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Guarantee & Trust Company, and probably will completely discharge them. And the Oregon Trust Company has resources which there is promise of bringing into shape for relief of its creditors. Meanwhile the country is full of all sorts of resources, with abundance of merchantable commodities. The worst now is known, and business soon will be normal again.

## WHAT THE RAILROADS WANT.

Mr. Bryan said one true thing at the Jefferson Club on Monday night. His remark that the railroads desire National incorporation in order to escape state regulation is indisputable. Nor can it be denied that they have no very keen relish for more Federal control. What they want is by hook or crook to escape from control of any sort. The taste of power has been sweet to the transportation magnates for these many years, and it comes hard to them to forego the luxury. Still National incorporation does not necessarily mean escape from control. The National Government is really no different from the people than the governments of the states. In many respects it is nearer to the masses and more responsive to a genuine popular demand. Thus we had a rate law from Congress before there were any effective ones in the states. The National Government is nearer to the masses and more responsive to a genuine popular demand. Thus we had a rate law from Congress before there were any effective ones in the states.

It is an egregious blunder to suppose that the Federal Government is remote from the people and irresponsible to popular demand. Upon the whole it yields to the wishes of the electorate more readily than do the state legislatures; and if there is a genuine demand throughout the country for regulation of the railroads, such regulation can be obtained more readily under National incorporation than it can now. There would also be the enormous additional advantage that regulation would be uniform and the destructive conflict between state and Federal rules would cease.

As a matter of fact, there is no possibility of drawing a clean line of demarcation between interstate and intrastate railroads. They merge into one another in practice precisely as they do in ownership, and it is idle to expect that state laws can be enacted for the regulation of commerce which will not triplicate upon the National power or National laws which will not infringe upon state rights. Here as elsewhere our dual system of government so beautiful in theory tends to break down in practice. Where the system proves unworkable why not frankly abandon it and adopt the single system of government which the welfare of the Nation requires? Are we doomed to live forever in a ceaseless conflict of jurisdiction between some half hundred imaginary petty sovereignties and the one real sovereignty which is capable of managing the affairs of the Nation?

## CAUGHT NAPPING.

In the course of his long and dyspeptic career Thomas Carlyle had never been taken by surprise. He was "government by palaver," as he sneeringly called the representative system. Some of his strictures were justified and some were not; but the latest news from Washington carries an implicit satire worse than anything ever uttered by the great Scotch pessimist. It seems that just at this moment, when the country has need of the ripest wisdom in the conduct of its financial legislation, Congress is completely helpless. Legislation can only be carried on through the regular committee system, but the committees are so corrupt, some are corrupt with age and some don't know much about finance or anything else.

Mr. Cannon, as Speaker of the House, has used the committee on finance and banking as a sort of asylum for incapables. When an honorable member showed himself to belong to what educationists call the "belated" class he was quietly disposed of by the committee. The committee on that committee which regulates our currency system. If such a policy has always prevailed in Congress, it is no wonder that we have financial troubles. The perennial nature of those troubles leads one to surmise that Mr. Cannon, in disposing of Congressional nominations, only followed a time-worn precedent.

But it is not pleasing to think that just now, when we need some sound financial legislation in the worst way, we cannot have it because those financial committees are not fools. They are either senile or corrupt? Probably Mr. Cannon, apart from his desire to follow precedent in this making up his committee on finance and banking, supposed that the course of events would "stand pat" as long as he might stay in. He was wrong. The course of events, however, has an unlucky trick of not standing pat. It moves despite the wishes of Speakers and Presidential candidates, and it often moves in a way to blight their fondest expectations. Owing to this perversion of events, the Speaker and Presidential candidates are confronted with serious financial problems and nobody available to solve them except a committee composed of Congressional know-nothings.

