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RTLAND, FRIDAY, OCTOBER 4, 1907.

STRANGLE-HOLD ON A STATE. erhaps Mr. Harriman, who is reed to have invested the money of Union Pacific system, to the extent 140,000,000, in the bonds and stocks her railroads, upon which there aince been a decline of \$30,000,000 40,000,000, may now wish he had sted the money, or at least the er portion of it that has been lost, ilding railroads long needed in n. Had he done so he would something to show for the ime sums that now are merely

us quantities. ut whether Mr. Harriman have regrets or not over these unlucky tments and consequent losses, the ple of Oregon certainly have—at to the extent of wishing, sorully, that the money had been where it would have ficial both to Oregon and to the

It is a serious complaint that the cy of which Harriman is the repre-By that policy Oregon has en fenced in by lines drawn around borders, and the whole interior is off to vacancy and to the sovereignty solitude. A corollary of the policy ne notice posted everywhere warnall trespassers to keep out. The in the manger typifles it exactly, policy dooms the greater part of eat state to the stlence of nature; people these days never will go far in the railroad to settle down, ke homes and push the activities rural and agricultural life. They they must be in touch with the ve world, have opportunity to come go, to market their produce and develop local points of industry trade. These conditions are to be ined only through the railroad. pioneer spirit that carried people the distant wilderness and mained them in isolation and content it was good for its time, but it is e forever. Gone, because people do better. They needn't be heris of the solitudes now, and they w it. It is useless to offer them erely land and sky. They will go ad of the rathroad by short marches they know the railroad is coming;

s the great railway that has cor ed Oregon ever going to do anying within the vast inclosure? We nfess to little faith. Even such itty projects as the Coos Bay branch ar to be mere feints, supported by intention. It is the fate of Oregon e milked by this great system, nich pursues its policy of taking all can and giving the least possible Millions of dollars drawn in idends from the traffic of Oregon invested elsewhere, or thrown into all street. Of the thirty or forty as sunk and lost in the Harrima nd-buying operations, some part, d no small one, was drawn from the ate which for twenty years has been

not otherwise will they push out

settlement in vacuous spa

nied railway extension by the power at has fenced it in. Look at Washington and Idaho e contrast they afford with Oregon a trying one for every resident of r state. Their growth is at a far more rapid pace than ours. Why Secause they are not the exclusive demesnes of any one railroad system. So with Montana and the Dakotas. Oregon is bottled up. Oregon is in a Oregon is plucked and shorn, and her oppressor boasts of sufficient power to keep out competitors for all rites within her borders. Fortunately, conditions are changing to an extent, so that we cannot be prevent-ed from doing part of our business, presently, through the railroads trav-Washington and Idaho. Still, this will but poorly reconcile us to

the thought that the vast resources of the Oregontan this state are to remain mere possibilities, for further indefinite time. The obvious fact that calls for ceaseless protest is this, namely, that Oregon is held up on the highway of progress that is open to all the other states about her, by a process of strangulation.

THE ETHICAL SIDE OF IT Long has it been known that the land laws of the United States-certain of them-open a door to fraud. The intent of these laws was to give every citizen access to the National domain; but the citizen was not to use his right merely to get the land and sell it for what he could, take his money and get away. The law was not carefully drawn; but its intent is It is painful to find Senator plain. Borah throwing all blame on the law o loosely drawn, and excusing landgrabbers who induced individuals to pervert the law's intent and meaning. The law might leave a door open to a particular kind of robbery. Then are ou to commit that kind of robbery and plead in excuse that the law has een so clumstly drawn that there can e no penalty?

Senator Borah has a right to excuse and to defend himself. But he does not put his excuse and justification on ufficiently high grounds. He knows it himself; and he never will do that kind of business again. The notion that one may do what the law does not expressly forbid, or that if the law eaves a door open to fraud you may rightfully walk in, not only has no athical value but is abhorrent to every ound principle of moral conduct.

