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PORTLAND, MONDAY, MARCH 26, 1906.

THE PEOPLE "SKINNED" AGAIN.

The people of Portland have no power, under their present charter, to regulate the price and service of the gas companies, the electric company or the street-car companies. Why? Because the franchise-grabbers, plutocrats, first families and others who "own" the city and are its "best society," and wax fat off the people, were not pleased to grant that power in the charter which they distributed to the public in 1902.

But subsequent franchisees—those which the ruling powers did not need and which, in possession of others, might be competitive nuisances—were to be subject to limitations of modern-day charters and the up-to-date demands of the people.

Such restrictions mattered little to the dynasty; besides, newcomers in the city, in quest of franchisees, would be kept out, while the old franchisees could continue to prey on the public. That was clever, too, wasn't it?

All that was needed to the success of this fine scheme was to rush the blanket street-car franchise through the City Council November 24, 1902, and January 9, 1903, just before the new charter went into effect, for perpetuation of the old regime. The trick was not then perceptible, but now that the people are paying the price it is plain enough. And it is entertaining to note that the "promoter" of this deal, A. L. Mills, who, two years later, became Speaker of the Legislature and "promoter" of special legislation for the "vested interests" and "solid institutions" of Portland, was president of the board that framed the charter.

The "vested" interests certainly were well cared for. But what did the people get? High prices for gas and electricity and car-rides that they cannot abate; service that they cannot regulate; insolent treatment and a reply like this to complaints: "You don't know what you are talking about."

"Don't touch the charter," when it was pending in the Legislature, and when amendments were proposed two years later. It's easy to see why the possessors of franchise privileges regarded the charter as immutable as the laws of the Medes and the Persians, and as sacred as the deliverances from Sinai. They didn't want the charter altered from the shape they had made it. Certainly not to be sure not.

Many good citizens failed to see the "skin game" when the charter was framed. They can hardly be blamed; the trick was "slick." Two years later, after the public had a chance to "grow wise," The Oregonian said, on May 10, 1904:

"The principal authors of this charter are men who wish to 'run' the city of Portland, yet never has been, never could be, a more responsible body of men. They explain why they didn't submit their names and claims to the electors, instead of accepting from the Legislature a power which they never would have had if they had the people to confer on themselves."

But the charter was mainly the work of our busy and pragmatic fellow-citizen, W. F. T. Having laid this one out and having seen of his fussy existence, our hantam has been crowding and clogging about it ever since and warning everybody else off.

During the time this charter was under incubation and when it was submitted to the electors the attitude of The Oregonian toward it was one of passivity or indifference. The reason was that from the beginning the work of making it had fallen under the guidance of individuals who gave it directions. The Oregonian did not enter into any contest or squabble over it, for in the condition in which things then stood a general election being at hand, it was not to be expected that the public would have been required to get attention to this special subject and The Oregonian preferred to let it go. Besides, the public expected a new charter of some sort and The Oregonian, with the news, accepted or acquiesced in this one. The incongruity and other faults of a document like this become clearly manifest only through trial or experience; so that now there is perhaps even no member of the charter commission who would not introduce one or more amendments if he could.

At last, the public beholds the "nigger in the woodpile," when it wishes to see the reality of the franchise-grabbers. The people look for weapons in the charter; they find the weapons held by the possessors of the special privileges.

One does not need to ask if the people think such a charter the holy, immutable thing its beneficiaries would have them believe. The people enacted

the charter through their Legislature, and can enact amendments through that same body.

MERIT QUEST IN ELECTIONS.

When a man offers himself as a candidate for a public office he invites the public to examine his record, public and private, and see whether his past has been such as to commend him to their confidence in the future. He challenges investigation of every act of his life that in any way bears upon his fitness for the office to which he aspires. He demands of the people that they form and express an opinion of his character, his ability and his particular qualifications for the performance of the duties which would devolve upon him as a servant of the people.