## GERMAN RECIPROCITY.

The reciprocity agreement between Germany and the United States may prove to be the opening wedge that will lead to the splitting asunder of the entire tariff system. This agreement was practically forced on the United States after years of wrangling attended by increasing bitterness in the commercial circles affected. The United States, relying on that ancient but bogus belief that we could get along in business independence of all the rest of the world, held out as long as in certain lines, especially the meat trade, our exports to Germany have been seriously affected. But as soon as the preferential tariff went into effect last summer, the French began to display a "hankering" for trade concessions similar to those which we had granted the Germans. This might have been expected, for there are a great many similar commodities handled by both German and French exporters, and to make fish of one and fowl of the other is not a system designed to increase amicable relations between this country and the one which is being discriminated against.

The "Ancient Association of Standard Patterns," sometimes known as the American Protective League, has made such a violent uproar over the preferential agreement that there is a possibility of an attempt to repudiate the agreement as soon as Congress meets. As the matter has attracted so much attention, the Department of Commerce and Labor has issued a bulletin giving some very interesting statistics. The agreement went into effect July 1, and the figures for the three months following that date for the past five years are as follows:

| Three Months. | Imports.     | Exports.     |
|---------------|--------------|--------------|
| 1903          | \$30,998,759 | \$33,616,629 |
| 1904          | \$32,322,827 | \$35,174,125 |
| 1905          | \$34,207,807 | \$40,508,211 |
| 1906          | \$38,278,453 | \$46,253,590 |
| 1907          | \$34,544,495 | \$50,297,064 |

There is nothing very appalling in these figures, even from a protection standpoint, for, compared with the same period in the last year under the old system, we seem to have made nearly as good a gain in exports as the Germans made in imports. The difference is nearly all explainable in the single item of cotton, there being a decrease of nearly 30,000,000 pounds in the three months of 1907 as compared with the same date last year. In cotton fabrics and laces we bought less from Germany this year than last. There was a slight increase in the value of the wines imported, and silk and paper manufactures were figured heavier this year than last. In toys we apparently imported \$600,000 worth more this year than last, and there was an increase of \$800,000 in the value of wool dress goods as compared with the corresponding three months last year.

The showing on the whole, however, is not distressing to the consumer, who must foot the bills. The protected trusts may object to this slight increase in imports over exports, but the consumer, who profits by them, will not complain. Consequently, as this is a country where the "greatest good for the greatest number" is supposed to be the correct precept, and the consumers outnumber the trusts, the German tariff agreement will probably stand, and we may be obliged to add France to the preferred list.

## ANOTHER SUBSIDY FARE.

There appear to be limitations to the height to which the star of empire can rise, even in Japan. Soon after the little brown men of Nippon bluffed Russia into believing that she was defeated they entered on a career of commercial expansion which involved the seizure of Manchuria. With all the abandon of a drunken sailor spending his "advance," they bought steamships—not singly and in pairs, but in fleets. In their excessive haste to become in the fullest sense, without delay, a world power, they attacked the methods of the world and at enormously high prices purchased an immense amount of tonnage that other seagoing nations were ready to discard in favor of newer and more economical carriers. The government fostered the plan with a large subsidy, and after a few years the fleet was so large that it was a great deal of tonnage roaming the seas in search of business.

The rise of the Japanese merchant marine was referred to in glowing terms by every subsidy grafter in the United States, and so much noise was made over it that it was agreed that the flag of Nippon was destined to replace all others on the ocean highways of the world. The Seattle Post-Intelligencer, San Francisco Call and other able exponents of the theory that the United States should have a merchant marine made frequent mention of the Japanese subsidized fleet in comparing it with that of the United States, always to our disadvantage. Now comes Consul-General Miller with a report to the State Department in which he shows that something besides a subsidy is necessary to make a success of the shipping business. He incloses a clipping from the Japan Chronicle which reads as follows:

The workings of even the more prominent steamship companies, such as the Osaka Shosen Kaisha, Nippon Yusen Kaisha and Toyoko Kisen Kaisha are found to be very different from what is generally supposed. The Osaka Shosen Kaisha for the last two periods and the Nippon Yusen Kaisha for the last period have resulted in some loss, and it is feared that the result may be the same for the present period. The new line on land, the shipping business has to meet with peculiar and keener competition than in any other business on land. Lately the companies have been placed in a very trying position through the strong competition resulting from the general increase in bottom without a corresponding increase in freight and passengers.

