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PORTLAND, FRIDAY, MARCH 8, 1907.

AN OMINOUS CONJUNCTION.

What effect will this reported alliance between Mr. Hearst and the doughty Tom Watson have upon the political fortunes of Mr. Bryan? Mr. Watson was one of the few passengers upon the old ship of populism who crawled safely ashore when it was wrecked, and he continues to this day vigorous and vocal. His voice is a shriek and his thoughts are of an intemperate cast which repels the conservative mind; but for all that he is not without influence. Among the farmers, in particular those of the South, his ebullient utterances are taken for monuments of sagacity. His exhortations are heeded and obeyed. Thousands stand ready to say to him in the language of inspired writ, "Whither thou goest I will go, and where thou lodgest I will lodge." If he elects to go into Mr. Hearst's political camp and lodge there, they will go with him.

Hitherto Mr. Hearst has not enjoyed much of the confidence of the farmers. It was their votes which defeated him when all the rest of his ticket rode to glorious victory in New York. They sympathize with his doctrine of unrest; they believe most that he says about the iniquities of the corporations; but at Hearst himself they still shy. Perhaps the reason is that he came upon them too suddenly in the full panoply of his revolutionary preachments. Your bucolic mind moves slowly. It must be prepared by soft allurements and discreet approaches. It must have time to examine a new proposition, to ruminate over it, to compare its aspects in Spring and Fall, to observe how it stands the biting blasts of Winter. Mr. Hearst shocks the farmers. Their interest in him is not unkindly, but, like a steer eyeing a stranger, they decline to accept his advances all at once. Moreover, Mr. Hearst's most devoted allies and followers heretofore have been the labor unions and it is only of late that the asperity of the farmer's feelings toward organized labor have been somewhat smoothed. Until recent years the farmer has posed as an employer of labor. The struggles of the unions to advance wages and shorten hours have therefore received but scant approval from him. Big wages for his help meant small profits for himself. As to shorter hours of labor, he was convinced that they were out of the question on the farm. The Lord had fixed by the immutable course of the seasons the number of hours a man must work daily in seed time and harvest. To attempt to curtail them looked mightily like impiety. It was certainly foolish.

The advent of the small farm with scientific agriculture has changed, or is rapidly changing, all this. The man who cultivates his ten acres under the tuition of the Department of Agriculture and in close correspondence with the experiment stations of the colleges is no longer an employer of labor. The efforts of the unions to raise wages may now receive his sympathetic approval, since high wages mean a high power to consume his apples and potatoes. Having no wages to pay on his own account, he can heartily rejoice in those which are exacted from his manufacturing neighbor. Moreover, on the small farm scientifically conducted the hours of labor are not from daylight to dark. With less land and more sense and knowledge has come leisure. The farmer can now take time to think for himself and in his hours of meditative calm, under the stimulus of Mr. Bryan and other prophets, he has discovered that there may be some justice in the contention of the unions for time to rest, play and think. Being a fair man, if a little deliberate in his mental activity, the farmer is not unwilling to concede to others the same blessings which he has won for himself.

The newer agriculture has, in fact, made many changes possible in the farmer's point of view. It has taken him from the employers' class; it has destroyed the essential antagonism between him and the labor unions; and it has revealed to him clearly that the same causes which excite discontent among the wage-earners are operating to plunder his own class of a large share of what they produce. These causes he has been taught to sum up tersely in the phrase "The domination of the plutocracy." The plutocracy robs him, so he thinks, at every turn. It poisons his groceries, charges two prices for transportation, makes him pay double for his machinery, picks his pocket through commission charges, buys up the legislators whom he elects to remedy matters, and fools him with fake statutes.

