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PORTLAND, FRIDAY, DEC. 7, 1906

## WHIRLWIND HARVEST IMMINENT.

If there had been in the mind of Mr. Harriman any doubt as to the enactment at Salem of drastic laws framed for the special purpose of foreing his rallroad system to render service in keeping with the tariffs paid by the people, that doubt will certainly be dispelled by the unanimous sentiment displayed at the Shippers' Convention at Eugene. Oregon has been patient and long-suffering. The ultra-conservative nature of our people has held back this insurrection, perhaps much longer than was best for the state. Meanwhile, with a poor service, high rates and woefully inadequate feeder trackage, Mr. Harriman has continued "sowing the wind." Now barvest time is approaching, and he is about to have some experience in "reaping the whirlwind." And it is a whirlwind of sentiment that will culminate at Salem in January in legislation that will be framed with but scanty recognition of ward by the railroad men,

If at this coming session there are mum rate bills, there will be on every hand abundant evidence that these measures have been forced on the statute-books as the last resort of a suffering people who have in the past ten years contributed more than \$20,000,000 to the "net earnings" account of the Harriman roads. The indifference with which Oregon's demands for more mile age and better service have been met would not perhaps have been tolerated in any other state in the Union. That an outbreak similar to that which has now got beyond control has not occurred sooner, while perhaps hardly to our credit, is a high tribute to the local Harriman officials, who for years have should be loyally fought down these uprisings and endeavored to keep the people quiet with promises which were never fulfilled. Every railroad manager from McNeill down to O'Brien, together with the local officials under them, has enjoyed the good will of the people, and found goes without saying. The people undoubtedly if they had not been han- of Oregon never have shown the slightdicapped by a system that has proved est disposition to be unfair to the rallrulnous for the state, the necessary reforms would have taken place long ago and the demands for such drastic legislation as are now heard would never have been made.

Frequent mention was made at Eugene that Mr. Harriman was paying more attention to stockjobbing, and to population where the birth rate has spending vast sums of money to keep fallen below the death rate, and deother roads out of Oregon, than he was to the improvement of his service in this state. This may be more than an idle statement. Certain it is that, if Mr. Harriman had paid more atten- ment of this kind from so high a source tion to Oregon's requirements in the is that those who give heed to the impast, he would not now be the target for so much unfavorable criticism or the probable victim of an overdose of legislation administered by a "healer" well meaning but somewhat out of

The Oregon Steam Navigation Company, forerunner of the present Harriman eystem in the Pacific Northwest, piled up magnificent fortunes for its stockholders. Its profits were the wonder of the financial world, and yet, it passed into history to reappear as part of a "system" very few complaints were heard over the heavy rates exacted and every possible facility for the expeditious handling of traffic was ouping their own pockets with gold, they something worthy of its glad accept- mails in large cities, he was told that did not overlook the sources from ance. which that gold came. The management kept a close finger on the public pulse, and when the surplus became topheavy it was unnecessary to read a

made the people cheerfully pay rates entirely out of keeping with the actual operating expenses of the property, and it was the reason for the unanimous good feeling which for years was the most valuable aeset possessed by Oregon's first great corporation.

We cannot, of course, return to those old methods in their entirety, as changng conditions will not admit. There are certain fixed rules of right and justice, however, that are the same today as they were in the days of the O. S. N. Co., or, for that matter, since the beginning of commercial and transportation history. The Oregon people insist on a

sufficiently close adherence to these rules to permit sadly needed improvements in transportation facilities. Instead of the enormous "net earnings" ve should like to have some of them invested in freight care, in locomotives no atonement. and in branch lines to rich but isolated portions of the state. The O. R. & N. s credited with earnings of \$24,000,000 n the past ten years. Had one-tenth of this amount been invested in rollng stock for Oregon shippers' use, Wednesday's convention at Eugene would never have been held. The people of Oregon wieh to play fair, and will play fair with the railroads, but they expect to receive fair play in return. Failing to secure it otherwise, they will low seek recourse at the Legislature.