In the experience of this heavily subsidized fleet of Japan, the world has learned the shortcomings of the subsidy system. The Pacific was the principal field for operation for this fleet, and it was here that it met the competition of which the Japanese paper complains. This competition did not come from the United States, but from the steamers flying the British and German flags and operating without a penny of subsidy. The Japanese have much to learn about the shipping business, almost as much as some of our own people who pretend to believe that a subsidy alone will make a business able to meet the competitors who have no subsidies.

But a steamship will burn just as much coal under the Japanese flag as under any other banner, and while a Japanese crew may work for smaller wages than are paid other seamen and engineers, they have yet to demonstrate that they are anywhere near the equals of the men in charge of the vessels with which they compete. The Japanese are correct in assuming that the shipping business "is not a business on land." After they learn more about it they will doubtless abandon the subsidy feature and operate on a business basis, or else retire and leave it to others.

Anthracite coal was first burned in a grate by Judge Jesse Fell in the old Fell tavern in Wilkes-Barre, Pa., on February 11, 1803. Up to that time this coal, generally called "stone coal," owing to its hardness, had no commercial value. Today the world might move, but its great industrial enterprises would stop, without anthracite. In view of this fact, the centennial of the use of anthracite will be celebrated in the great coal city of Pennsylvania on the date above named, at which time the achievements in the commercial and industrial world made possible by the favor of King Coal will be duly chronicled. The event will be an interesting one, unless its celebration becomes too heavy with the facts and figures that bear upon it.

General MacKenzie, Chief of Army Engineers, in his annual report recommends the appropriation at the coming session of Congress of the \$1,700,000 authorized for completion of the Columbia River jetty. He also recommends that the sum of \$70,000 or \$80,000 be expended for new boilers for

the dredge Chinook. In a degree the latter appropriation is fully as important as that for completion of the jetty, for during the brief period in which the Chinook worked on the bar much was accomplished in opening up the deep channel. The jetty, when completed in accordance with present plans, will undoubtedly give the port an adequate depth of water for present needs, but there will always be some shifting of sands and the dredge will be of invaluable assistance in stirring up the river bottom so that the strong current caused by the jetty can sweep it away and keep the channel in good condition at all seasons of the year.

The remarkable prosperity of this country and the underlying strength of our business situation have caused the present stringency to be somewhat mystifying to foreigners. At the same time they seem to have a pretty good idea of the general situation, and do not regard it as more than temporary. The Liverpool Corn Trade News in discussing the present situation as compared with that of 1893, says that "there seems to be not the slightest reason to apprehend any long continuance of the present disorganization, for the American commercial world at its heart's core must be perfectly sound, whereas on the former occasion its sickness was a serious and prolonged one." So far as the local situation is concerned, the Corn Trade News brings exceedingly comforting news in the prediction that there will be no further decline in wheat, which the News recalls dropped to 54 cents per bushel in Chicago in 1892.

Armed Japanese poachers are raiding the Copper Island seal preserve and have secured several thousand seals. An official protest has been made to the Japanese government in Russia, but in view of the "honorable" manner in which the Japanese regard such matters, it is hardly probable that anything further will be heard of the protest. The Japanese are not bound by any of the commercial treaties which the Paris tribunal placed on American, Russian and British sealers, and from their conduct during the past two seasons they seem determined to abide by Kipling's famous statement that "never a law of God nor man got north of fifty-three."

In 1893 the Commercial National Bank and the Ainsworth National Bank were forced to close their doors. But after a while they both resumed. The Commercial National, after a while, passed into the hands of the Wells-Fargo Company, and finally to the United States Land Office. The Ainsworth National Bank, which had reopened within a short time after the crisis of 1893, was merged. A heavy run was made on the Merchants National in 1893, but it came through, and afterwards built up rapidly. It is interesting to recall these facts now.

