The Oregonian

SUBSCRIPTION RATES.

INVARIABLY IN ADVANCE.
(By Mail.)

Daily, Sunday included, one year	$8.00
Daily, Sunday included, six months	4.25
Daily, Sunday included, three months	2.25
Daily, Sunday included, one month	.75
Daily, without Sunday, one year	6.00
Daily, without Sunday, six months	3.25
Daily, without Sunday, three months	1.75
Daily, without Sunday, one month	.60
Sunday, one year	2.50
Weekly, one year (issued Thursday)	1.50
Sunday and weekly, one year	3.50

BY CARRIER.

Daily, Sunday included, one year	9.00
Daily, Sunday included, one month	.75

HOW TO REMIT—Send postoffice money order, express order or personal check on your local bank. Stamps, coin or currency are at the sender's risk. Give postoffice address in full, including county and state.

POSTAGE RATES.

Entered at Portland, Oregon, Postoffice as Second-Class Matter.

10 to 14 Pages	1 cent
16 to 28 Pages	2 cents
30 to 44 Pages	3 cents
46 to 60 Pages	4 cents

Foreign postage, double rates.

IMPORTANT—The postal laws are strict. Newspapers on which postage is not fully prepaid are not forwarded to destination.

EASTERN BUSINESS OFFICE.

The S. C. Beckwith Special Agency—New York, rooms 48-50 Tribune building. Chicago, rooms 510-512 Tribune building.

KEPT ON SALE.

Chicago—Auditorium Annex; Postoffice News Co., 178 Dearborn street.

St. Paul, Minn.—N. St. Marie, Commercial Station.

Colorado Springs, Colo.—Bell, H. H.

Denver—Hamilton and Kendrick, 906-912 Seventeenth street; Pratt Book Store, 1214 Fifteenth street; H. P. Hansen, S. Rice, George Carson.

Kansas City, Mo.—Ricksecker Cigar Co., Ninth and Walnut; Yoma News Co.

Minneapolis—M. J. Cavanaugh, 50 South Third.

Cleveland, O.—James Pushaw, 307 Superior street.

Washington, D. C.—Ebbitt House, Pennsylvania avenue.

Philadelphia, Pa.—Ryan's Theater Ticket Office; Penn News Co.

New York City.—L. Jones & Co., Astor House; Broadway Theater News Stand; Arthur Hotaling Wagons; Empire News Stand.

Ogden—D. L. Boyle; Lowe Bros., 114 Twenty-fifth street.

Omaha—Barkalow Bros., Union Station; Mageath Stationery Co.

Des Moines, Ia.—Mose Jacobs.

Sacramento, Cal.—Sacramento News Co., 430 K street; Amos News Co.

Salt Lake—Moon Book & Stationery Co.; Rosenfeld & Hansen; G. W. Jewett, P. O. corner.

Los Angeles—B. E. Amos, manager ten street wagons.

Pasadena, Cal—Amos News Co.

San Diego—B. E. Amos.

San Jose, Cal.— St. James Hotel News Stand.

Dallas, Tex.—Southwestern News Agent, 244 Main street; also two street wagons.

Amarilla, Tex.—Timmons & Pope.

San Francisco—Forster & Orear; Ferry News Stand; Hotel St. Francis News Stand; L. Parent; N. Wheatley; Fairmount Hotel News Stand; Amos News Co.; United News Agency, 14½ Eddy street; B. E. Amos, manager three wagons.

Oakland, Cal.—W. H. Johnson, Fourteenth and Franklin streets; N. Wheatley; Oakland News Stand; B. E. Amos, manager five wagons.

Goldfield, Nev.—Louie Follin; C. S. Hunter.

Eureka, Cal.—Call-Chronicle Agency; Eureka News Co.

PORTLAND, WEDNESDAY, FEB. 19, 1908.

RAILROADS IN EUROPE AND AMERICA

Of many foreign railroads the capitalization is largely in excess of that of the railroads of the United States. England averages $271,000 a mile, France $136,000 a mile and Germany $110,000 a mile, as against $67,000 a mile in the United States. But, then, there are railroads in England, France and Germany, constructed so as to secure greatest possible strength, security and safety, while in the United States we lay down parallel rails on any sort of grades and curves, and run trains over them.

It is admitted that our country is not old enough yet to have its railroads throughout of the first class. Not more than 10 per cent of our railroads will compare in this respect with those of England and France. Only a part of those of Germany are up to high requirements.

