purpose than to coerce the United States into granting to the United States certain concessions which will make it easier for an unlimited number of Chinese "merchants" to invade our shores and compete with our own white labor. The boycott never has been distinctively a fair weapon, but is brought into play in cases where its sponsors believe, or profess to believe, that the end justifies the means. The District Attorney and the Department of Commerce and Labor will know more about Chinese trade and Chinese boycotts before the trouble now brewing is settled.

It has been eloquently said that Great Britain "is a power whose morning drumbeat, beginning with the sun and keeping company with the hours, circles the globe daily with one continuous and unbroken strain of the martial airs of old England." The British army is one of the "big" things of the world. All over the civilized and uncivilized world, wherever the foot of white man has trod, we can find Tommy Atkins and his gun. By force of arms he has drilled civilization and religion into many savage tribes, and he has been a refining influence from all other nations combined. But the British army, in spite of the bewildering immensity of its proportions, is dwarfed by our own army of pensioners. The total expenditure for the entire British army for the current year is estimated at \$148,630,000, which is a great many millions less than the United States is called to appropriate for its pensioners. Great Britain is said to be groaning under the increasing cost of her army. There is not very much groaning over the vast sum annually paid out to American pensioners, but the sum is increasing at an astonishing rate.

Portland's contention that if a sufficiency of tonnage were provided for the Oriental trade the traffic would expand rapidly has been vindicated on the first trial. The service is not yet what it should be, but last Fall a number of extra steamers were placed on the run to take care of the business offering. The result is noteworthy. For the eight months ending February 23 Portland's Oriental four shipments show an increase of \$700,000 over those of the corresponding period in the previous season, while Puget Sound, with much larger aggregate shipments, shows a gain of but 256,628 barrels over the same period last season. For the first eight months of the season of 1904-05 Portland shipped 31.8 per cent of the flour sent from North Pacific ports to the Orient, Seattle having shipped 58.3 per cent. This season to February 23 Portland has shipped 38.6 per cent and the three Puget Sound ports 61.4 per cent. With this showing there should be no difficulty in the future in securing a sufficient amount of tonnage to take care of the business.

If it be true, as it is generally assumed to be, that bees in fertilizing fruit by carrying pollen from one blossom to another, it is probable that great good would result to the fruit crop of the Willamette Valley if farmers kept more bees. Perhaps one farmer in a hundred keeps a few stands of bees, whereas nearly every farmer could keep them with little or no expense. Ever so little attention, scarcely any expenditure, money for food, and not a heavy investment in the beginning. The profits might not be large, but they would add something to that steady income which is the advantage of diversified farming.

The state school lands in Idaho are of no greater value than those of Oregon, but they have been handled in a much more businesslike manner. Evidence of this is shown in the sale of a section of school land in the Coeur d'Alene country a few days ago for \$25,000. There have been extensive land frauds in Idaho among the big thieves, but the Puters and McKiners were less numerous and active in school lands in that state, and as a result the commonwealth will some day have a vast sum in its treasury as proceeds of school land sales.

A press dispatch from Chicago makes the naive statement that it grew dark yesterday that the cattlemen at the stockyards were unable to distinguish their cattle from the others. This defense may satisfy a Chicago gas jury, but it wouldn't go in Klamath County.

We are just a little curious to know if the gentlemen in Multnomah County who have subscribed to statement No. 1 are willing now to tell their Multnomah County constituents that they will vote for the "choice of the people," whatever county he comes from?

"Scotty," the Death Valley miner, will take to the stage with a play which he is financing with his own money. For the sake of the dramatic art it is to be hoped that no other money will be attracted by it, either through the box-office or otherwise.

Naturally the thugs and divekeepers of Chicago will lay it to the City Council. It looks pretty dark for them since the passage of the \$1000 license ordinance.

In the case of Congressman Blackburn the grand jury seems to have been guided by the old adage that "handsome is as handsome does."

The miraculous restoration of Lobley Hinton's ear for music follows Mr. McCall's death with suspicious suddenness.