The American Federation of Labor is in session at Jamestown, and President Gompers yesterday made a speech in which he told of the unions' patriotism. In the circumstances it is hardly probable that he would have referred to ex-Mayor Schmitz, of San Francisco, in the flattering language he used a few years ago when he termed the man who is now in stripes as "the greatest American citizen since Abraham Lincoln."

The gloomy prediction made last month that the price of beer was to be advanced all over the United States, due to the increased cost of production, including the pending demand for higher wages by employees in breweries, has not been fulfilled. The reason is simple. Laborers are not at present making demands for increased pay, being satisfied if they can hold their jobs at prevailing rates.

It is a fact to be noted and remembered that the banks of the Clearing-House Association of Portland stood to the limit of the law, and would have seen it through but for legal restrictions. The notion that there is no loyalty on the part of the banks to each other had no foundation whatever.

A Peacelate dispatch announces the sale of a 1200-acre farm by the Mormons to a Gentle for \$26,000. The item says that the transaction is regarded as evidence of the intention of the Mormons to retire from that part of Idaho. This does not necessarily mean that the Mormons are sharp traders in real estate.

The Mexican authorities will execute three Americans who have been found guilty of murdering some innocent men on whom they had first placed large life insurance policies. The men are to be shot, and the punishment only mildly fits the crime, there will be no protest from Uncle Sam.

It was a gallant fight that was put up by the Merchants National. No better, ever. But no bank can stand hammering like that. Satisfied with having closed it, frenzied eagerness will now quit; the Merchants will recover and the other banks of the city will find little more molestation.

Will the question "What shall we do with our ex-Presidents?" be put as to Mr. Roosevelt? Possibly; but you may lay your wager on one fact—no body will propose to Oseleize him.

Agreement between the little republics of Salvador, Honduras and Nicaragua to maintain peace indicates that the several presidents have been reading with profit the 133d psalm.

If he really didn't need a little green exercise, we couldn't forgive a big man as Cleveland for going after such small game as rabbits.

Commencing tomorrow, let's change the topic and talk about Willamette Valley apples and our delightful Indian Summer.

After an exclusive three weeks' diet of peanuts, a Nebraska man died. Even vegetarianism can be carried a step too far.

None of the faro banks are asking for receivers, notwithstanding their principal function is to receive the money.

Tammany won't be represented at the Bryan dinner. There's where the refreshment committee saves a dollar.

## SCHOONER IS NEARLY SEIZED

Cruiser Buffalo Makes Close Examination Before Release.

VICTORIA, B. C., Nov. 12.—The sealing schooner Dora Siewerd had a narrow escape from seizure in Bering Sea by the cruiser Buffalo, which this sea was added to the revenue cutters in the patrol fleet, according to the captain of the Dora Siewerd, just returned. The vessel was boarded by a Lieutenant and men from the Buffalo, and he was taken aboard the ship. The schooner, while the skiffs were examined for gunshot wounds. Three trips were made to the Buffalo, and the schooner's commander finally released the schooner, saying he would give them the benefit of the doubt which existed whether they were inside the 60-mile limit.

## Deputy Sheriff Mortally Wounded.

WALLA WALLA, Nov. 12.—(Special.)—Deputy Sheriff Allan Byrnes, of Walla Walla, was struck here and killed by a bullet wound in his head, received from the accidental discharge of his revolver. Little hope is entertained for his recovery. Byrnes was one of the most popular and successful officers in Walla Walla County. He has a wife and three children. For several years he has been the sole representative of the law at Walla Walla, and through his stern and prolonged methods in handling the hobos that make that point a stopping place he has won and feared by all classes of criminals.

## Wilkeson Mines Closed.

TACOMA, Wash., Nov. 12.—(Special.)—No overtures have been made so far by either side in the coal mine strike at Wilkeson, where the coal company yesterday. Word was received from the company that the men there are satisfied and no trouble is expected. Henry Hewson, president of the coal company, said today that a laborer contractor wanted to furnish men with families from mines in Iowa, Illinois and Indiana, but that he had no money to open the mines for 30 days, and I think the sensible ones will return to work by that time.