It always has been a reproach to he legal profession that this principle has not been understood, but on the ontrary denied. The plea of Senator Borah is that the law makes the crime The plea is morally unsound. should be an attorney for those who ake advantage of a defect in the law o swindle an individual or to rob : whole people. Senator Borah has not

#### SALACIOUS HARPIES.

Some salacious scalawag, who for excellent reasons is ashamed of his own name, writes a letter to revile The Pregonian for trying to "hoodwink of an accused official." He refers, of course to the Waymire scandal We gather that he is one of the deplorable gang of degenerates whom Judge ameron ordered out of the courtroom fust at the moment when the case ecame most interesting to their carrion taste, for he is almost as ran orous against the court as against The Oregonian.

When a case like the Waymire scan dal arises there is always a group of individuals who fairly wallow in filth. Being themselves utterly vile, they assume that the man who has been victimized by the blackmailers is as guilty as possible in the circum-stances; and whatever the character of the woman may be, it suits their purpose, of course, to set her forth as immaculate angel. Fortunately this class of men is small. If there were many of them spouting their views upon the street and writing anonymous letters to the papers, it would be impossible to exist for nau-

is practically almost helpless against his assallant. The better his previous reputation has been the more difficult is his defense, so prone are we all to cry "hypocrite." If the case comes pefore a jury, the woman, with her Delilah wiles, has every advantage. Schooled by her lawyers, she smiles she weeps, she sighs, she trades upon her charms, an' the jurymen are wax before her. God pity the man who has to defend his reputation against one of these women.

# THE PORT OF COLUMBIA,

The Astoria papers, in a desperate effort to excuse their opposition to improvement of the tug and bar service at the entrance of the Columbia River are going to great lengths in distort ing and misrepresenting The Oregonian's comment thereon. In a recent plea for establishment of an Alaska steamship line, which would supply us with much-needed cheap coal, Oregonian incidentally said that "the lifting of the pilotage and towage emcargo at the entrance of the Columbia by the Port of Columbia Commission, or, in the failure of this commis-sion to act, by its successors, will place the Columbia River on even terms with the Puget Sound ports except in the single item of fuel." The Astorian sees in this remark a covert attack on the pilots, and goes into violent hys terics in denying that there are any pilotage charges on coasting vessels such denial being entirely superfluous and uncalled for, as The Oregonian never intimated that there was such a Continuing, the Astorian

Since the "Port of Columbia" bill became a matter of interest to people on the river, the especial pramise of its authors and friends has been that once it was passed, they would correct the victous evils insep-arable from the bar pilot service.

The taxpayers of Multnomah and Columbia Counties, who have suffered by the "evils" admitted by the As-torian to be inseparable from the bar pllot service, do not believe that they are "inseparable," and they propose to demonstrate that such belief is founded. In this connection a brief history of the Port of Columbia and the cause for its existence is here

For many years prior to 1907 the International Sailing Ship Owners' Association, controlling more than three nage of the world, demanded and received 30 cents per ton more for ships loading at Portland than for those loading on Puget Sound. The effect of this differential was a gradual iwindling of the Columbia River grain fleet, and a corresponding increase in the Puget Sound fleet. Foreseeing the inevitable result of continuation of such conditions, the Portland Cham-ber of Commerce z nt a representative to Europe to confer with the owners and learn the exact causes for levying the differential. This conference resulted in the narrowing down of the complaints to a poor tug and pilot ervice at the bar, and a charge for hauling ballast away from the ships in a text. port. At a meeting held in Paris in October, 1906, the shipowners agreed to abolish the differential as soon as these worst evils were corrected. The changing times while it clings to ballast charge, being beyond the juris-diction of the Astoria people, was taken care of by some public-spirited Portlanders before Astoria could get

some of the "inseparable evils" which

the Astorian admits existed.

Realizing their inability to give a satisfactory service, the O. R. & N. Co. agreed not only to withdraw from the towing business, but, as a bonus to any one who would take up the work with out increasing the towage rate, offered to pay full pilotage in and out on all grain ships coming to Portland. It was to take advantage of

of this offer and secure free pilotage that the Chamber of Commerce drew up the Port of Columbia bill, and, as soon as the bill became a law, the Chamber of Commerce again dispatched a representative to Europe to demand from the shipowners fulfillment of their News of the fight Astoria Europe ahead of the representative of the Chamber of Commerce, and the owners demurred to removing the that the promised free pilotage would be forthcoming. Fortunately for Portland and for every producer in Fortunately for the Columbia Basin, the Astoria plet was folled by a cable from the O. R. & N. Co. agreeing to pay pilotage in case the law was defeated. On this assurance the Shipowners' Union, at its meeting at Bremen in June. moved the differential and Portland duty is to provide one for them. exporters were enabled to secure tonage for Portland at the same rate as was paid on Puget Sound