Having this opinion of the plutocracy, he is naturally eager to join battle with it, and experience has taught him that he cannot fight successfully without an organization and a leader. It is one of the puzzles of our economic history that the union idea has hitherto had so little strength among the farmers. Their uncertain economic status, partly laborers, partly employers, has acted as a disintegrating principle among them. The fact that they could well act independently in some matters has led them to fancy that they might be independent in everything; but they are learning better. The leaven of solidarity has begun to work, and we may expect before a great while to see the farmers massed in a union as strongly coherent as that of the miners. Who shall lead them? Evidently the man who most completely expresses their class aspirations. Is this Mr. Bryan? The development of radicalism among the farmers has overtaken Mr. Bryan and perhaps left him behind. He stands where he did ten years ago; they have steadily advanced. The "class-conscious" farmers have more real political kinship today with Mr. Hearst than with Mr. Bryan. Mr. Bryan's strength is the universal belief in his integrity; a suspicion that he was trying to brake the car of progress would be a source of weakness. If the corporations should finally turn to him as a bulwark against men of more radical ideas, the farmers would probably desert his banner. Who, then, would be left to lead them but Mr. Hearst? The alliance between Hearst and Watson cannot prevent Bryan's nomination, but it may easily be the instrument reserved by destiny to prevent his election.

THE MILLWORKERS' STRIKE.

The millworkers' strike is, from a business standpoint, the worst labor trouble that has been inflicted on our prosperous city. In no other commodity in which Portland and Oregon are so largely interested is such a large portion of the cost of the finished product absorbed by labor. From the time the ax of the woodman lays low the timber in the forest until the finished product is loaded on board ship or car labor comes in for a liberal portion of the cost at all stages. The strike in this city has not yet reached an acute stage, where the mills are obliged to shut down; but if it should reach such a stage the loss to the men employed in the varying branches of the industry would be enormous.

Throughout the timber districts of the Lower Columbia and its tributaries are thousands of men employed in logging camps which supply the Portland mills with the raw material. Hundreds more find employment on the boats engaged in towing the logs to the mills, and the vessels to and from the sea. There are hundreds on the vessels engaged in carrying the product to market. All of this army of laborers will, if the strike is prolonged, feel its baneful influence either directly or indirectly, and, no matter on what basis the matter is adjusted between the men actually striking and their employers, there will be an economic loss of thousands which must fall on the men who were not directly involved.

As in all other strikes, the men who can least afford to lose suffer the most. The millowners could probably retire and spend their days in peace without the necessity of sawing another log; but few, if any, of the employes can afford to do so. Labor is the only capital which the laborer has to work with, and when he ceases working his capital is dead. Whatever the merits of the present controversy may be, it is affecting a large number of innocent people who are not directly concerned and who would heartily rejoice at early settlement of the trouble.

WEIGHED AND FOUND WANTING.

New York City has, according to general belief, the most efficient bureau of weights and measures of any city in the country. The question of short weight and scant measure having been brought prominently before the people of this state through the discussion of the Burns bill in the late Legislature, it may be of interest to our people to know that, though they have not always got what they paid for at the grocery store, the meat market and the coal bunkers, they are probably as well off in this respect as are the people of the opulent metropolis.

The report of the bureau shows that during the year 1906 a total of 43,795 inspections were made and as a result 1835 violators of the law were detected. This list included 453 grocers, 753 butchers, 179 ice dealers and 78 coal dealers.

On the lower East Side, where purchasers can ill afford to lose even a fraction of an ounce on any purchase, it is shown by this report that dealers cheat 697 times out of every 1257; that coal dealers who give short weight cut out from 50 to 200 pounds to the ton, the average shortage in this commodity among this class of violators of the law being 107 pounds. Among small dealers bags supposed to weigh 50 pounds commonly contain not more than 40 pounds of coal.

Portland grocers will perhaps average up fairly with those in the business anywhere. It is pleasant to think that in the miss they give good weight and full measure. But it is not reasonable to suppose that they are entirely without those in their ranks who would be scheduled by an efficient inspector of weights and measures with the 453 in New York who, being weighed upon their own scales, were found wanting.

SCIENTIFIC LOVE.

The intellectual labors of the professors in the University of Chicago are often sneeringly classed among the bye-products of petroleum. We recognize the validity of the classification, but we omit the sneer. The adventures of those learned gentlemen in the wildernesses of thought are exciting, diverting, terrifying, but they are not to be sneered at, nor, for that matter, sneezed at, either.