It is only in our more densely populated states, where traffic is greatest, that we can expect construction and safety to come up to the English and French systems. Few of our lines west of Chicago have double tracks. Many east of Chicago have not. Curves and grades are not reduced to lowest possibility, as in Europe. Ridges are not cut nor valleys filled. It is an amazing contrast to look over the railroads of Europe and then over those of the United States.

Yet this is not said by way of censure of American roads. Distances with us, in proportion to those of Western Europe, are immense; and much of our country is still sparsely inhabited and furnishes comparatively little traffic. Rates with us are proportionately lower, yet probably will advance, rather than decline—in many parts of the country—as the roads are built up to an efficiency and security corresponding with the roads of Western Europe. But it is a mistake to assert that the roads of America—though they give low rates, when distance is considered—give highest class of service. In a way, indeed, they do; for the cars are more sumptuously furnished and there are more conveniences; but there is not more speed nor more safety. Much, indeed, are the Pennsylvania Limited and Twentieth Century trains bragged about, and justly; but these trains and their speed are exceptional, and demand a clear way, to the delay of others; and of course their rates are high. But we have few roads that can allow as high speed as you find on the main lines of England, France, Germany, Belgium and Holland. The roads of Italy are not in very good condition. The country mostly is mountainous and difficult, and state experimentation with the railroads has brought them into straits from which it will take them a good while to recover. And besides, the country is poor, and less traffic is supplied by thirty millions of people than by five millions in the United States. Conditions in European countries all furnish contrasts to those in America—in railroad service not less than in other things.

The United States Court of Appeals in New York has confirmed the sentence of ten years at hard labor imposed on Captain Van Schaick, of the steamer General Slocum, for criminal negligence in connection with the burning of the steamer and attendant loss of 1000 lives. That the venerable master of the boat was guilty and should be punished is undoubtedly true. But there are others. The officers and directors of the Knickerbocker Steamship Company, owners of the Slocum, were also to blame, for the preliminary examination showed beyond a doubt that they knew the boat to be equipped with rotten hose, "phoney" life preservers and worthless lifesaving apparatus. None of these men, all to the greatest extent responsible for the tragedy, have been punished, and that the captain, who simply obeyed their orders, should be the only one to suffer is not at all creditable to the New York courts.

RATS.

The knowledge that rats are industrious distributers of the plague bids fair to make the business of catching them an elegant occupation suitable for college graduates and decayed gentlemen. Why should it not be mastered by women and add to the already extensive list of employments in which the gentler sex may engage without loss of the bloom of their refinement? In Chicago rat-catching gives occupation to a man in nearly every large business house. The department stores, for example, can no more get along without their rat-catchers than their detectives and floor-walkers.

The rat is one of our most insidious foes, and it illustrates the singular Machiavellian quality of his nature that for thousands of years he has been able to pose as a harmless intruder. He has even been a pet in some households. Now we are beginning to find him out. Whence does the innocent pig derive his trichina spiralis? From the rat. Left to himself, the pig would pass a placid existence in storing up lard and slices of ham for sandwiches, with no thought of harming anybody. But into the Eden of his sty comes that serpent, the rat, and then there is a train of woe without end. The pig eats the rat, and with him his trichina germs. The man eats the pig and with him his trichina germs. Then the germs begin to eat the man and he perishes in misery.

Rats, too, disseminate cholera. They first infect their teeth with it and then by their miscellaneous nibbling they convey it everywhere. There is nothing under heaven that a rat will not nibble. The tales of his biting through water pipes of lead are nothing at all in comparison with the Eastern story of one that gnawed his way through a chilled iron safe and devoured the Caliph's title to his throne. Fortunate it is for the human race that the rat has been found out. If the discovery of his perfidy had been delayed a few generations more, mankind would have perished and the rat would have taken his place as king of the earth.

OREGON'S BILL OF HEALTH.

A most suggestive and interesting report is that of Dr. R. C. Yenney, secretary of the State Board of Health. This report is a plain statement of facts that must appeal favorably to those who are contemplating a change of location and who justly estimate health as the greatest of blessings. It shows that Oregon's death rate in 1907 was, approximately, nine in every 1000 inhabitants; that the state during the period covered was remarkably free from infectious diseases; that contagion existed in only one county—Grant—where, owing to improper methods of handling, there were 121 cases of smallpox out of the 317 cases of this disease in the entire state. Very few fatalities attended this disease—a fact which is equally true of the rest of the more dreaded contagious diseases.