As to the tangible effect of removal of this differential, figures speak more eloquently than words. On October 3. 1906, the total amount of grain tonnage en route for and in port at Portand was 97,286 tons. En route for and in port at Puget Sound, 73,547 Yesterday the figures were Portland, 159,974 tons; Puget Sound, 5,294 tons. The object for which the Port of Columbia came into existence has been partly accomplished for this eason at least but Portland does not propose to depend on the O. R. & N. co. or any other railroad company for maintenance of a tug and pilotage ervice at the river entrance. The Columbla River must never again be per mitted to lapse into the bad repute suffered through which wretched service at the mouth of the River. If we cannot enforce the Port of Columbia law to secure a good service, a law that can be enforced must The good name and pres the people in order to clear the skirts tige of the Columbia River must and will be maintained, regardless of the efforts of a few short-sighted Astori-

IN NEED OF A SOVEREIGN.

There is an old saying that the Contitution means what the Supreme Court says it means. This, of course, nakes the Supreme Court the egislative department of the Government. Laws passed by Congress are only tentative laws until the Supreme Court approves them. Such a theory really destroys the ideal of Republican government, with its distribution of co-ordinate powers; but it has been widely accepted and there is a class of sour cynics allied with the predatory corporations who cling to it with a leath grip. They cling, not because the theory is correct, or because they think it a good one, but simply be cause it is contrary to the interests of the Nation. It is impossible for these people to concur in any view for the common welfare. which They are so cantankerous that they cannot help being on the contrary side These are the so-called "strict constructionists of the Constitution Their construction is no stricter than anybody else's, but it is narrower and meaner; hence they claim great credit for adopting it.

The bad old saying that the Constitution means what the Supreme Court says it does has always been deceptive. The Supreme Court determines the meaning of the Constitution only to outward appearance. In reality it has always been determined in the long run by the needs of the Nation. Su-Court decisions are just as much tentative as the laws of Congress. If after trial they are found to promote the welfare of the Nation, versed, or explained away, which comes to the same thing. As a matter of fact, the Constitution means what it ought to mean. And what it ought to mean is decided by what the Nation taken as a whole truly needs in sucessive generations. Inasmuch as these needs vary from decade to decade, so the meaning of the Constitu-tion changes, being, as Mr. Roosevelt so wisely said at St. Louis, not a dead but a living thing. This was the doc trine of that illuminating speech, and it is a doctrine profoundly true and important.

The President's speech at St. Louis was a brilliant application of the pragmatic philosophy which is taking the world by storm. One might interpret him to have said that the Constitution is one thing, its meaning another; the meaning being, as it were, a function or outflow from the document itself, which can change from time to time the light of the sun is sometimes dark and sometimes brilliant, while the sur itself is forever the same. might look upon the Constitution as typified by a man of illustrious intellect set to rule over a people, who changes his policy from one year to another as the needs of his subjects vary; but through it all he remains the same man because his funda mental character persists unaltered "The Constitution," he said, "Is unchanged and unchangeable save by amendment in due form." But "the meaning is to be sought as much in the National life as in the dictionary And, inasmuch as the National life is in perpetual flux, so must the mean-

ing transform itself as the years pass This pragmatic theory of the mean-ing of the Constitution has always dominated the Supreme Court, whatever one or two reactionary judges may have said about it. It has dominated because it is the only possible theory by which the Nation can live The "strict constructionists" hold that every new interpretation of the Constitution should brought forth with pomp and tumult constitutional convention old things would pass away with a whoop and howl and heaven and earth be reconstructed amid a deluge of academic oratory. One might as well say that we must have a new Bible every time we find a new interpretation for a text. These "strict constructionists" a text. These "strict constructionists" abundant confidence in the steady would accuse the Presbyterian Church growth of the city to which its forof disingenuousness because it lets the meaning of its ancient creed follow the venerable form. Why not? Words are but symbols; and when the ancient significance of the symbol is forever dead, why not impart a new out an injunction to prevent it. The O. R. & N. Co., which was operating the tugbouts, had no control over the

while it retains much of its old signevertheless has lost part of and acquired something different