THE RAILROAD LANDS. In Mr. Killingsworth's speech at Eutene there is matter for sorrowful reflection. According to his undisputed statement 412 miles of railroad in the State of Oregon have been endowed with 5.888,000 acres of land. Estimating this land at the low figure of \$5 per acre, it is worth more than \$29,000,000, or, as he computes it, \$71,455 per mile. Of course this estimate is not quite fair o the roads, since they are restricted to the maximum price of \$2.50 per acre for the 2,000,000 acres which they have eft. But let us cut Mr. Killingsworth's figures in half and say that the donaion to the roads was \$35,000 per mile.

The average cost of railroad construction in this country has been less than \$17,000 per mile. The cost in Oregon as not exceeded the average, for while in some parts construction was difficult, in the main it was not so. Hence, at our very low estimate of the value of the land given to the railroads, it would have built all their 412 miles of track twice over. Mr. Killingsworth says the donation would have covered the state with a network of track, and, had the land been retained by the public and old at market rates, undoubtedly it would have done so. Even if sold at t would have doubled the trackage in selves. the state if honestly applied to the purpose for which it was intended.

As a matter of fact it has not been thus applied, and the effect of the donation has been to drain the state of its natural resources to build up the fortunes of outsiders. A still worse re- copper-colored native of the far north sult ensues from the present policy of the roads. They decline to cell their terior Department have studied the Inholdings at any price, their manifest dian at close range, they will be quick purpose being to exploit the timber and to recognize these predominant traits minerals for their own profit. Since in the Alaska red man, and the "acid they can grant to themselves any test" (internal or external) will be un-freight rates they please, the case of necessary in order to fix his status in freight rates they please, the case of necessary in order the competitive shipper, even if he the racial record. could get cars, is not likely to be en-

viable. Of the best land in the state 2,000,000 acres are thue withdrawn indefinitely any protests or suggestions put for- from settlement and improvement. The the automobile into the postal service. values created by the industry of the There is some opposition to this, of surrounding population will flow into added to our laws railroad commis-sion, reciprocal demurrage and maxi-as New York values have flowed into presentment of the matter, and the rest the Astor treasury. The longer it is will be simply ignored as unreasonheld the more it will be worth and able. For many years the term "hors whatever its value, the roads will get 'hire" has represented a very large sun it all. They may find a time when a in the expenses of the Postal Depart-\$2.50 restriction. If they do not, the day may come when the land can be rented as a vast foudal estate.

public lands from entry and sale there as been a vast amount of Senatorial indignation. Who has ever heard of a number of years been using automo any Senator objecting to this railroad withdrawal of land from occupation and use? The proposition to force the roads to sell the land at the stipulated price may not be practicable. In the law there are many unexpected twists and devices; but if it can be done it

The most hopeful of all indications from the Congress at Eugene is that the people have begun to think soundly and fearlessly upon this and kindred questions. Let them continue to think and the solution is only a matter of time. That it will be equitable when

The President takes occasion in his nnual message again to exploit his views upon the matter of producing large families. He cites that there are egions in our land and classes of our clares that "willful sterility is a sin for which there is no atonement."

That which strikes most people who live in the world with their eyes open as most likely to result from a stateplied exhortation to multiply and re-plenish the earth will be those who ought to die without issue. And this for the sake of society, of humanity, of National growth in prosperity and honor of "the race," for the perpetuity of which such solicitude is expressed.

Every man who lives upon the plane of animaliem, every woman of whom abnormal fecundity is the chief characteristic, will take to himself or herself, individually and jointly, great credit for having produced a large numof children; men and women from the day of its organization until who connect parentage with a high sense of responsibility will continue to egulate the size of their families upon the basis of an intelligent desire to pro- biy, and abhor a change as Nature duce quality, reinforced by home training and educational opportunity, in their offspring, to the end that in giv-ing children to the world they may give ice for the more rapid movement of the plied. While the stockholders were lin- ing children to the world they may give