Many candidates prefer to have that opinion expressed in secret at the polls, but an intelligent expression, on the day of election, requires a previous free, honest and fair discussion among the voters before they go into the booths to mark their ballots. An announcement of candidacy for public office is not an invitation, to a man's enemies, to pour out the vials of their wrath in the form of vituperation, falsification and slander. Such an announcement constitutes no license to misrepresent, vilify or malign. When a man steps into the political arena he courts the closest scrutiny from all honorable men, and such scrutiny will be accorded him by all citizens awake to public duty. Only a man of low mind and brutal instincts, without sense of honor, will take advantage of such a situation to besmirch the character of a clean and upright man, who has become a candidate for office. Of full and searching investigation there should be no limit; of fairness and honesty there should be no bounds. No man has a right to complain if the truth be told concerning himself; every man has been wronged when falsehoods are resorted to for the purpose of influencing an election.

Candidates are very likely to get the impression that they are chiefly interested in the outcome of a political contest. There is but a minor interest. By the result of an election, half a dozen aspirants for an office may be directly affected, while all the people of a great state will be indirectly benefited or injured. The man who loses, whether he ought to have won or not, has spent a few hundred, or perhaps a few thousand dollars in his campaign; but if he has good sense he will go to work and forget his defeat. So far as he is concerned, the result has been a very limited effect. The difference between the election of an honest and a dishonest man, however, is of more than temporary influence upon a state. Placing political power in the hands of crooks leads to corruption and betrayal of public trusts. The elevation of dishonorable men to positions of honor is renunciation of civic virtue. Giving preference to demagogues of inflated capability, to discouragement of sincere effort and high purpose, is a very limited effect. The difference between the election of an honest and a dishonest man, however, is of more than temporary influence upon a state. Placing political power in the hands of crooks leads to corruption and betrayal of public trusts. The elevation of dishonorable men to positions of honor is renunciation of civic virtue. Giving preference to demagogues of inflated capability, to discouragement of sincere effort and high purpose, is a very limited effect.

For these reasons the people at large are more interested in the result of an election than are the candidates, and hence the people have a right to know the true character of the men who seek their favor. In order to prevent unfit men from securing places of power the people must insist that candidates lay their records bare. In order that clean men may be encouraged to run for office, the records of those who run from false accusation and slander.

PROMOTERS OF GOOD ROADS. The president of the Riverside Driving Club and a prominent local automobile dealer, by communications to The Oregonian, have endeavored to explain the rules of the road, governing the respective vehicles in which they travel. Their views, naturally, are widely divergent. Some horsemen probably will continue to look with disdain or disgust on the horseless carriages for some time to come. It may be said that the automobilists probably will cherish the same feelings for the drivers and owners of equines which insist on climbing trees or leaping fences whenever one of the fierce, bad-smelling and noisy chug wagons approach.

Mr. Cook, who has the automobile end of the discussion, makes a strong point in favor of the new machine, or rather the men who drive it, when he touches on the question of good roads. The automobile has done more for the cause of good roads than any other agency that has ever been enlisted in behalf of our highways. This result has been accomplished by reason of the easy financial circumstances of the owners of the automobiles. The poor farmer who drags his diminutive load of produce or wood into town, over bad roads, does not modestly endure this handicap to his prosperity because he enjoys it. He puts up with these roads for no other reason than that he is not financially able to improve them, and is unable to secure aid from his neighbors who, in most cases, are no better off than himself.

With the automobilist the case is different. The fact that he possesses an automobile may generally be taken as evidence that his finances will admit of some expenditure for roads on which to run it. In the Eastern States, where the machine has been used more of a hold than in the Pacific States, the automobile clubs of the big cities have built hundreds of miles of fine roads, which cannot fail to be of great benefit to the farmers and even to the horsemen who make use of them.

The Riverside Driving Club built the first good road out of Portland, and is entitled to credit for keeping it up many years. But we need more than one good road, and we also need longer ones. We must have well-kept, level highways, reaching out for miles into the country in all directions. It would seem that there ought to be a unanimous recognition of the fact that with the automobilist, horsemen and farmers working together for these improvements, something might be accomplished that would be to the advantage of all.

If the owner of an automobile is willing to pay his regular taxes for road improvement, and also make additional contributions for providing a suitable course for his machine, the owner of a horse and wagon, using the same road, should concede to him the same rights that are granted other vehicles. The horseless carriages are still so new that their exact position on the road has not been definitely determined. If their success as promoters of good roads is as marked in the West as it has been in the East, they will be welcomed and they will eventually be appreciated by horsemen, who now view them with anything but friendly feelings.