Hence, even if we adopt the extravgant folly of interpreting the Constitution by the dictionary, we shall find that it means something very unlike what it did a century ago. The dictionaries of today assign altered weight and connotations to its words. hose who cling to the concept of a constitution with a fixed and invariable meaning cherish one of the wildest delusions of insanity. Their dream is by the very nature of things impossi-

This is what the artistic fraternity might call an impressionistic view of Mr. Roosevelt's speech at St. Louis but it is as near to the truth as one come, perhaps. His general can. thought was that our internal water-ways, the Panama Canal, the corporations, and above all the railroads. objects of National concern. fore they ought to be under Federal control, and unless we wish to see our National life wither away and perish we must so interpret the as to give the Nation full power over them. As the President said, these great potentates are badly in need of sovereign, and our most pressing

Mr. Josselyn, of the Portland Railway Company, is undoubtedly right in his statement that no "fender" on a streetcar has yet been put into use that is of any real service. Probably there would be fewer accidents if there were no fenders at all. The remarks of Mr. Josselyn on the subject, pub lished yesterday, embody the results of fullest knowledge of this subject, derived from experience through a very long period, in cities both of America and Europe. No fender can be depended on to "pick up" the body with which it may come in contact, and the injury, when the fender strikes, is likely to be as great as when the person is struck by the car itself. And the fender deceives the eye more than the car, and on curves is spedangerous. The best that can cially be said of any fender is that it is the appearance of an effort to reduce an ever-present danger. The only real fender is the vigilance of the wayfarer.

The Provincial Association, a branch of the political party with which Sir Wilfred Laurier is affiliated, met in Vancouver Wednesday and passed a esolution calling on the Dominion government to abrogate the treaty with Japan. The association also demands the imposition of a strict eduational test on all incoming Orientals When the Vancouver hoodlums knocked down and dragged out a large number of Japanese, the Nippon covernment made a mild protest variance with strangely at "cocky" actions regarding the San Francisco incident. This latest incilent, however, may lead to something more serious (in the eyes of Japan) than a few broken heads, and it will be interesting to note whether they will regard it as another expression of Canadian friendship or a slap in the

The Vanderbilts, nothing daunted by the experience of Consuelo, Duchess of Marlborough, are about to enter into another foreign matrimonial alliance or entanglement, as the sequel may Gladys, the youngest daugh ter of the second Cornelius Vanderbilt and a cousin of Consuelo, is to marry a Hungarian Count and will thereafter be known in society personals, and mayhap later in the international record of domestic infelicities, as Countess Szechenyi. She will take to Budapest as her dower \$10,000,000 in Vanderbilt cash, bonds and stocks-a pretty dot to pay for a jawbreaking title, a swarthy husband and a home in Such investments seldom Hungary. pay, but they are nevertheless eagerly ought by the idle daughters of the

idle rich. The wreck of the steamship Tellus, together with her cargo of coal, was sold for \$240. The value of vessel and cargo previous to the wreck was approximately \$100,000. As this wreck occurred almost at noon on a clear day, with a smooth sea, and land in plain sight, it will be interesting to note the comments of the underwrit-Naturally in the long run they will, as usual, pass the blame for the disaster up against the terrible north coast, but if they permit the master of the Tellus to escape without punish-ment it would seem that they, as well as the wreck, stood in need of an investigation.

How big a fool Senator Tillman is announcement of his indignant refusal to ride in a Pullman car from Spokane to Walla Walla because there was a negro porter in the car. Men like Senator Tillman are tedious. However, there is but one of him.

Wheat advanced nearly 2 cents per bushel yesterday, both in Chicago and Europe. Ocean freights also took turn upward, indicating that the foreign shipowner is watching the wheat market almost if not fully as closely as it is being watched by the wheatgrower.

Rev. Mr. Dean, of Seattle, sees no eason for paying Baptist ministers high salaries. What's that? And eggs 40 cents a dozen in warm weather and Fall hats bigger and twice as costly as last year?