Take, for example, Professor Charles R. Henderson's lucubrations upon the theme of love. Under his guidance science has at last successfully invaded that dark and bewildering realm and made, as it were, a secure conquest of it. To speak plainly, Professor Henderson has reduced lovemaking to an art. Henceforth it will go by rule, by number, weight and measure. Unless the account is misleading he has discovered a formula by which a young man can conduct a courtship without the delay, heartburning and uncertainty which have always aforetime attended lovemaking. If the rule is followed strictly, the result is inevitable. The beloved object simply must say yes when the question is popped. It works out like a quadratic equation or the rule of three.

The young man first ascertains the weight, complexion, age and a few other attributes of the girl whom he desires to marry. These particulars he inserts in the formula. Then he multiplies, divides and extracts the square root and the result is a receipt which never fails. It beats philters and love powders all hollow. He learns just how many times to call, at what hour and how long to stay; what he is to say at each visit; when to send flowers, and so on, neglecting nothing, leaving nothing to chance. It is alleged that the rule never has been known to fail.

Of course the saving of time and expense through this latest triumph of exact science will be enormous. Think of the hours and days which young men in love have heretofore wasted hanging round the home of the fair one, pining, sighing, writing sonnets. No more of that now. Think of the energy wasted in popping the question before the proper moment and being told that it was so sudden. All that is past. Thing of the money wasted in buying superfluous theater tickets, flowers and rides in the shoot the chutes. All that will now be saved. Lovemaking is reduced to a certainty and future lovers will be the happiest instead of the most wretched of mankind. The debt of gratitude which the world owes to Mr. Rockefeller will be enormously increased by this latest great discovery which has been made at his university.

THE WATER-LEVEL ROUTE.

Construction of a railroad down the Snake River from Huntington to Lewiston will give the Harriman interests a decided economic advantage over any other transcontinental railroad. No other line in operation or projected between British Columbia and the Mexican border can follow so closely the lines of least resistance as that which finds an outlet at tidewater at Portland. For one who is unfamiliar with the tremendous advantage of low grades in railroading it is difficult to understand the heavy saving in cost of operation as compared with that on lines where grades are heavy. With Mr. Harriman introduction of economies of this nature seems to have been a hobby, and it is a hobby that has served well to fatten the dividends of his properties.

In three years he spent on the Union Pacific and Southern Pacific alone more than $140,000,000 in reducing grades and eliminating curves, and that it was money well spent is strikingly shown by the results which have followed. But by none of his other routes to the coast will it be possible to move as much freight with a given amount of power as by the line which terminates in this city and of which the Snake River branch now under construction will be a most important link. The tendency in railroading has for a long time been to enlarge the size of the trainload to the maximum capacity of the engines in use, and as the ability of the engines to move heavy trains is dependent to a considerable extent on the nature of the track and roadbed, it naturally follows that every additional car that can be added to a train means an increased profit on the service.

The Pacific Northwest will reap a benefit from this new line on both eastbound and westbound business. It will offer an opportunity for shipment of lumber, fruit, hops and other Oregon and Washington products by the best transcontinental line in operation, and its economic advantages will, as soon as the Columbia River bar is improved, result in the routing both east and west of enormous quantities of Oriental freight, which by the Harriman lines now terminating at San Francisco must be lifted over great altitudes in both the Rocky Mountains and the Sierras. Nature has been kind to Portland in affording such a wonderful water-level route from the far interior down to tidewater, and, now that the advantages of this route are being recognized by the greatest railroad men of the age, the future of this city is assured.

With as much at stake as we shall have when this new line and the new North-Bank road begin delivering traffic at our gates, it becomes all the more important that all possible effort should be made to improve conditions at the entrance of the river. There should be no relaxation of energies until the river between Astoria and the sea is in as good condition as it is between Astoria and Portland.

FOREIGN TRADE INCREASING.