Chaplain John A. Ferry, U. S. A., in an address at Seattle Saturday, de-

clared that the misguided efforts of the W. C. T. U. in abolishing the Army canteen were "responsible for much of the drunkenness among the troops." He also predicted that "so far-reaching content with nominating their own candidates they want to help nominate candidates for other parties as well."

PREPARING FOR THE SALMON-RUN. With the opening of the salmon-fishing season still nearly a month in the future, 150 gillnet fishermen at Astoria already have taken out licenses for the coming season. It is announced that there will be more gear in the water than for several seasons, and that the outlook for high prices for the raw material is very good. There has been a great change in the salmon-fishing industry since its earlier years, and each year sees a more equitable distribution of the profits of the business. This year it is stated that independent cannermen, who are not members of the Packers' Club, are offering 6 1/2 cents per pound for small fish and 6 1/4 cents per pound for large fish, and have reduced the limits so that a twenty-pound salmon will be counted as "large."

At these prices, it will be unnecessary for a record run to enter the river in order to enable the fishermen to earn as much money as they have received in some past seasons, when the runs were unusually large. There has been a decided improvement in the character of the men engaged in the fishing business in the past few years, as compared with those who supplied the canneries with salmon twenty years ago. This is reflected in a degree, in the statement that 150 of the gillnetters already have taken out licenses, a month before the season opens. In the old days of the reckless, improvident gillnetter it would have been a difficult matter to find 150 men of that calling who could produce the cost of a license a month before it was needed. Instead, the cannermen were obliged to advance the necessary cash to complete the equipment, before the gillnetter could get to work.

Saloons, dance-halls and gambling-houses formerly gathered in the greater part of the money paid to the fishermen, but now the fishermen invest their money in neat little homes, farms or other tangible property, and in most cases have placed themselves in comfortable circumstances. The ranks of the gillnetters also contain a large number of men who spend the time between seasons clearing up small farms in the country, some distance back from the river. No small part of their earnings are invested in improvements and livestock which, in time, will enable the fisherman to have a steady income throughout the closed season on the river.

The resources of Oregon, many and varied, include a number of industries which annually add greater sums to our per capita wealth than is placed there by the fishing industry. The latter, however, distributes numerous millions more rapidly and the money percolates through more channels than is the case with almost any of the other industries which have made Oregon famous. This fact warrants the state, aided by the fishermen and canneries, exercise a rigid supervision over the industry. Every effort should be made for a strict enforcement of the law, in order that the supply of raw material be not diminished.

"Judge" Andrew Hamilton has been re-elected president of the Albany Club for the sixth consecutive year, meeting with no opposition and polling a vote thirty per cent larger than in any former year. It is not explained, in the dispatches, just what position the Albany Club holds in the social and political life of New York's state capital.

In view of recent fiery addresses made by Mr. Hamilton, in which frequent use was made of "curs" and "yellow dogs," it is probable that it is a kennel club, with "Judge" Hamilton holding the position of keeper of the hounds. Unless he is bluffing, there will be interesting developments when he turns them loose on the "curs," who are now cowering before the eloquence of the "Judge."

Frank C. Baker has made an energetic and able chairman of the Republican State Central Committee of Oregon. His service to the party not only has made him conspicuous in this state, but has earned the commendation of National leaders, among whom he has wide acquaintance in Eastern States. This service has diverted Mr. Baker from his business interests, when closer attention to them would have benefited him financially. He has proved himself particularly adapted to the duties of the office. Republicans all over the state will recognize the thanks that are due to him from the party.

The plutocratic owners of Castle Rock, says one of them, must be paid \$100,000 to quit their desire of destroying the public for that sum if the rock is to be saved. Now the people outside Portland can see how they get their flippers in. They secured Castle Rock for next to nothing, and now want a fortune for it. Almost as greedy as their sale of the streets of Portland for \$4,000,000, and of the street-cars and tracks for \$2,000,000 to Philadelphia capitalists.

A dispatch from Algiers states that after seventeen days of informal meetings and nothing accomplished the delegates are anxious to get away. This news is followed by the statement that a decision may be arrived at Monday. Germany is still bellowing as loudly as ever about the rights the Kaiser expects to enforce at the conference, but with the "jury" showing signs of fatigue, there is a possibility of just such an unexpected verdict as has come from American jury-rooms where the men under confinement were "anxious to get away."