Portland physicians demand one telephone only. And there are law-yers and druggists and all sorts of retail dealers, including saloon-keepers not averse to saving double expense.

Mayor Lane was after a lot of them here in Portland; now they smirk and snicker and giggle and talk about "instructions which being taught return to plague the inventor,"

Speculation over what San Fran-

cisco is going to do in the three-cor-nered Mayoralty contest is far more edifying than the record of the results It is evident that the Portland Railway, Light & Power Company has

tunes are bound. The heavy rains at Keokuk and St Louis must have reminded President evelt of Portland the day he dedleated the Lewis and Clark monu-

With M. O. Lownsdale's philippic vesterday the annual Oregon apple pilots, and was, of course, subject to ago. Even such a word as "father," war may be said to have begun.

RAILROAD CONTROL IN CANADA HIS ADVICE TO ORGANIZED LABOR. It Would Be Called Anarchistic in This Country.

Letter in Newark (N. J.) Star. We never hear anybody accusing the Canadians of being Anarchists or Socialists. They are a conservative, deliberate people, slow to accept new-fangled things and not given to enthusiasm over politshown amazing developments in recen Trackage has been increased and the facilities enlarged at a tremendous rate. Much of the capital and some o the ablest officials have come from this side of the border. Neither investors no managers complain of irksome restric tions nor unwarranted interference on th part of the Government. And yet they have in Canada a railroad commission consisting of three members, appointed for life, with powers more drastic and far-reaching than is possessed by any body in this country, state or national. Here are some of the things that the Canadian Railroad Commission is emwered to do:

It may compel the abolition of grade crossings or compel the ratiroad companies to construct subways or overhead crossings. It may compel changes in time-tables

and require the putting on of additional trains to meet the traffic. It may regulate the distribution of freightcars if the question of discrimination be raised.

It may compel the destruction switches or sidings for the accommodaion of industries. It may fix rates on passenger or freight

It may determine what private propert callroad companies are allowed to pur hase without the owner's consent. It may assume furisdiction over claim

gainst the railroad companies. It may approve or reject all plans for ratiroad excursions or new lines, and no work is permitted without its approval. It is charged, by law, with the preven ion of discriminations between different localities.

It may authorize or prevent one rail oad from crossing or joining another, It is required to prevent rebating.

It has power to pass upon all leases, sales or amalgamations of railroads, has jurisdiction over the telegraph and telephone lines operated by railroad ompanies.

Vast, comprehensive and far-reaching powers, aren't they? Nothing so radical or revolutionary ever seriously proposed in our country? We wouldn't stand for anything of the 1 nd, would we? It would be anarchistic. But some of us may be unable to understand why a policy that seems wise, reasonable and practicable in Canada is impossible here. What increases the mystery is the fact that the capitalists and railroad magnates didn't plerce the atmosphere with cries of anguish and warning while that legislation was being enacted. They didn't send a band of lobbyists to Ottawa to talk and plan and scheme in order to destroy or cripple the act. They didn't subsidize clergymen, editors and politicians to preach calamity as the inevitable fruit of making such a law and compelling obedience to it.

No. Most of the Canadian railroad capitalists and managers approved of the law, and co-operated in framing it so as to make its provisions absolutely fair all around, and thus reduce to a minin friction between the companies and the public. And the result? General satis-

### TARIFF NOT POLITICAL QUESTION Though It Has Always Been Deter mined by Political Exigencles. New York Globe

The truth seems to be that a funda mental change in the attitude of the average American toward the tariff has occurred. He is no longer the thickand-thin partisan with respect to it that once he was. The old heat is absent. is not safe to be dogmatic, but evidence accumulates that an increasing number object to longer deeming it a political question at all. If this is true—if we have entered on a time wherein there is partisan discussion—one can understand how convinced revisionists withhold active support from revisionist movements of the hour, which practically all have political connotations. One can also un-derstand, which the old school of professional tariff reformers and the old school of professional protectionists apparently cannot, why it is that the old appeals command on neither side the old audiences. Perhaps we are nearer than we think to the dreamed of era wherein tariff schedules can be examined rational-ly and calmly and the advice of experts deemed of more value than the advice

of stump speakers.