Foreign trade for the year 1907 seems to be making a good start on another record-breaking year. The Bureau of Statistics of the Department of Commerce and Labor has just issued a bulletin showing the business for January, and for the seven months of the fiscal year beginning July 1, 1906. According to these figures, our exports for the first month of the new year were $19,000,000 greater than for the same month last year. Imports for the same period were $20,000,000 greater than for January, 1906. For the seven months our imports showed a gain of $114,000,000 over those for the same period in the preceding fiscal year, while our exports were $79,000,000 greater than for the corresponding period last year.

Europe, as usual, led all other countries, taking four-fifths of our exports and supplying about one-half of our imports, although the relative proportion of gain was about the same in all countries with which we do business. There is, of course, always some complaint because our foreign trade does not grow more rapidly, but the figures at hand are, considering the circumstances, quite satisfactory. There is a continued effort in some quarters to promulgate belief that our foreign trade is languishing because there is an insufficient amount of American shipping to carry our goods to market. The steady increase in the volume of our foreign trade, coincident with the decline in our foreign fleet under the American flag, offers sufficient answer to this specious argument for a ship subsidy. That the trade could be increased is undoubtedly true, but it must not be forgotten that it requires two parties to make a trade.

If we discourage and prohibit importation of goods and products from countries with which we are seeking to increase our trade, it is hardly reasonable to suppose that they will put themselves out to push our wares to the exclusion of those from other countries more favorably inclined to the square deal. We have been for so many years engaged in the business of developing our internal commerce and evolving plans and policies for living within ourselves that, aside from the great staples which the foreigners are forced to buy from us, we have sold only a limited amount of goods to them. In return, we take just as little as can be squeezed in through the high-tariff screen that shuts out many foreign commodities which could be used to great advantage in this country. As the output of our factories and fields increases beyond the needs of home consumption the necessity of a dumping-ground in other countries for the surplus will become steadily more apparent.

At the present time, as for many years past, the foreigners are coming to us for these goods and products, but the time is approaching when we must go to them and solicit their trade. We must do even more. We must let down the bars to a great many commodities which our own people need, and the sale of which would enhance the purchasing power of the people who are buying our surplus products. This country cannot go on showing such liberal increases in foreign trade without perfecting some kind of a reciprocal arrangement with the countries responsible for the showing made. Our transportation facilities, financial connections and other factors in the foreign trade question are of the best; but if we are to maintain the prestige we now enjoy it will be necessary for us to adopt a more liberal policy toward other countries and incidentally send among them a higher class of foreign Consuls than the average now in the service.

Reduction of the compensation of a public official at his own request is so rare a circumstance that it deserves more than a passing notice. News dispatches published a few days ago inform the taxpayers of Oregon that State Printer W. S. Duniway has reduced the cost of printing the legislative calendars from $16,106 to $7800, or a saving of $8300. There was strong effort in the Legislature to have calendars printed as they have been in the past, but Mr. Duniway, contrary to all precedents, threw his influence with those who stood for reform. He was, in fact, the father of this reform, for his campaign against printing office grafts last Spring was directed chiefly against the calendar abuse. He was elected largely upon the strength of his pledges to the people. He has made good his pledges thus far, and deserves credit for so doing. It is not often that a public officer will fight to have his income reduced $200 a day for forty days, as Mr. Duniway did.

The new Oregon contains so many people who have reached this land of promise within the past decade or two that it is only when the hand of death is laid on some of the oldtimers that we recall the old days before the railroad came. Captain Miles Bell, who died at Salem last week, like John Kelly, who died in Portland this week, was one of the old guard of Ben Holladay's regime in Oregon. Captain Bell running on the river boats of the Holladay line, while Mr. Kelly was in the ocean service. The continual changes which are being wrought by the development in the present era are full of interest, but there was a tinge of romance about Oregon life in the golden age of steamboating in the Northwest that will not be forgotten until the last of the now rapidly aging participants have been gathered to rest.