The Hon. Mill. Miller, sage of Lebanon, is out for the Democratic nomination for State Senator and, since he has no opposition, will be the nominee. He promises to make the million dollar appropriation bill and the Normal school question prominent in the campaign, and it is a safe guess that the voters of Linn County will be treated to a stump-speaking contest that will be second to none since Delano Smith and George H. Williams stumped the county together.

The owners of the Portland Gas Company dare not tell what they paid for it in 1902. If that was not a deal in high finance, at the expense of gas consumers, they would allow the public to know it.

It appears at last that the opposition to Mr. Bristol is of such a nature that he probably will not be reappointed. The Oregonian will not be blamed now for having published the first news of this matter.

Is Furnish fighting Geer? Mr. Geer says "no," but Mr. Furnish says nothing—at least not for publication.

THE SILVER LINING.

By A. H. Ballard. Broadway Melodrama. Two sisters stood upon the stage. They were, perhaps, most any old age. The sap-headed how-de-doed her. Which one he wanted I'm not sure. Both's charms were plenty to allure, And the villain still pursued her.

Clad in smiles and aprons white, They walked the New York streets at night. And the villain still pursued her; Comesto the parting of the ways, One goes wrong, the other stays Good, where her hero stood her.

The villain's father took a whirl, And coaxed him into marrying the girl— He simply couldn't lose her! So now one rides in her rally-ho, The other she wears calico, While her hero continues to choose her.

(L'Envoi.) A pretty maid who's wine enough May wear fine jewels, though it's tough. If many villains pursued her, The wages of artful sin are riches, The honest girl can wash the dishes, And act as a children brooder.

One of the wisest dispensations of Providence is to have thorns around the roses. Life is that way, and we would not have it any different.

Say what is necessary, but keep on sawing wood.

Truth is the most convenient and serviceable thing on earth. It always comes up and asserts itself in the end.

Always try to think of your friends. If you deserve them you will have plenty. Your enemies can do nothing against you that is lasting, in case you are worthy of approbation and success.

The Little Lawyer Man. It was a little lawyer man Who softly blushed as he began Her poor, dead husband's will to scan. He smiled while thinking of his fee, Then said to her, so tenderly, "You have a nice, fat legacy."

And when, next day, he lay in bed With bandages upon his head, He wondered, what on earth he said.

Help your neighbor—he may help you some time. Don't follow in ruts made by others. Every day is a new day.

Think of the result. Are you in earnest? Seize this very minute; What you can do, or dream you can, begin it; Bolshes has genius, power and magic in it. Only engage and then the mind grows heated; Begin, and then the work will be completed. —Translated from Goethe.

Definitions. (Tips on The Race of Life.) Church—A place of gossip, worship and Easter hats. College—A football emporium. Hotel—An excuse for lots of things. Auto—The only obscenity to be cleared up about this word is its pronunciation. Its meaning is plain—a vile-smelling, dirty building where you get oil all over your clothes.

Easter—The day when womankind bursts her cryalists. Package—Lee Johnson says that it is something that a man carries, but ought to check. Blue-Girls—That is, some girls; depends on the girl whether she is glue or candy.

Paste—A mild form of a glue-girl. Cement—One of those you-cant-lose kind; in fact, almost a wife. Blase—A reporter of two weeks' experience. Graphophone—A producer of insanity that never fails in its deadly work if listened to attentively.

Piano—The only widely-used piece of furniture in the world that has no practical utility. Jilt—The compliment a man pays a girl when he resolves to abandon his first rash intention to inflict himself upon her for life.

Sixteen—The date when a girl arrives. Twenty—Her perpetual age limit. Thirty—With a woman this means 22. Forty—Some person, means 25. Fifty and Upwards—Specially collared, meaning Bernhard, Patti, Lillian Russell, Maude Adams, Amelia Bingham, Effie Ellsler, Rose Coghlan, Florence Roberts, and anyone who plays Little Eva in "Uncle Tom's Cabin."