THE SILVER LINING.

By A. H. Ballard.
 To Love and Be Beloved.
 Go where you will, and look where you may.
 There is nothing so sweet on earth, I say,
 As to love and be beloved;
 Ever, to death, we repeat, anon,
 We have lived, do live, and shall live on
 To love and be beloved.

In a winsome world we feel, and hear,
 And see 'till we find there's naught so dear
 As to love and be beloved;
 We plan, we struggle, we work, we moan,
 To call a single success our own—
 To love and be beloved.

We bear the dreary rub of things,
 With all its pains, with all its stings,
 To love and be beloved.
 We fain would live a life like this,
 To prove to ourselves just what it is
 To love and be beloved.

We fight the battle, bend the knee,
 Yearning for love's sweet ministry,
 To love and be beloved;
 We stake our riches, risk our souls,
 Watching while our great phantasies unroll;
 To love and be beloved.

"The flame has gone from his heart," she says,
 And she often thinks of the sacred days
 When she loved and was beloved;
 "A woman's love burns quick, and out,"
 He ponders, and he thinks about
 Loving and being loved.

But, go where you will, and look where you may,
 There is nothing so sweet on earth, I say,
 As to love and be beloved;
 Ever, to death, we repeat, anon,
 We have lived, do live, and shall live on
 To love and be beloved.

A conscientious man is the safest man.
 Being conscientious is more the result
 of experience and judgment than a natural
 endowment.

Diligence, deeds, dollars—that's the order
 of it. You can get there if you keep
 it up.

Hope Eternal.
 Never mind the clouds and sorrow,
 God's bright sun may shine tomorrow.

Don't worry if you cannot set the world
 on fire today. Keep on gathering kindlings.
 Some time a really magnetic
 action of yours will start the blaze, and then
 there will be fuel enough for a large flame
 that everybody can see.

Lament of the Franchise President.

Serious thoughts my head haas,
 I wish I never heard of gas.

Summer Clothes.
 In the Spring a woman's fancy
 Lightly turns to thoughts of dress,
 That bewitching necromancy
 Fills her soul with sweetest stress.

Pitch in or they'll pitch you out.
 (Tips on the Race of Life.)

Forgetfulness—A simple, convenient,
 single word to express a wide range
 of reasons why you don't want to tell what
 you are asked.

Portland—An Eastern city in a Western
 State.

Senator—A member of the richest club
 in the United States.

Tea Gown—Any night dress not made of
 white material.

Woe—What they call whisky (or what
 ever you want), when served to you in a
 cup in the afternoon by a lady in her own
 house.

Faithful—A myth told by men and women
 to each other for the sake of entertainment.
 It is one of life's practical impossibilities,
 yet frequently spoken of as agreeable fiction.

Handsome—A quality a woman may possess
 and still have brains, a man never.

Love Letter—The influence a girl uses
 to try to guide you with during her absence.

Loaf—Everybody is that, as long as you
 have a money.

Kiss—A sign of contempt.

Careless—Stroking a pussy-cat; or, say,
 a girl's hand, or better.

MARRIAGEABLE AGES.

Milwaukee Sentinel.

In Austria a "man" and a "woman" are
 considered to be capable of conducting a
 home of their own from the age of four-
 teen—a fact which accounts in no small
 degree for the spirit of "child fatherhood
 of the man" so prevalent in Austria.

In Germany the man must be 18 years
 of age, but the age of the bride-elect is
 left to popular discretion.

In France the man must be 18 and the
 woman 15, while in Belgium the same
 standard prevails.

In Spain the intending husband must
 have passed his 14th year and the woman
 her 13th. These figures, in connection
 with the admitted poverty of Spain, so-
 cially considered, are full of the deepest
 meaning.

In Hungary for Roman Catholics the
 man must be 16 years old, and the woman
 12; for Protestants the man must be 18
 and the woman 15.

In Greece the man must have seen at
 least 14 Summers and the woman 12.