## Suspend Timber Proofs 30 Days.

LA GRANDE, Or., Nov. 12.—(Special.)—The register and recorder of the local United States Land Office today received instructions from the General Land Office at Washington to suspend proofs for 30 days in all cases wherein they are satisfied that the applicants cannot withdraw their money from the banks to make the required payments. This order will not only be of great benefit to applicants for public lands who have money tied up in the banks, but on account of the recent great rush to purchase timber lands will be a great relief to the banks.

## Fighting Saloons in Oregon City.

OREGON CITY, Or., Nov. 12.—(Special.)—Dr. Irwin S. Chapman opened the fight for the enactment of the proposed excise ordinance last night in the First Baptist Church. Dr. Chapman did not discuss the moral phase of the saloon, but insisted that the saloon hurts business, and gave a number of illustrations in support of his claim. The second day of the fight was made by the City Marshals of that place on information furnished by Mr. Taylor.

## Resents Parental Authority.

OREGON CITY, Or., Nov. 12.—(Special.)—Joseph Hanes was arrested last night upon complaint of his daughter Katherine, aged 18 years, who charges her father with threatening to kill her should she marry the man she is now pending an examination. He states that his daughter has been going out late at nights with young men, and he wanted to stop the practice. Last night he found her with a man in the City Park.

## Violating State Labor Law.

OLYMPIA, Wash., Nov. 12.—(Special.)—The County Commissioners of Shoshone County are employing men on road work at 25 cents an hour and permit them to labor 10 or more hours a day, and in an opinion to the Prosecuting Attorney of that county Attorney-General Atkinson advised that this is a direct violation of the state eight-hour law and that in his opinion the Commissioners have made themselves liable to criminal prosecution.

## Palouse Saloonmen Fined.

COLFAX, Wash., Nov. 12.—(Special.)—Seven Palouse City saloonkeepers pleaded guilty in the Superior Court today before Judge Chadwick on the charge of violating the Sunday-closing law. Judge Chadwick imposed a fine of \$20 on each of the seven and an extra \$30 for a second violation in August. The seven were taken before Justice Doolittle's court and bound over to the Superior Court under \$50 bonds.

## Three Killed by Dynamite.

SPOKANE, Wash., Nov. 12.—(Special.)—A special from Fernie says: As a result of the explosion of a mixed car of dynamite at the Pacific Coast & Cokes Company works at Hosmer, eight men were killed, yesterday at 5:30 three men are dead and two are injured. The dead are E. Montbret, George Ormsted and J. Matwick. Fred Simm and George Prisco were injured.

## Republicans Nominate.

CATHLAMET, Wash., Nov. 12.—(Special.)—At a Republican mass meeting held in the Courthouse last night, the following ticket was nominated to be voted for at the election to be held December 3: For Mayor, Henry E. Armstrong; Treasurer, Charles H. Warren; Councilman, D. C. Butler, George F. Hanigan, Fred Peacock, David West and C. O. Morrill.

## State Accepts Paper Money.

OLYMPIA, Wash., Nov. 12.—(Special.)—On large amounts of remittances from county and city treasurers, State Treasurer Mills has arranged to accept deposit slips of state depository banks as payment. The State Land Office today decided to accept certified checks on Portland, Spokane, Seattle and Tacoma banks. Cash is demanded in all other instances.

## Prisoner Carried to Court.

HOQUIAM, Wash., Nov. 12.—(Special.)—Steve Parrish, who was arrested for threatening to kill the officers who tried to arrest him yesterday, was this afternoon put under \$100 bonds to keep the peace. Parrish refused to leave his cell to go to the trial and the officers had to carry him through the streets. He is detained.

## Injured Man Dies.

EUGENE, Or., Nov. 12.—(Special.)—Charles King, who was thrown from a horse yesterday afternoon at Eugene, died at the hospital this afternoon. King had both shoulder blades, both collar bones, and the large bone of his right arm broken and was hurt internally.

## President Opens Exposition.

PARIS, Nov. 12.—The tenth automobile exposition, at the Grand Palace, was inaugurated today by President Fallieres.