The President speaks further on in factories, or at gainful work anywhere, characterizing such a custom as a blot Wall-street "licker" in order to ascer- upon civilization. He will scarcely vehicles for the movement of the mails printely named

tain what to do with it. Instead, new, need to be reminded that this "horror" and he soon thereafter confirmed the larger and faster boats were added to is the direct result of thoughtless and objections with the question: "If you the fleet, and the road was steadily all too willing obedience to the blind, can buy wagons, pushcarts and other pushed farther inland, opening up new country and making more business for ant, pale, stunted in growth, without fund?" For obvious reasons no reply every one. This was the policy which joy in the present or hope for the fuwhose name is multitude—as they cities as a "hurry-up" addition to the stand on tiptoe or crouch half-bent at distribution and delivery of mails. their tasks amid the whirr and roar of machinery-tell mutely of "a sin for

which there is no atonement." The name of that sin is not "race dreadful bogy, race death. It is the sin Willful sterility" may or may not be entage as depicted in the horrors inciunchildly wretchedness and crime, This sin is the basis of all national sins, of being all poured into Wall-street coffers all the sins against the race, the sin (if

## INDIAN THAT IS AN, INDIAN.

The Alaska Indian problem is just at resent causing the wise men at Washington considerable trouble. The War as well as the glory connected with the management of these far northern wards should rest with the Interior Department. But the Interior Department, with a rare discernment which it would be difficult to find except in the the demimonde. Government service, has decided that the Alaska Indian is not an Indian, but is an Eskimo. Here is a fine distinction which the Interior Department do with the brown natives for whom the Rev. Sheldon Jackson played Santa Claus for so many years. In setting up the claim by which it hopes to escape the care of the Alaska Indians the Interior Department opens up great posover the question "When is an Indian ot an Indian "

The infallibility of the Interior Department, or for that matter any other department of the Government, when a hairsplitting technicality is at stake can hardly be questioned except at the risk of "lese majeste," but in this case here is evidence from an official source to prove that the Alaska Indian is an indian. In the official report of General Ainsworth, Military Secretary of the Army, he states that while the reports of suffering among the Indians have been much exaggerated, "there is much destitution among them as a result of the increasing scarcity of game, the decrease in the run of salmon and the laziness and improvidence of the Indians themselves." The commanding officer at Fort Liscum, Alaska, also testifies that "in rendering any assistance to these people it should be borne in mind that the Government is trying to the maximum permitted to the roads help men who will not help them-

> In these opinions of Army officers are revealed traits which are so strikingly characteristic of the Indian as he is known wherever the Government has provided reservation loading-places that there seems very little doubt that the is an Indian. If the experte of the In-

# AUTOMOBILES IN THE POSTAL SERV

Steps are being taken to introduce compliant Government will remove the | ment, and the allowance made to meet them. It is well known that this term though the bills were audited under that name, has meant any means of Over the President's withdrawal of transporting the mails from place to place in the large cities, except motor vehicles. While business men have for biles with profit to themselves, th postal service, a most indispensable auxiliary of business, has continued to transport the enormous bulk of mail in large cities by means of ponderous wagons, many of which in their clumsy, ramshackle condition bld defiance to speed in delivery.

It is shown that in this respect the Postal Department has allowed the modern business world to make progess while it has lagged behind. Plain ly stated, the Postal Department has made "horse hire" the basis of its movement of mails in large cities, regardless of the convenience of the rapdly moving businese world which has ressed the automobile into its service. 'Speed" is, however, the motto of the Postal Department under the administration of George B. Cortelyou, Postmaster-General, and his energetic first aseistant, Frank H. Hitchcock. Upon the basis of securing increased speed in movement of the mails in bulk at the central offices and their distribution at substations, the department has been practically reorganized in the last two years, and the introduction of the promised automobile into the problem is the climax of endeavor now awaited

"It is our business to keep the mail moving and moving fast," said the First Assistant Postmaster-General recently, adding: "We should study economy of time. It is the business of the postal service not only to deliver mail but to deliver it as promptly as pos sible. Ae far as this can be done, the work of the department should be con ducted upon a modern business basis.