Dangerous Suction of a Train. Rochester, N. Y., Democrat and Chronicle. The peril of standing too near to flying railroad trains was lately shown at Mamaronck, Westchester County, when Robert Coward, Deputy County Clerk, was caught in the suction of the Boston express on the New York, New Haven and Hartford Railroad, dragged 40 feet and instantly killed. It is not an unusual thing for persons to test the sensation of standing near a train passing at a high rate of speed. The train in this case was going at the rate of 60 miles an hour, and the displacement of air in such a case is terrific, causing a rush of it in the immediate vicinity which even strong men sometimes cannot resist. Many persons seem to think that so long as they do not get on the track they are in no danger. If they will give a little thought to the matter they will see their mistake. Moreover, there is always the possibility of something projecting from the train which will strike and send one close to the track. Stand back, and give the air currents as well as the train right of way.

'Twas Ever Thus. Columbus, Ohio, Despatch. Mrs. Wedderly—Doctor, I wish you would fix up a strengthening tonic for my husband. He's rapidly going into a decline. Doctor—Why, I saw him this morning and he appeared to be all right. Mrs. Wedderly—Well, he isn't just the same. Why, during our courtship two years ago he used to hold me on his lap by the hour, and now it tires him to hold the baby five minutes.

And See What Happened. Washington Post. It is announced that a man has been named President of Santa Domingue against his will. A man was made Vice-President once in this country under similar circumstances.

OUTLAWS DODGING SUBPENAS

Chicago Record-Herald. In his spirited speech on ideals of citizenship the other evening Samuel Alschuler reminded certain elements that "in old English times the man who tried to escape the processes of the law was declared guilty of outlawry and had his property confiscated. But we have those days, and rude, up-and-down logic satisfied the men who lived in them. We are subtler and more refined today, and we have provided by positive law against the taking of any man's property without due process of law. The subpoena, whether artful or clumsy, has nothing to fear so far as his material possessions are concerned."

But men of even of fine finance connections, do not live by material riches alone. They need the respect of the community. They cannot feel comfortable in a state of outlawry. Yet this is exactly what the obstinate subpoena dodger is courting. Fierce is the publicity that beats upon the seats of the mighty in modern finance and industry and promotion in the courts, bitter is the price those pay who set the law and public opinion at defiance and venture to display scornful contempt for the moral principles of society and the spirit of the institutions of justice, honesty and sanctity alone, as Mr. Alschuler says, make their wealth and power secure.

Justice Gaylor of New York, dealing in a recent address with the same question of the contempt of certain greedy and unscrupulous lawbreakers for judicial processes, asked whether a man who, knowing that an officer of the law is looking for him to demand his presence as a witness in court, buries info another state, hides in a large hotel, or puts to sea in a yacht, can expect his law-abiding fellow-men to treat him with decent regard, instead of as a sneak and coward.

But the matter is even more serious. That sort of example do such dodgers imagine the average citizen would be pleased to call "the lower classes" is obedience to law and those due processes of law the protection of which every citizen should invoke and fostered by such conduct?

It is comforting to think that under the recent splendid decisions of the Federal Supreme Court in cases involving large corporations, the immunity of subpenas dodging by corporate officials will be rendered futile to a certain extent. Individuals may sneak and hide themselves, but corporations have no legs, and the state, in the American republic, can in one way or another obtain their books and records and determine whether or not they have abused their privileges.

Get Away from "I." Four Track News. Every self-respecting person has a fairly good opinion of himself. That is as it should be. Yet he should not lose sight of the facts that a man learns but little from himself, and that there are a great many other self-respecting people—peasants, peddlars, whose conditions in life are very different from our own—whose companionship and counsel are well worth seeking. "I" is the person in whom we have the greatest confidence, but it isn't a good idea to associate too exclusively with "I"; a hermit is not a man of parts. So do what lies in your power, in your own interests, to avoid friends who are not acting as seek other associates, a change of scene, a different environment and new influences. All these have a developing tendency; they lift you out of your well-beaten rut, and give you new thoughts and inspirations. They are likely to prove the impetus that will carry you on to success. A change of scene sometimes changes our ambitions and our position in life, and that often turns the tide of our affairs into better channels.

The world was much in store for you if you do your part; you are willing to go in search of the "goods the gods provide."

You remember the story of the old darky who found a great difference in results when he prayed. Contrary to what he had expected, he found that to send him a turkey and when he prayed the Lord to send him after a turkey.

The best things of this world come to us as the reward of effort on our part.