The Iroquois Theater trial has been blocked indefinitely by a complication of legal technicalities. It has only been a little over three years since the theater tragedy took place, and the matter is recalled at this time by the placing on trial for manslaughter of Will J. Davis, manager of the theater. Of course it is natural to expect that the lawyers will enter objections when any such attempt is made to railroad matters. Judging by the length of time that has already elapsed since the tragedy, it is unreasonable to expect that Mr. Davis should be placed on trial for at least ten or fifteen years. However, his rights will undoubtedly be protected and if he does not die of old age in the meantime the trial may proceed toward the end of the century.

The British bark Galena has been stripped of her rigging and all moveable equipment, and will probably be abandoned to her fate. It was thought before the storms of Winter had buffeted her that she might again be floated, but with shipping property at low ebb in value, the incentive to take the risk of the heavy expense involved is missing, and the bark will remain as a monument to the reckless navigation of the master who was responsible for her trouble.

Councilman Preston announces that he wishes to be re-elected in the First Ward. Mr. Preston, like several other members of the Council who stood with the "solid nine" on the side of the gas company against the people and fortified the liquor forces, is pleased with his record. The gas company and the saloon men will vote for him and his associates. The ambitious gentlemen have a constituency sure enough.

It seems that the possessors of the city's market block are violating the terms of the franchise awarded them by the city and are using the block for other purposes than stipulated in the franchise. By and by the possessors will claim the "vested right" to do with the land as they please. It's the same old way of gouging the public by means of franchises.

The next National political conventions will be filled with delegates of the Oregon brand of statesmanship—paying their own railroad fare. Won't the railroads feel queer? But give Mr. U'Ren more rope and there won't be any National conventions.

The Senate at Olympia has turned down a bill for the initiative. If one or two men who live in Oregon should move into Washington State, things might be different.

Judge Hebbard, in San Francisco, seems to be another man afflicted with "emotional insanity." He needs only to shoot somebody to prove it.

A woman in Bellingham has just died at the age of 100 years, refusing to the last to call a physician. She knew one secret of long living.

Hill has delivered the goods as to Seattle and Portland terminals. Now all of us would like to see what goods Harriman will deliver.

It takes more than a Legislature to kill Oregon's surplus normal schools. Like the cat, they all come back.

HOW DIVORCES ARE INCREASING

Twice as Frequent in Past Decade as Before That Time.

Chicago Tribune.

Between 1867 and 1886 the number of divorces in the United States per 100,000 of population was 33. Between 1887 and 1906 the number was 70 per 100,000. Manifestly the divorce habit is growing upon the people. But it is not growing so rapidly in Chicago as it is in other parts of the country. In Philadelphia the number of divorces was 22 per 100,000 of population in the first period and 63 in the second. In Chicago the figures were 73 for the first period and 107 for the second. Even in Boston the rate of increase is greater than in Chicago. There are still more divorces here per 100,000 than in Boston or Philadelphia, but that may not be the case a few decades hence. The unenviable reputation which this city has so long enjoyed as the great divorce center may fade away.

The inquiries of the census bureau leave no doubt as to the increasing frequency of divorce. They have not gone far enough to give a clew to the reason. When all the causes relied on by the complainants shall have been tabulated there may be a little more light on the subject. It may be helpful to find out how many of the parties to the suits were reared in this country and how many were immigrants brought up under different conditions.

Even when the statistics shall have been gathered up and worked over in many ways there will be room for abundant controversy over the underlying cause of an unpleasant social phenomenon. There will be abundant opportunity for the sociologists, the ministers, and others who are interested in the subject to display their acumen. Some will ascribe the greater disregard of the sacredness of the marriage tie to the growth of irreligion, others will lay it to the greater economic independence of women, for a divorced woman can earn her living more easily now than she could 50 years ago. Some will say that woman has gained a higher sense of personal dignity and will not put up with husbandly abuse so meekly as she used to.

Others will say that the laws are too lax and judges too easy going and that the reformation of the divorce laws will work a great change for the better. If a study of the divorce statistics for 40 years shall show that social forces which legislation cannot enchain are chiefly responsible for the increase in divorces, there will be no hope of a radical cure. Nothing will remain but to apply whatever palliatives the wisest students of the evil can suggest.