The spirit of the Government in many departments is to proceed in the same ld way year after year. A change is dreaded for the reason that it entails, or is likely to entail, increased expense in the beginning. The introduction of anything new is bitterly fought by the fossils in the service, with which, under civil service rules, the department is barnacled. The bureaucrats are tenacious of old methods. They fit into such methods perfectly and comfortaabhors a vacuum. By these, when Mr Hitchcock proposed some months ago there was no authority in law for the purchase of automobiles. Inquiry soon his message of the horrors incident to the employment of young children in factories, or at gainful work anywhere, horses, but of wagons, carts and other

For obvious reasons no reply was forthcoming, and the automobilture-wretched little human machines will soon appear in some of the larger

Fish Warden Van Dusen proposes to add something to the vexed question, "When is an Indian not an Indian? suicide," though it may lead to that The Fish Warden takes the ground that whenever the noble red man of unwarranted and unwarrantable catches fish out of the open season prefecundity; of excess in reproduction, scribed by the white man he become amenable to the same laws as are en-That depends upon circum- forced against his palefaced brother stances. But unfit, irresponsible par- The Fish Warden contende that the Indians at Celilo make no pretense at obdent to the employment of young chilserving the law, and he will ask the
dren in factories is always and everyLegislature to frame up a remedy that where reprehensible. So it is in the overcrowded hovels of poverty and drunkenness; in the annals of untaught, violation of the law is the issue. The unprotected, uncared-for childhood; in innovation will not be approved by Lo

The Castellane creditors continue to keep the name of the unfortunate Madthere is such a sin) for which there is ame Gould before the public by presenting such enormous bills that she is obliged to stand them off until further emittances are received from America. The experience of this successful titlechaser of the house of Gould ought to be sufficiently nauseating and humili-Department is anxious that the work ating to cause a check in the rush of American girls for indecent title-bearing foreigners. Aside from the expense attached, it must be unpleasant liquidating bills for a husband who has squandered the money in entertaining

Representative Cushman, in his ap proval of the admission of Japanese to citizenship, is in accord with the Presiclaims will exempt its branch of the dent but very much out of harmony Government from having anything to with the rest of the Washington delegation as well as with the sentiment of most of his constituents. Washington, perhaps more than any other Pacific Coast state except California, is in a position to understand fully what unlimited Japanese immigration encoursibilities for speculation and argument aged by naturalization rights would mean. Mr. Cushman will probably revise his views if the matter should reach a stage where definite action was necessary.

About twenty years ago Tacoma rove out her Chinese, burned their habitations and gave notice to the world that no Chinamen would be permitted to live there. It was then predicted that this act would affect adversely the future of the city. Now in suburb of Tacoma inoffensive Japanese have been set upon by a mob of oafers, who repeated Tacoma's outage. Race prejudice is fiuman; lawessness such as disgraced the town of Alder is intolerable. Even the little brown man is entitled to a square deal.

There ie little doubt from the evince adduced in court that Sidney Sloane, the Spokane parricide, is insame. The most surprising feature of the situation is that his mental state, making it unsafe for him to be at large, was not discovered until after he brutally killed his father, since according to the testimony of many witnesses he was irresponsible and a degenerate from his childhood

The two-pound Hood River potatoes may be all right as freaks which show the wonderfully rich qualities of the Oregon soll, but for food purposes they will find successful rivals among much smaller varieties. The flavor and all other features may be of the best, but they will take up too much room on the plate.

The raine have made a good stage of water in the Upper Willamette, and anthe traffic. Some day a system of locks and wingdams may make the river a highway for business all the year, from Eugene down, if the trolley car does not first capture all there's in it.