Is it preposterous to think that the tariff question can be taken out of politics and treated soberly and sanely as we treat other questions that do not so closely relate to business? In France, Germany, Belgium, Austria, Italy—all countries with protective duties—it is kept out of politics. In none of these countries is there bitterness of partisan conflict when revision is attempted.

# To Double Life of Umbrelias

Popular Mechanics.

The usual way of coming in out the rain is to place the umbrella in the rack of corner with the handle up-ward. This allows the water to run down and remain a long time in the metal that holds the ribs together, which will rust the joints and rot the fabric. If the handle is placed down-ward instead of upward the water will run away from this point first, and the whole top will dry quicker.

> Why the Hindus Come. orvallis Gazette

Corvailis Gazette.

Bishop Thoburn must be mistaken.

We might sooner believe that if God contemplates sending swarms of Hindus here it is for the purpose of uplifting us, raising us out of the mire of selfishness, commercialism, self-righteousness, bigotry and inconsistency in which these astute people see us wallowing while asking them to cast away their heathen and accept our Christian religion. our Christian religion.

Money and Appetite Swap. Philadelphia Record "So you ran across dat millionaire when you was goin' down de road?"

said Meandering Mike "Yes." answered Plodding Pete. "Any conversation?"
"No. We jes' exchanged thoughts.
was wishin' I had his money an' he

vas wishin' he had my appetite."

Woodburn Independent.
A Republican candidate for representative is more liable to be elected if he promises to vote for the Republi-can nominee that if he signed State-ment No. 1.

But the Mayor Is Short. Baker City Herald.

The Waymire woman and her accomplices who assaulted Mayor Lane will probably conclude that it is a long Lane that has no turn.

Notable Pronouncement by Cardinal ons on Industrial Problems.

Cardinal Gibbons, in Putnam's Monthly Labor has its sacred rights as well as its dignity. Paramount among the privilege to organize, or to f themselves into societies for to mututal protection or benefit, is in accordance with nat natura right that those have on interest should unite together for its promotion. Our modern labor associations are the legitimate cessors of the ancient guilds of Eng-land. In our days there is a universal tendency toward organization in every

department of trade and business God forbid that the prerogatives which I am maintaining for the work-ing classes should be construed as implying the slightest invasion of the rights and autonomy of employers. There should not, and need not, be any conflict between capital and labor since both are necessary for the public good, and the one depends on the co-operation of the other. A contest be-tween the employer and the employed is as unreasonable and as hurtful to the social body as a war between the No friend of his race can contemplate

No triend of his race can contempuate without painful emotions heartless monopolists exhibiting a grasping avarice which has dried up every sentiment of sympathy, and a sordid self-ishness which is deaf to the cries of distress. Their race of the cries distress. Their sole aim is to realize large dividends without regard to the paramount claims of justice and Christian charity. These trusts and monopolies, like the car of Juggernaut, crush every obstacle that stands in their way. They endeavor—not always, it is alleged, without success—to corrupt out. eged, without success-to corrupt our National and state Legislatures and municipal Councils. They are so intolmunicipal Councils. They are so intol-erant of honest rivalry as to use unlawful means in driving from the mar-ket all competing industries. They compel their operatives to work for starving wages, especially in mining districts and factories, where protests have but a feeble echo, and are easily stifled by intimidation. The supreme law of the land should be vindicated nd enforced, and ample protection should be afforded to legitimate co peting corporations as well as to the laboring classes against unscrupulous monopolies.

If the labor organizations have rights to be vindicated and grievances to be redressed it is manifest that they have also sacred obligations to they have also sacred congations to be fulfilled and dangers to guard against. As these societies are com-posed of members very formidable in numbers, varied in character, tem-perament and nationality, they are. the nature of things wieldy, more difficult to manage, more liable to disintegration than corporaliable to disintegration than corpora-tions of capitalists, and they have need of leaders possessed of great firmnes tact and superior executive ability, who will honestly aim at consulting the welfare of the society they represent, without infringing on the rights of their employers. They should exercise unceasing vigilance in securior that the statement of the security of the securi ing their body from the control of de-signing demagogues who would make it subservient to their own selfish ends,

or convert it into a political engine.