Dedicated to Police Ethics. Buffalo, N. Y., Commercial. The police department of Springfield, Mass., publishes a "daily paper," measuring 7 by 9 inches, in which all matters of interest to the members are briefly noted. Its circulation is limited to the members of the force. It is called "Lookouts." The editor seems to be a humorist unsuspected by himself. The other day, when a citizen asked the police chief to keep a watch on his conduct, which had to be left to the left in charge of a female servant, Lookouts made note of the fact thus: "Mr. Chief, you have left your dog in a period. The house is in charge of a maid who is lonesome and timid. Officers on the beat please call there as often as possible."

Alcohol Motors. Country Life. Alcohol is increasing in popularity as a motive power in Europe, particularly in Germany, where it is being widely used on the farm. It is convenient, safe and clean. It is reported that raw alcohol can be produced in Germany from potatoes in 13 cents a gallon by processes so simple that the farmer can do it himself. Alcohol motors have been perfected and machinery for distilling improved, and the German government has encouraged the industry by removing the taxes from such alcohol as is used for technical purposes.

8840 for a "Queen Mab." London Truth. At Sotheby's on Friday, at the sale of the late Mr. Slater's library, the record price of £168 was paid by Mr. Sabin for an "Immaculate" and uncultured edition of Shelley's "Queen Mab."

Others That Are Sad. Washington Post. Mr. Carnegie says many millionaires are sad. There are some hangers, too, Mr. Carnegie, who are not boisterously joyful.

Lawyers and Clients. Chicago Tribune. The more desperate, abandoned and notorious the criminal the harder his lawyer works to turn him loose on society again.

Thuds From The Padded Cell. Maurice Smiley in Lippincott's. How much did Philadelphia pay? Whose grass did it grow? How much does Cleveland do? What was it made Chicago III? 'Twas Washington D. C. She would Tacoma Wash. in spite Of a Baltimore bid.

When Hartford and New Haven Conn. Could Nash build a Little Rock Ark If he had no Guthrie Oak? We call Minneapolis Minn. Why not Annapolis Ann? If you don't know the reason why, I'll bet Topika Mass.

But now you speak of ladies, what? Butta Montana Va. If I could borrow Memphis Tenn I'd treat that Jackson Miss.

Would Denver Colo Cap because Ottumwa Ia. do. And why Portland Me. doth love, I knew my Portland Ore?

PAN-AMERICAN RAILWAY.

Charles M. Pepper in Scribner's. The broad idea of the Pan-American Railway may be grasped from a glance at the map, and appears as a prominent profile. The general direction is north-west and southeast along the great chains of the Andes. A through intercontinental railroad should follow the route most advantageous for opening up undeveloped resources and for insuring immigration and permanent settlement. The governing principle of a long continental backbone line with risers includes development of mineral, agricultural and timber resources, while means are to be looked to. To temper the tropics is feasible by following the plateaus of the Andes. For the railway engineer it is important, as Chief Engineer Shunk has stated, to determine the direction of the water-courses, the depths, widths and currents; the trends of the mountain passes and their height above the adjacent valleys.

All of these considerations were given form in the intercontinental survey which was made during the years from 1882 to 1906, inclusive. The survey was organized in accordance with the recommendations of the First International American Conference. The funds were provided by the United States and by proportionate contributions from the various other governments. The field surveying parties were under the guidance of W. F. Shunk, an engineer-in-chief. The principal object was to determine whether a feasible railway line at a reasonable outlay could be constructed. The purpose was not specifically the location of a railroad, but rather a reconnaissance and exploration; tracing a tentative line of development and collating information regarding natural resources. The result of the survey is in the printed reports and the maps and profiles, was monumental. It was not only a most meritorious labor of practical preliminary surveying; it was also a valuable contribution to international geography.

It may be said that in the beginning of 1906 every Central and South American country has a definite policy of aiding railway construction as an integral part of the Pan-American system, and some of them, as in the case of Peru and Bolivia, have local American republics. All of them are sympathetic toward an intercontinental trunk line because it coincides with their plans for internal development and external trade.

For the United States the project is the commercial corollary to the Monroe doctrine. The moral influence makes for the increased stability and political progress of the Latin American republics, and there is the trade benefit of industrial development and enlarged commerce. There is especially the reciprocal influence of the Panama Canal. And it may be added that the geographical advantages derived from the enforced knowledge of geography.