GOVERN OREGON BY COMMISSION

Suggestion Is Made That Galveston Experiment Be Tried.

GASTON, Or., March 6.—(To the Editor.)—I recently saw in The Oregonian comments by different people as to causes for failure of the last Oregon State Senate to fulfil the promises made to the people when elected—and remedies for same.

Can there be any change under the present system, in lobbyists getting in their work while the legislative houses are in session? Would it not be better to abolish both houses and govern by a commission a la Galveston, made to suit this state?

Let the people elect the Commission every four years, said Commission to frame the laws as required by the people, and let the Commissioners come before the people every two years to be voted upon at one great mass meeting of voters, in lieu of primaries as at present.

There being no vetoing power, the people would govern. And be the laws good or bad, they would suffer accordingly. Then, what the people wanted they would get and would not be compelled to put up with what they did not want. It might cost a little more, but we would get what we paid for—which we do not get now. If any member of the Commission should prove incompetent, he should be removed at the request of the majority of the people at the end of the first two years. Would not something of this kind be more satisfactory than what we have at present?

JOHN MASTERS.

Qualified Insanity Experts.

Chicago Chronicle.

The hair-splitting, the involved statements, the didactic manner and the pompous dignity of the average "expert" combine to give him the air of a "crank"—a man who cherishes one idea and subordinates all others to it. He is the victim of egomania ranging from adolescent to senile. To put such men in the position of passing upon men's lives or liberty is preposterous.

It happens fortunately that the insanity "expert" has so thoroughly discredited himself that juries pay small attention to him, and where one "expert" is pitted against another the two neutralize each other, so to speak. The question is, however, whether these monomaniacs should be permitted to testify at all. If lunatics are to pass upon the sanity of accused persons why not go to the incurable ward instead of the superintendent's office for experts"? Why not "go the whole figure" at once? The question is not ludicrous but entirely serious. If insanity is the prime qualification for an "expert" the crazier he is the more expert he will be. In this view of the matter the witness chair should be occupied not by the milder cases of mania but by gentlemen in strait jackets.

Railroad Commission Prophecy.

ASHLAND, Or., March 6.—(To the Editor.)—I have not noticed that The Oregonian has advertised for a prophet, they being somewhat of a drug on the market, and while not posing as one, I venture to prophecy as follows: That at the next meeting of the Legislature, the Railroad Commission will report something like this: First—That the salary of a Commissioner is not sufficient. Second—That the Commission is greatly hampered by the lack of clerks and stenographers. Third—That the Commission was unable to accomplish much toward the relief of shippers, passengers and trainmen—because of lack of authority under the present law.

I mention this as being in line with the usual realization of legislation by commission, feeling that a large portion of laws are enacted to correct and amend old laws or to repeal them—especially those designed to level differences and correct inequalities caused by great ability in one man or set of men, as against less ability and advantages in other men. The "smart" and "wicked" seem always to survive.

H. L. W.

Christian Scientist Gives Thanks.

HERMISTON, Or., March 6.—(To the Editor.)—After reading The Oregonian's frank editorial last Sunday regarding Mrs. Eddy, I resolved to write and say how very much Christian Scientists appreciated it. There have been so many unjust articles published lately on the subject of Christian Science that it helps to restore one's faith in mankind to have a paper like The Oregonian, so widely known for its splendid, sound editorials, give the topic fair treatment.

MRS. A. C. CRAWFORD.

NO MORE ASSISTED ALIENS

Attorney-General Says New Immigration Law Forbids Them.

WASHINGTON, March 7.—A statement was issued by the Department of Justice today concerning an opinion submitted to President Roosevelt by Attorney-General Bonaparte as to whether certain immigrants who were landed in South Carolina last Fall are legally in this country. The opinion is that the immigrants were entitled to admission to this country, and that they were in the United States legally. This opinion agrees with that rendered upon the same case by Solicitor Earle, of the Department of Commerce and Labor.

The Attorney-General holds, however, that under the provisions of the recently enacted immigration act, the immigrants in question could have been excluded.