W. W. Finley, and not Stuyvesant Fish, will succeed the late Samuel Spencer as president of the Southern Rallroad. This seems to prove that a discharge from the Harriman service is not always sufficient credential to insure employment on a Morgan railroad. Seated on his throne in far-away New

York, how can our industrial monarch be expected to know or care about the interests of a minor satrapy like Oregon? The defect is in the system which tolerates absolutism, not in the man who exercises it. What's the matter with the women' clubs in the State of Washington? The

Supreme Court has declared the wife cannot testify against the husband in a trial for bigamy, the crime being against the marriage relation and not against the spouse. Possibly the Home Manufacturers Association (long may it wave!) is helping the car shortage. If it be true that

Oregon ships four carloads to the one

she imports, there is cause for joy ever

to the pessimist, regardless of other re-During the past year the National product of beer in the United States Increased 5,200,000 barrels, while the manufacture of whisky decreased over 2,000,000 gallons. Our progress in Teu-

tonization is rapid. People accustomed to well-aired bedooms will not resent changing Pullnans at Omaha, which they must do under a new rule. All sensible travelers would welcome a fresh sleeping-car

every night. Light opera with students in the cast has been condemned by the faculty of the University of Washington. Let the girls and boys try one of Wagner's if the stage is equal to the weight.

So long as this war with Japan is waged on paper, both nations can easily bear the expense

If the Japanese eituation becomes any more acute, San Francisco may invoke the referendum on the President. Let us hope with Congressman Kahn, of California, that the Japanese inci-

dent is a tempest in a teapot. With butter up 24 cents a pound, our ot cakes must get along with less lubricant.

Don't forget that some hens are dong their duty, elee egge would go even

Mr. Lose seems to have been appro-

RECORD FOR CABINET CHANGES DEATH RECALLS NOTED FORGERY. Twenty-five of Them in President Roosevelt's Administration.

Washington Special to New York World President Roosevelt has had more Cabnet members during his term and a half than any other President in two full terms. The number is 25, counting such changes as that of Cabinet officer from one position to another.

There have been two Secretaries of State, two of the Treasury, two of War, four of the Navy, one of Agriculture, one of the Interior, two Attorneys-General, four Postmasters-General and two Secretaries of Commerce and Labor. In the near future there will be new Secretaries of the Treasury, Commerce and Navy, and a new Postmaster-General, Nineteen individuals have filled the 25 positions. President Roosevelt inherited this Cub. Secretary of State, Hay; Treasury, Gage; War, Root; Interior, Hitchcock; Navy, Long; Agriculture, Wilson; Postmaster-General, Smith; Attorney-General, Knox. Of these only two, Hitchcock and Wilson, are still in the Cabinet, and neither has been shifted. They are, incidentally, the two oldest members of the Cabinet in years as well as in service. Wilson will have had ten years of continuous Cabinet service to his credit March 4 next.

President Cleveland got through eight years as President with only 21 Cabinet members, and at that he made a complete reorganization, not retaining in his second Cabinet a single man who sat in the first.

velt has been President, including those whose selections are not announced, are State-John Hay, Elihu Root, Treasury—Lyman J. Gage, Leslie M. Shaw, corge B. Cortelyou. War—Elihu Root, William H. Taft.

The Cabinet members since Mr. Roose-

Interior—Ethan Allen Hitchcock, Navy—John D. Long, William H. Moody, Paul Morton, Charles J. Bonaparte, Victor L. Agriculture James Wilson.

Postmaster-General-Charles Emory Smith, Henry C. Payne, Robert J. Wynne, George B. Cortelyou, George Von L. Meyer. Attorney-General-Philander C. Knex, Willam H. Moody, Charles J. Bonaparte Commerce and Labor-George B. Correlyou Victor H. Metcalf, Oscar S. Straus.

#### SECRETARY TAFT FOR PRESIDENT Foraker May Step Aside in a Certain Contingency.

Washington Dispatch in New York Sur There is good reason to believe that the President will be sounded during the next or so by Ohio politicians in an ef fort to learn whether he favors William H. Taft, Secretary of War, for selection as the standard-bearer of the Republican party in the next National campaign. Fo many weeks the report has been in circulation in Washington that Mr. Taft is Mr. Roosevelt's choice for the Presidential nomination in 1968.