The opinion of a railway president that diamonds would not pay as freight between New York and Buenos Ayres also may be admitted without impairing the commercial utility of an intercontinental trunk line. Local trade and development necessarily must be the chief factors in the cargoes, and they are to be taken also in their relation to National policies. But local traffic, particularly may extend over sections of 1000 miles or more, such as from Guatemala City to St. Louis. Moreover, opinions on prospective traffic of railways, even when advanced by the local American republics, are not to be taken as final. It is not so many years since a conservative Boston committee was predicting that the Atchafalaya Railway's freight would not pay, and that of the axle gear. It is within the memory of men who are not old that the Northern Pacific was prophesied as a financial failure because there would be no traffic, and the Chicago, Rock Island and North Western its endless grain trains, is of much more recent date.

PRINCESS ENA'S CONVERSION. San Sebastian Correspondence of London. After a momentary lapse since the bishop and the assistant priest recited alternately verses of the "Veni Creator Spiritus," terminating with a versicle and a refrain, the bishop, in a low voice, said: "Ite, in pace, in nomine domini Amen." Then came the solemn profession of faith. The bishops of Nottingham and San advanced from the altar, with the rector of Buen Suceso, who carried the book of the Gospels. Placing her right hand on the Gospels, Princess Ena, in a clear voice, somewhat restrained by emotion, recited the formula prescribed in the ritual of the church, beginning: "I believe in God, the Father Almighty, Maker of heaven and earth, and Jesus Christ, His only-begotten Son, who was born of the Holy Spirit and of the Virgin Mary, and was made man, and suffered under Pontius Pilate, was crucified, died and was buried. He descended into hell, the third day he rose again from the dead, and ascended into heaven, and he will come again to judge the living and the dead. I believe in the Holy Spirit, the Lord and Giver of life, who proceeds from the Father and the Son, who with the Father and the Son together worshiped and glorified, who speaks through the prophets. I believe in the Catholic Church, which is the one, holy, catholic and apostolic Church. I acknowledge one baptism for the remission of sins, and I expect the resurrection of the dead and the life of the world to come. Amen."

With a sincere heart, therefore, and with unfeigned faith, I detest and abjure every error, heresy and sect opposed to the said Catholic, Apostolic and Roman Church, which I profess, and I profess to believe in God and these His Holy Gospels, which I touch with my hand.

After this solemn protestation conditional baptism was administered and the absolution pronounced. Contrary to the arrangement which I announced yesterday, mass was then celebrated, the bishop of Nottingham officiating and the bishops of London and Vienna acting as co-consecrators and subdeacon. When it was terminated Princess Ena kissed the rings of the episcopal dignitaries and received from the hands of the bishop of Nottingham the gifts of the pope, which included a golden crucifix, a jeweled portrait medallion and an autograph letter. His holiness also sent his apostolic benediction and a plenary indulgence.

Saved a Hare's Life. London Chronicle. The late Lady Florence Dixie not only wrote and spoke against cruelty to animals, but practiced what she preached. Some years ago she was in the inclosure at Newmarket, together with another woman, conversing with the King, then of course, Prince of Wales, when suddenly an excited shout arose from the crowd. Some men had started a hare, and immediately the King's dog, a rough-haired pointer, was sent to chase the terrified animal. Sticks and stones were flung at the poor creature until eventually it was captured by a game warden. The interest of the fashionable crowd quickly died out, but not the anger of Lady Florence. Leaving the Prince's side, she went over to the man who was leading her horse about, and jumping on the saddle, she rode to the harem. Forcing her horse up to the navy, she suddenly made a snatch, released the trembling hare, and then galloped away to a distant plantation, where she dismounted and set the hare free.

Long Wait for Patient Lovers. London Sketch. A romantic wedding, which for many years had been delayed, owing to a woman's promise, recently took place at Sowerby, near Thirsk, in the North Riding of Yorkshire.

For nearly a quarter of a century the bride had acted as confidante and house-keeper to a maiden lady who possessed considerable means. Many years ago the housekeeper married a gardener, and was wooed by him with success.

But the housekeeper had promised her employer to stay with her until she died, and so the love story became one of patient waiting.

Three or four weeks ago the employer died in her 96th year, leaving to her faithful housekeeper her house, plate and furniture. The bride and groom were married, and many messages of congratulation reached the bride and bridegroom from friends who knew the story of their courtship.