What South Carolina Did.

The statement says:

It appears from the statement furnished by the Department of Commerce & Labor that the Legislature of the state created the office of Immigration Commissioner and made an appropriation of $2000 for its expenses for the express purpose of encouraging immigrants to come into that state. It also appears that certain private parties made up a fund amounting to about $30,000, which was placed in the hands of the Commissioner, E. J. Watson, and with these resources he went abroad and by advertisements and otherwise collected a considerable number of laborers or artisans who were willing to migrate to South Carolina where labor was in great demand.

He paid the passage of these people by an agreement that they should repay him out of their wages from employment he might procure for them. Under the terms of the agreement signed by the immigrants and Commissioner Watson, the latter promised to find employment for the former, but the immigrants themselves were free to reject any particular offer of employemnt that might be made to them.

Immigrants Not Under Contract.

The Attorney-General holds, in effect, that the original provisions of the alien contract labor law of 1885 were not repealed by the immigration law of 1903 and that after 1903, whenever passage money had been paid or any alien laborer who came to this country under a previous contract to perform labor here, such alien labor was not entitled to admission into the United States.

This did not operate, however, to include the laborers in question, because, according to the construction placed upon the act of 1885 by the courts, it was an essential condition to a violation of that law that the laborers should be under a previous enforceable contract to perform labor, and these laborers do not appear to have been under any such enforceable contract. Although the passage of these laborers may have been paid in pursuance of an offer or solicitation of employment and in violation of the provisions of the act of 1903, this would not render the aliens themselves liable to exclusion, as this act did not contain any provision excluding from admission aliens whose passage money had been paid in violation of its provisions.

New Law Would Exclude.

The Attorney-General holds, in effect, however, that under the provisions of the new immigration act which was approved by the President last Monday, the immigrants in question could have been excluded.

CASE AT CHARLOTTE DROPPED

Cotton-Mill Men Accused of Violating Law Go Free.

GREENSBORO, N. C., March 7.—The trial of Edward A. Smith and Sumner Sargent, Charlotte mill men charged with violation of the immigration laws, was abruptly ended today by Judge Boyd's instructing the jury to find in favor of the defendants. The action was taken on motion of counsel for the Government.

It was alleged in the complaints that the cotton mill-owners employed Costello to go to England to hire laborers for the mills and that, in pursuance of this agreement, Costello went and by promises, contracts and agreements secured the consent of aliens to come to America. It was also alleged that Costello prepared their passage and gave them "show" money. There were 71 of the aliens who came to America to work in the mills around Charlotte.

The defendants offered as defense that Costello exceeded his authority as agent, and Judge Boyd held that the Government must show that the defendants shared in the unlawful purpose with Costello. The defendants also contended that, as there was not skilled labor of a like kind unemployed in this country, they were not amenable to the law.

Consternation in Hawaii.

HONOLULU, March 7.—The opinion of Attorney-General Bonaparte to the effect that assisted immigration is illegal has caused the greatest consternation here. It is feared that it will cause the loss of hundreds of thousands of dollars involved in the charters of the steamers Heliopolis and Kumeric, besides defeating the effort to introduce European immigration into Hawaii. A special meeting of the Territorial Board of Immigration will be called to consider the subject and will cable its views to President Roosevelt.

And Danger Lurked So Near.

CHICAGO, March 7.—That the roof of the old La Salle-street tunnel has not been broken through by the keel of some vessel of deep draught was a subject of wonderment yesterday to the engineers who are superintending the destruction of the tunnel.

It was discovered that the brick arch, which "held up the river," is barely two feet in thickness. In the absence of the original specifications, traction authorities have supposed that the roof varied in thickness from four to six feet, and have allowed streetcars to pass through without a thought of danger.

NO ACTION ON CHINESE LABOR

Government Releases Bidders From Obligations Under Bids.

WASHINGTON, March 7.—Frederick Morse, of the American-China Company, and Julian Rubens, who have submitted proposals to the Isthmian Canal Commission to supply Chinese laborers for the canal work, have addressed an inquiry to Secretary Taft as to the decision of the Department upon their bids, which have been pending since last Fall.