They should also be jealous of the reputation and good name of the society as well as of its chosen leaders. For, while the organization is ennobled and commands the respect of the public by the moral and every stress of by the moral and civic virtue its members, the scandalous and un-worthy conduct of even a few of them is apt to bring reproach upon the whole body, and to excite the distrust of the community. The should therefore be careful to exclude from their ranks that turbulent element composed of men who boldly preach the gospel of anarchy, socialism and nihilism; those land pirates who are preying on the industry, commerce and trade of the country; whose mission is to puli down and not to build up; who, instead of upholding the hands of the Govern-ment that protects them, are bent on its destruction, and instead of blessing the mother that opens her arms to welcome them, insult and defy

I am persuaded that the system of boycotting, by which members of labor unions are instructed not to patronize certain obnoxious business houses, is not only disapproved by an impartial public sentiment, but that it does not commend itself to the more thought-ful and conservative portion of the guilds themselves.

Experience has shown that strikes are a drastic and at best a questionable remedy for the redress of the laborer's grievances. Cultivate a spirit of industry, with-out which all the appliances of organ-ized labor are unavailing. Activity is the law of all intellectual and animal The more you live in conformity

with that law, the happier you will b Take an active, personal interest in the business of your employer; be as much concerned about its prosperity as if it were your own. And are not your employer's affairs in a measure yours? For your wages come from the profits of the concern.

A feverish ambition to accumulate a fortune, which may be called our National distemper, is incompatible with with peace of mind. Moderate means with a contented spirit are preferable

### THE FREEDOM OF JOE THOMPSON How the Verdiet Struck the People of Gilliam County.

Condon Globe.

Joe Thompson is free. An insult to the honest, fair-minded people of Gilliam County who have probably spent \$5000 or more to give a murderer his just deserts. But what cares a man or a set of men for the peoples' rights as long as he or they get well paid for their work even though by doing so they disgrace the entire community. The people have no rights which tin-horn political bosses are bound to respect. The Globe is lighting for the rights of the people as against any man or set of men who hold positions of power and trust conferred on them by the people and then for a few dollars betray the peoples' trust and use that power for the benefit of murderers, thleves, gamblers, etc., and every goodifficen is willing to help in the fight. citizen is willing to help in the fight

"How Would "Mount Hood" Water Do PORTLAND, Oct. 3.—(To the Editor,)—It is but natural that the name Bull Run should sound unpleasantly to any patriotic American, even though it were beautiful, which it is not. What's the matter with calling it "Mount Hood water," which it is?

Let Bull Run Stay. Pendieton Tribune.

Better let the name alone. Many cities in the United States would give millions to have Portland's Bull Run,

WILLIAM WOODRUFF.

name and all.

t dwelt among the untrodden ways Behind a fastened took, been which there were few to praise, And very few to knock. The Cortelyou Boom.

A violet by a precious stone Half hidden from the eye: Large as a star, when only one Is shining in the sky. It lived unknown, and few could know The day it grew so dim It vanished utterly, but, oh, The difference to him!

THE HOUSEHOLD ST

BY LILIAN TINGLE

B OTTOM says "there is not a more fearful wild-fowl than you lion livbut presumably he had never met the Welsh rabbit-from which even the most dauntless hunters of big game have been known to turn aside in fear. For in these matters a man is only as strong as his digestion, and an unerring aim with the rifle availeth him nothing.

Still the Welsh rabbit is a popular domestic pet nowadays. Every owner of a chafing-dish knows him; and most people have their own private and particular way of concecting him, while the victims sit around and say in their hearts, "Well, guess my recipe is better than that e, anyway!' And yet this is what one market-man

heard over the phone recently:
"Hello! Is this the X- market? This is Mrs. Newbride, 761 Honeymoon avenue Will you please send up a nice fresh Welsh rabbit just as soon as you can. If it's not a very large one perhaps you had better send two, because I'm expecting about 12 people this evening, and my rusband said he thought a Welsh rabbit would be just the thing, and I want to be sure to have enough pieces to go around. And will you please be send it all properly cleaned and skinned and jointed, because my cook isn't very experienced. I think that will be all this norning.