Out in Ohio there is a very lively fac tion that is opposed to further advancement for Senator Joseph Benson Foraker, who is identified with the wing of the party that has control of the organize It has been reported for a long time, and is accepted as gospel by a good many political observers, that if Mr For aker wants the Ohio delegation to the Republican convention he can have it. How ever, according to advices received here. the idea is spreading in Ohio that Mr. Foraker is not in the running, and if the state is to land the Presidential nomination it must tie up to Mr. Taft. Friends of Mr. Taft, such as Representatives Burton and Southard, and Harry Dougherty who stands high with the party in Ohio, are among those who believe that if an expression can be obtained from the Presdent favorable to Mr. Taft, Mr. Foraker will stand aside. They figure that if the President lets it be known that he would like to see his Secretary of War succeed him in the White-House, state pride in Ohio will force Mr. Foraker to sacrifice himself for Mr. Taft.

#### Governor Magoon's Disadvantage. Washington (D. C.) Herald

"Governor Magoon is a first-class man, and he is getting on well in his regency in Cuba; but when I was down there last week I could not help but see that sion. he labors under one considerable handicap," said H. V. Atwell of New York, "This was the lack of ability on his part to speak the Spanish language. Not knowing the tongue of the Cubans, he is obliged to have the ald of an interpreter, which is a bad thing in more ways than one. In the first place, it means a great loss of time. To use an interpreter reamount of business as where one knows the language of the people. It is impos sible for two men to get really close to each other unless they can understand each other's words. You may admire a man ever so much, but if you can't talk to him, there can be no great bond of sympathy or mutual liking. I have some good friends in Cuba, and am myself

to a foreign country as agent, Consul, Minister or Ambassador who does not speak its language. Mr. Winthrop, our scholarly Governor of Porto Rico, is the right man in the right place. He is able not only to understand what the natives say to him, but he can get on his feet and make them a beautiful talk in elegant and correct Spanish."

#### Severe Penalty for Burglary. Philadelphia Inquire

Assemblyman-elect H. J. W. Ruhlandt of Pittsburg says one of the first bills he will introduce will be one to increase the penalty for burglary, for attempts at housebreaking and highway robbery. He wants to make the maximum sentence 20 years and the minimum 15 years. "This is little enough." says Mr. Ruhlandi, "for the man who enters your home at the dead of night and presents a revolver to your face or the face of your wife. I think if such a law were in vogue in this state the number of burglaries in this city would be much smaller."

# Woman Adds "D. D." to Her Name.

Kansas City Star, Mrs. Agnes Lewis of England is said to be the only woman who has received the degree of D. D., which has been con-ferred upon her, in recognition of her la-bors in deciphering some succent manu-scripts of the Bible, which were discov-ered in a monastery on Mount Sinai. She is regarded as the most famous woman Bible scholer in the world Bible scholar in the world.

Denver Republican.

I have neard men long for a palace, but I want no such abode.

For wealth is a source of trouble, and a jeweled crown is a load;

I'll take my home in the open, with a mixture of sun and rain—

Just give me my old sheep wagon, on the boundless Wyoming plain.

boundless Wyoming plain.

With the calling sheep around me, and my dog with his head on my knees.

I float my cigaretts smoke on the sage-scented prairie broeze:
And at night, when the hand is bedded. I creep like a tired child

To my tare in the friendly wagon, alone on the sheep range wild.

I have had my fill of mankind, and my colle's my only friend.

And I'm waiting, here in the sagebrush, for the judgment the Lord may send;

They'll find me dead in my wagon, out here on the hilitops brown.

But I recken I'll die as casy as I would in a bed in town.

Story of Remarkable Literary Fraud That Put Church in Turmoll,

William E. Curtis in the Chicago Record-Herald.