In Portugal a boy of 14 is considered
 marriageable and a woman of 12.

In Russia and in the United States
 the State Senators who are a little more
 sensible, for in both countries a
 youth must refrain from matrimony till
 he can count 18 years and the woman till
 she can count 15.

In Switzerland the men from the age
 of 14 and the women from the age of 12
 are allowed to marry.

In Turkey any youth and maiden who
 can walk properly and can understand the
 necessary religious service are allowed to
 be united for life.

To go further afield, mere children of
 ten, nine and even eight years of age are
 by Indian custom, often married. This
 applies to the girl only, although native
 boys of from 12 to 14 become husbands
 and the nominal heads of households.

In China too the custom is nearly as
 senseless. Boys and girls who ought to
 be in the school-room, or playing battle-
 gods and shuttlecock set up their family
 gods.

It is curious to note that the "marriage-
 able" age in Russia is the lowest in
 temperate latitudes and that the lowest
 point is touched in tropic latitudes, lack
 of civilization also having much to do
 with it.

Parcels Posts and Deficits.

North American.

Great Britain's parcels post carried last
 year 4,000,000 packages at a profit of \$11,000,000. The charge in the United Kingdom
 for a three-pound parcel and delivery,
 if necessary, including collection and de-
 livery, is 10 cents. In the United States
 the postage on a three-pound parcel is
 4 cents. The British postal surplus last
 year was \$2,900,000. In the United States
 last year the postal deficit was \$12,000,000.

WHAT ARE FAIR GAS EARNINGS?

Indianapolis Star.
 Speculation is often indulged as to when
 the present moral wave will subside or
 what course it will next follow. So far
 the sign of its subsiding has been in
 Indiana. Governor Hanly is much stronger
 today than he was two months ago. We
 can not tell when this awakening of the
 civic conscience will subside, but we shall
 venture to hazard a guess as to at least one aspect of reform
 which the immediately ensuing months
 will witness. Cities will turn their atten-
 tion to control of public-service corpora-
 tions, to the abuses that have grown up
 to the means of securing proper consid-
 eration of the public easement in these
 stupendously valuable franchises.

No aspect of this movement will be more
 significant than that of the manufacture
 and sale of lighting facilities, especially
 of gas. The fact appears to be that the
 capitalization of gas companies has been
 steadily increased without regard to the
 tangible assets of the business, but has
 been determined solely by what the traffic
 will bear. This operation has been made
 possible by the increasing utility of the
 franchise itself, which acquires value with
 the growth of the city and the increased
 consumption without any cost to the pro-
 ducing company. In this way gas plants
 have been enabled to protect themselves
 artificially against the necessities of me-
 chanical replacement and against the
 close correspondence between tangible assets
 and capitalization which has been forced
 upon other manufacturing enterprises.

In other words, we confront a situation
 in which it is sought to collect from the
 public what is called a fair return on an
 investment which is enormously out of
 proportion to the value of the producing
 company's plant when stripped of the arbi-
 trary valuations placed upon constantly
 depreciating physical properties. It is
 proposed to increase the contribution of
 actual justice can be reached in the
 matter; but what we shall get will be
 some much nearer approximation to a
 fair interest charge upon the actual
 value of the plant, considered as a man-
 ufacturing and mercantile proposition.

A gas plant ought to earn a moderate rate
 of interest on the sum it would take to
 produce its physical property and the man-
 ufacture of its product, but the franchise
 itself belongs to the public, and any interest
 upon it should go into the public treasury.

There is no reason why a gas plant
 should receive favors from the public
 which give it a more favorable value as a
 plant than a foundry or a flourmill en-
 joy. This idea is going to get possession
 of the public mind. It will work a revo-
 lution in numerous cities throughout the
 land, beginning probably with Indianapolis.

A Dead One? Not With This Showing.

Hillsboro Argus.

Seen at a glance up the street: A
 milk wagon stuck on Second street, in
 front of the water tower. A dog bit a
 boy on the head. A man was run over
 by a trolley. A man was run over by a
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