Action has been deferred on these bids because the administration was not certain that the work would be done by contract or continue under Government management. Meanwhile the bidders have become impatient and Mr. Morse called on Mr. Taft today, with the result that they went to the White House and discussed the matter with the President. Later the following statement was given out at the War Department:

"In view of the changes which have taken place in the management on the isthmus, the persons making the bids for Chinese labor, which have been long pending, have been notified that no action will be taken in respect to them; that they are released from any obligations under their bids, and that, if occasion should arise for a renewal of bids for Chinese labor, they would be notified."

GERMAN TARIFF AGREEMENT

Misunderstanding Is Removed—Von Sternberg's Salary Raised.

BERLIN, March 7.—When the proposition to increase the salary of Baron Speck von Sternberg, the German Ambassador at Washington, by $5000, came up before the appropriations committee of the Reichstag today, during the discussion of the Foreign Office budget, Baron von Koerner, director in the trade division of the Foreign Office, said an agreement in opinion had been reached with the representatives of the United States on the basis for a future commercial treaty from which it was hoped that a satisfactory outcome of the situation would be reached. The American Tariff Commissioners, Dr. von Koerner added, had not full power to conclude a treaty, but the results of the negotiations were favorable to German interests.

Many misunderstandings had been adjusted, the American Commissioners had been convinced of many inconveniences and unfair things in the treatment of German exporters, had so reported to President Roosevelt and the results of their report will be made public soon.

Turning to the salary of the Ambassador to the United States, Dr. Koerner said that the cost of living in Washington had increased since the salary of the German representative was fixed at $25,000, when the German Legation, in 1893, was raised to the rank of an Embassy.

The committee eventually decided to increase the Ambassador's salary by $5000, and also voted to increase the salary of the first secretary by $625, raising it to $3750, the same as in the case of the similar posts at Paris, St. Petersburg and Vienna.

SAYS TOWER HAS INFLUENCE

German Foreign Minister Denies American Newspaper Attacks.

BERLIN, March 7.—The Secretary of State for Foreign Affairs, Herr von Tschirsky, in conversation today with the correspondent of the Associated Press, said:

"I have heard that some of the American newspapers have said that your Ambassador here, Mr. Tower, is without influence with our government. Such statements seem to me odd, because it is well known how large a personal and political position Mr. Tower has made for himself in Berlin. He maintains, it is true, with firmness, the contentions of the United States, but that is precisely what we expect of our own Ambassadors. Mr. Tower's long experience in international matters and his power of interpretation prove clearly to us that American views have contributed much to the good will between our country and the United States."

Emperor William dined with Ambassador and Mrs. Tower this evening.

MAY NOT SEE CANAL AFTER ALL

Quarantine May Prevent Congressmen From Going to Isthmus.

NEW YORK, March 7.—Speaker Cannon and the other members of the Congressional party which sailed a few days ago on the Hamburg-American steamship Bluecher, may not be permitted to visit Colon, according to information received here today. The party had planned to stop at Colon on the homeward trip and inspect the canal work. Today the news came that the Panama government has established a quarantine against Venezuelan ports, because of a reported outbreak of yellow fever at La Guayra. The Bluecher is scheduled to call at La Guayra and also at Puerto Cabello, before she reaches the Isthmus.

Move Pope Leo's Body After Easter.

ROME, March 7.—According to Signor Tadolini, the sculptor, the monument of Pope Leo XIII for the basilica of St. John Lateran will be finished in ten days. The body of the late pontiff, he thinks, will be removed after Easter.

The monument represents the Pope giving a blessing. His statue is inflanked by figures representing the church mourning and kneeling workmen imploring a blessing.

A CORNER ON THE "KING" BUSINESS

—From the Denver Republican.

E. H. HARRIMAN SAYS HE WOULD GET ALL THE RAILROADS IN THE COUNTRY IF THE INTERSTATE COMMERCE COMMISSION WOULD ALLOW HIM TO.