A recent issue of that excellent paper, the Columbia (Mo.) Herald, contains an account of the death of Rev. W. D. Mahan, the author of one of the most extraordinary forgeries ever attempted. The facts are stated as follows:

left Cooper County, Missouri, where be had been preaching, stating that he was going abroad and would spend some time in Rome. Months passed and the Boonville Advertiser printed letters from him telling what he had seen and found in the Eternal City. Shordly after his return to Boonville he multished a most curious into 0-like forms. to Boonville he published a most curious book. It was a volume of some 200 pages buryorting to be a translation from a manuscript which he had found in the Vatican library at Rome and translated into English. He gave to the book the for a few days a modern analogue to title of "Acts Place" ("The Acts of Place"). Vatican library at Rome and translated into English. He gave to the book the title of "Acta Pilati" ("The Acts of Pi-

the the people began to wonder that this country preacher should have stumbled at the Vatican upon a manuscript of such transcendant importance. Rev. Dr. James A. Quarles, then of Lexington. Mo., now of Washington and Lee University, challenged the accuracy of the statements in the book. William E. Curtis, the country of the statements in the book. tis, then, as now, correspondent of The Chicago Record-Herald, took the matter up, investigated it at Rome, and pro-nounced the manuscript spurious and the alleged translation a forgery. "Mr. Mahan denied the charges, as-

serted the truth of what he had written.
A church trial was called. The New
Lebanon Presbytery, of which he was a
member, tried the case at length. Evidence was introduced to show that Mr.
Mahan had never been to Rome, but that
he had seen the month he was absent he had spent the month he was absent from Missouri on a farm in Illinois. The editor of the Advertiser showed that the letters that paper had printed were post-marked at a little town in Hilmois. Mr. Mahan claimed that they had been sent there to be remailed. The verdict of the Presbytery was practically unanimous, however, against Mr. Mahan. He was suspended from the ministry for two years. After the suspension he made no effort to return to the pastorate, but lived quietly at the home of his non-in-law, a hotel-keeper in Boonville. He dedined to make any further statement regarding the part he had taken in the proparation of the book except to say when it was told him that the literary world pronounced it a forgery: "'Well, I have been a much deceived

much persecuted man.

Mr. Mahan's book was published in Philadelphia and attained quite a large circulation. It was generally received as a fortunate discovery of historical evi-dence confirming the Scripture account of the trial and crucifixion of Our Lord. Many newspapers described it as an invaluable contribution to human knowledge. As I remember, Dr. Mahan ex-plained in his preface that the original ianuscript had been found by himself in the library of the Mosque of St. Sofia in Constantinople, where it formed a part of the remains of the archives of the Greek, church handed down from the time of Constantine. Knowing that there is no library con and no liferary archives of the Greek church, after consultation with Dr. Frie-denwald, then in the Congressional Li-brary at Washington and now in the University of Pennsylvania, I wrote Dr. Andrew D. White, then United States minister to Turkey. Dr. White replied promptly, confirming my own recollections, and further said that no such person as Rev. Mr. Mahan of Boonville, Mo., had ever been seen in Constantinople by anyone connected with the legation or consulate or Robert College or by any of the missionaries or the representatives of the American Board of Forthat an American Protestant clergyman would visit Constantinople without calling upon the representatives of his gov enment or the members of his profes

The preface to the book also stated that the manuscript had been translated the linguists in the library of the Vatican, and that the original manuscript had been deposited there with the keeper of the archives.

A letter from Father Ehrle, prefect of the library of the Vatican, stated that Rev. W. D. Mahan was entirely unquires twice as long to transact a given known there and that no person connected with the library had ever seen or heard of the "Acta Pllati" or any such manuserlpt. Nor had Father Ehrle ever heard of the publication.

I then wrote to Boonville to ascertain

something about the author of the forgery, and a complete account of the move-ments and career of Rev. Mr. Mahan handcapped by inability to converse with them as fluently as I would like.

"The time ought to be near at hand when this Government will send to be near at hand when this Government will send to be near at hand a preacher, with no special to be the send to be near at hand a preacher. preacher, with no special pretentions to scholarship, as his obituary states, should have produced so plausible a forgery, and It would be interesting to know how it was done. But so far as I have been was done. But so far as I have been able to learn, to his very last day, Dr., Mahan insisted upon the truth of his original story that the manuscript had been discovered by him in the library at St. Sofia, and had been translated at the Vatican in Home