I suppose she thought it was a second cousin to a Belgian hare. Every properly brought up person under 40 years of age nust surely remember Sir John Tenniel's amous drawing of the "Mock-Turtle" ir 'Alice in Wonderland." But both artists and writers on natural history have shamefully neglected, not only the Welsh rabbit, but many interesting and savory reatures, such as the Scotch woodcock, the English monkey, the apple hedge-hog, the chicken-terrapin and others. Moreever, I find few rabbit lovers are aware that the Welsh is not the only kind that is derived from cheese and is incapable of providing a whapper for "Baby Buntf providing a wrapper for "Baby Bunt-

One of my favorite authorities gives in its index: "Cheese Rabbits, Scotch, Welsh, English and O'Doherty's," This seems to suggest in a delicate way that the Emerald Isle is not behind her neighbors in the culinary contest. "The twenty-eighth maxim of O'Doherty" runs as follows and is worthy of profound attention: "It is the cant of the day to say that a Welsh rabbit is heavy eating. I know this-but did I ever feel it in my own case? Certainly not. I like it bes in this way however-the toasted bread buttered on both sides profusely; then a layer of cold roast beef, with mustard and horse-radish; and then, on the top of all, a superstratum of Cheshire cheese thoroughly saturated while in the process of toasting with porter-genuine porterblack pepper and Eschalot vinegar. peril myself upon the assertion that this is not a heavy supper for a man who has been busy all day till dinner in ing, writing, walking, or riding, and who has occupied himself between dinner and supper in the discussion of a bottle or two of sound wine, and who proposes to swallow at least three tumblers of something hot ere he resigns himself to the embrace of somnus. With these provisos I recommend toasted cheese for supper.

Then there is the "Fish-rabbit," which suggests a mermald's chafing dish supor something that ought to be kept in hutches by sea-urchins; it is, however, only scalloped codfish with grated cheese on top. But for really romantic names, you should turn to oysters. Four college girls were order-ing lunch in their favorite restaurant. The tall fair one with the big blue eyes said:

"Angels-on-horseback for me, please."
"And I'll take Pigs-in-blankets" said the rosy one with the nose "tlp-tilted like the petal of a flower.

"Waiter, bring me huitres au lit," said the thin one with the eye-glasses; and the little curly-haired one began a long explanation about wanting some of those dear little oyster doodsds, all done up with crinkly bacon, you know." experienced waiter said simply, "Four orders number three."

You must look in the fish chapter for Bombay ducks and Cape Cod turkeys; nor is the Westphallan dish known as "Blind Huhn" to be found, as you might perhaps expect, under poultry. Huhn" contains, if I remember rightly, green beans, white beans, carrots, pears potatoes, apples and bacon or ham, with flour and water and seasoning, but never a trace of chicken. Perhaps the hen, "being blind," took the wrong turning and never reached the cooking pot; but, all the same, well-made "Blind Huhn"

is both tasty and satisfying.

The famous "intelligent New Zealander," who is one day to stand among the ruins of London-and presumably among those of New York and Portland also-may perhaps arrive at strange conclusions as to the cannibalistic habits of the present generation, if he should happen to find one of our standard cook books and be able to decipher its table of contents.

Mixed up with names of birds, animals and fishes, he might find "Whigs," "Bridles," "Hermits," "Jolly boys," "Bernuda Witches," "Malds of Honor," "Lady Fingers' (a particularly grewsome idea). and "Sally Lunns." How is he to know that these are nearly all sweet little cakes? And what is he to think of instructions for preparing "Good King Henry," "Bishop" and "Spotted Dick?" A friend of mine newly arrived in Shanghal did not like a certain dish set before him during a table d'hote dinner Calling the waiter, he summoned up his best "pigeon English" and raid; "Boy, no wantee, no likee; what fashion this?" The waiter solemnly tapped his skull and replied, "Allee same head." Horrible mind and he feverishly caught up the menu. He read: "Entree; Calves' brains a la Chinoise."

"Front Vestibule for Smokers."

Dayton Optimist.

It is difficult for those who do not use tobacco to enjoy a church service while the room is being charged with toluces smoke drifting in through the front door. It might be well to have a private smoking-room attached to our churches for the convenience of those worshipers who canconvenience of those worshipers who cannot content themselves for an hour without a puff or two.

Harmony. Milton Eagle.

The sound of heavily laden wheat wagons today is the music of a great industry that gladdens the heart.