## PAVING STREETS WITH BRICK

Work at Chehalis Well Under Way in Business Portion of City.

CHEHALIS, Wash., Nov. 12.—(Special.)—P. E. McHugh, the Tacoma contractor who is building the brick pavement on Market street, finished the laying of the concrete for the pavement today. Brick-laying is now well under way, and it is expected that by the end of this month the paving will be nearly completed. Cement curbs have been built and concrete curbs are now being laid. The work begins at the intersection with Park street, near the St. Helens Hotel.

## ENFORCE 14-HOUR SYSTEM

Railroad Commission Instructs Reames to Prosecute Railroad.

SALEM, Or., Nov. 12.—(Special.)—The Oregon Railroad Commission today forwarded to District Attorney Reames of Jackson County a statement of the evidence collected by Commissioner West concerning violations of the 14-hour law governing railway employees. The Commission asks Mr. Reames to prosecute the Southern Pacific for the violations complained of.

## LIES ALL NIGHT BY ROAD

Thrown From Wagon and Leg Is Broken—Found in Morning.

EUGENE, Or., Nov. 12.—(Special.)—Al Montgomery, a well-known resident of the McKenzie Valley, while on his way home from Eugene last night, was thrown from his wagon and his leg was broken. Unable to attract the attention of any one, he lay out all night, undergoing great suffering from his injury and exposure. He was in serious condition when found this morning and brought to the Eugene hospital.

## Common Law Wife Has Rights.

HELENA, Mont., Nov. 12.—(Special.)—Mrs. Emma L. Carpenter and children have been awarded \$200,000 damages against the Great Northern Railroad Company, in their suit at Kalispell, for the death of Frank Carpenter, husband of the plaintiff, who was killed on the railroad. The company did not deny responsibility for the death of Carpenter, but contended that the wife had no right to sue for the death of her husband. The court found that Carpenter and his wife had agreed to a common-law marriage, and that they had lived as man and wife, and held that a sufficient marriage.

## Accused Horse Thief Brought Back.

PENDLETON, Or., Nov. 12.—(Special.)—Ralph McBain, a young man of this county, who jumped his bail several months ago while awaiting trial on the charge of horse stealing, was brought back to Pendleton this evening by Sheriff Taylor, who had located his man in Grand Forks, B. C. The second day of the fight was made by the City Marshals of that place on information furnished by Mr. Taylor.

## Court Releases Jeffery.

OREGON CITY, Or., Nov. 12.—(Special.)—Andy Jeffery was this afternoon released from the city jail on a hearing upon a charge of attempting to murder Tony Genitt. The court held that there was no evidence to show that Jeffery had directed, or was conditional, Jeffery has been accused of being intimate with the wife of Genitt.

## Big Profit in Onions.

NORTH YAKIMA, Nov. 12.—(Special.)—H. C. Hanes, of the Selah Valley, to the north of here, has made a big profit in onions. He received for a portion of his onion crop from two and a half acres of land. The remainder of the crop amounts to about 25 cents an hour and permit them to labor 10 or more hours a day, and in an opinion to the Prosecuting Attorney of that county Attorney-General Atkinson advised that this is a direct violation of the state eight-hour law and that in his opinion the Commissioners have made themselves liable to criminal prosecution.

## Cowlitz Keeps Lid Down.

KALAMAZOO, Wash., Nov. 12.—(Special.)—V. D. Crosby, of Castle Rock, was fined \$50 in the Cowlitz County court today for selling liquor on Sunday. The lid has been on in Cowlitz County since last July, and Prosecuting Attorney Chadwick has been prosecuting every case that comes to his knowledge where he has evidence to convict.

## O. R. & N. V. HIGH FREIGHT BILLS.

Bridal Veil Merchant Predicts Coming Increase in Freight Rates.

BRIDAL VEIL, Or., Nov. 11.—(To the Editor.)—I have read with interest the editorial in this morning's Oregonian on the "Good Produce" and the "Bad Produce" and should be brought to the attention of all business men and voters in the state.