## THE STRENGTH OF CONCRETE temarkable Leaning and Restoration of a Five-Story Building.

Since the establishment Since the establishment of the French protectorate over the Beylik of Tunis, its capital of the same name has never ceased to grow in size, population and wealth. While the original Arab city occupied and still occupies the higher and firmer ground, the new French extension spreads from this in "The death of Rev. W. D. Mahan, which has just occurred at Boonville, directs attention to a most remarkable hiterary controversy which involved a church in turmoil. Mr. Mahan was a church in turmoil. Mr. Mahan was a traverses the shallow and silting lake and debouches in the sea at Halis el good standing in the church. He was an interesting speaker, with no special breatensions to scholarship. In 1885 he left Cooper County, Missouri, where he built, is in the last degree marshy and

the well-known leaning towers of Pisa or of Saragossa, deserves record. The Societe des Minoteries Tunisiennes title of "Acta Pilati" ("The Acts of Pilate"), and the manuscript, the account of the finding of which was given with much circumstantial detail, purported to tell of the trial of Jesus before Pilate by a writing of the time giving an official record of the proceedings of the Court.

"Then the people began to wonder that this country preacher should have stumbled at the Vatican upon a manuscript separated from the central one by separated from the central one by some little distance. One of the latter was observed to be gradually deviating from the perpendicular toward the central block, without, however, losing its rigidity, and this movement con tinued en masse for several hours until an angle of about 25 degrees was attained. The mass gradually displaced itself as a whole, a monolith, as it were, but the fall of the block was pronounced on all hards imminent. The engineer and contractor, however took heart of grace, and, confident in the cohesion of the reinforced con-crete, set about restoring the immense

mass to the vertical.

This was duly effected in less than a fortnight. The floors on the elevated side of the building were weight-ed. This counterpoise consisted of ome 2000 tons of sand in sacks or the ground or basement floors 2000 tons on the upper stories. E vations were also made alongside the foundations on the high side so as to allow of the soil giving way more easily. The result was all that could be desired under the circumstances. The culfice returned to the vertical in a few days and was then completed.

a few days and was then completed The settlement has been very con-siderable, for the building now stands some 15 or 18 feet below its intended level. The site is, of course in the last resort responsible for these accidents, which have been a source of no little expense, delay and vexations. The ground, however, was declared sufficiently solid by the engineer whose plans were followed. The displaced building remains whole parts undisturbed, a wonderful testi mony to the cohesion and tenacity of these concrete structures. The rein-forced concrete is, of course, in consequence lauded to the skies, but there are those who maintain that in such situations the better course would be. at whatever expense, to adopt the American system of building upon a foundation of piles.

## "Caruso" Monkey, Made Famous, Dies,

New York Despatch. Knocko, the monkey, before whose cage in Central Park Caruso was standing when arrested, is dead. The is a suspicion among the keepers that his death was brought about by one of the visitors, thousands of whom have flocked about his cage since the singer's arrest. Knocko always was greedy for food and trusted his friends implicitly.

swallow anything he could get into his mouth.

The monkey once served as mascot for an engine house on the west side. and he would often jump upon the back of the engine driver and ride to fires. Complaints came from residents in the neighborhood that Knocko play-ed the part of "Peeping Tom" at bedroom windows. The complaints became so numerous that the foreman of monkey to Central Park and left him there.

# Finishes Painting After 53 Years.

New York Despatch.
Thomas Ball, the sculptor and painter of Montclair, N. J., has just completed a painting that is four and one-half by five nd one-half feet, after working upon it If years, probably the world's record.

If was commenced in Boston in 1853.
Only one square foot of ander was completed in the first two years. The painting depicts a scene from the life of Christ, the subject being chosen from the Grand of St. Luke.

the Gospel of St. Luke.

Mr. Ball is 87 years of age and has contributed much statuary to public parks and buildings. One of his masterthe statue of Daniel, is in Central Park.

# Bacon Browned to a Crisp.

Boston Post.
It is maintained of Senator Bacon, of Georgia, that he can use more language to conceal his thought than any other man in public life.

# It Was a Poser,

Newton had just discovered why the apple fell down.
"But," he asked, "why do the plums fall to those higher up."
Herewith the great man hastly had business down the street.