Of communicable diseases tuberculosis led in the number of deaths, one in ten of the total number in the state being due to this malady. The effect of the open-air treatment for this disease was not discussed, but it is no doubt true that the number of deaths was lessened through this treatment, as provided at the Open-Air Sanitarium near this city. The death rate from typhoid fever was low; the number of cases throughout the state was 558—not a large number considering the wide area covered, but much larger than it need to have been, had the sanitary regulations prescribed by the Board of Health been properly observed.

Upon the whole, the report is gratifying as showing the healthfulness of Oregon's climate and the intelligent oversight of sanitary conditions by the State Board of Health. People grow old and drop out, sicken and die here, as elsewhere, but proper or even ordinary observance of sanitay rules gives here an assurance of health and the promise of long life. This is no idle assertion. It is supported by the carefully compiled figures and facts presented by the report to which public attention is hereby directed.

MR. HUMPHREY'S HOBBY.

Congressman Humphrey, of Seattle, delivered one of his characteristic pleas for a ship subsidy at Detroit last Saturday. Mr. Humphrey has repeated the gauzy statements of the ship-subsidy men so often that he is showing symptoms of believing them himself. He makes the deliberate misstatement that there is a greater tonnage of foreign trade carried out of Puget Sound in American vessels than in foreign vessels. He also says that the proposed subsidy bill "simply means that our Nation will assist our merchant marine in the same way that every foreign nation assists its merchant marine." Yet Mr. Humphrey has been in touch with his subject for a sufficient length of time to know that, with the exception of France, no other nation is wasting money on ship-subsidy appropriations for the merchant marine.

The term "wasting money" is used advisedly, for there is more merchant marine tonnage in the world today than there is business for, and no thoroughly enlightened and up-to-date nation would be paying a subsidy for a service which could be secured for nothing. But Mr. Humphrey is not altogether to blame for these periodical flights into the realm of fiction, for we find his sentiments indorsed by the Seattle Post-Intelligencer in language fully as extravagant as his own. In a laudatory editorial the P.-I. says:

> It is time for the National Government to take hold of this question with vigor if the Nation is to fully realize the possibilities open to it in foreign fields of trade. Not only in the Orient, but in Central and South America also there are splendid opportunities awaiting this country. But these opportunities cannot be used to advantage unless the Federal Government devises some means of building up the American merchant marine. The foreign trade of this country will never be what it ought to be so long as American goods are shipped abroad in foreign bottoms.

"Foreign bottoms" are now carrying Oregon and Washington products to the Orient as low as $3 per ton, while American bottoms in the coasting trade are demanding $3 per ton for transporting freight between Oregon and Washington and California ports, less than one-fourth the distance. With this $3 rate to the Orient it would be interesting to learn by what peculiar line of reasoning the P.-I. arrives at the conclusion that we cannot take advantage of our foreign trade opportunities. Are we to believe that our trade with the Orient would be increased by advancing the rate to a figure approximating that now charged by the American vessels in the coastwise trade? But if we must have American bottoms in the foreign trade, let us in reality follow that portion of Congressman Humphrey's suggestion that we "assist our merchant marine in the same way that every foreign nation assists its merchant marine."

Give our shipowners the same opportunities as are enjoyed by those of foreign nations. It costs $450,000 to build a 7000-ton cargo steamer in this country, while the foreign shipyards are building them for $200,000, and every other nation on earth except the United States permits its shipowners to buy this cheap tonnage and enroll it under the national flag. The United States was forced to buy some of this cheap tonnage during the war with Spain, and it will be forced to do so again as soon as public opinion becomes sufficiently aroused over the manner in which Government funds are being wasted in the charter of foreign ships to act as tenders to the American fleet of warships.

American citizens should have the same rights on the ocean as are enjoyed by foreigners, but they will never get them, nor will we have a merchant marine, until our ancient navigation laws are repealed and we are permitted to buy ships at as low prices as are paid by our competitors. Where the shipping situation is not understood, Mr. Humphrey makes a good plea for the subsidy bill, but it is not in accordance with the facts.

MR. TAFT AND THE COLORED VOTE.

Well-informed observers expect the Republican party to win the next Presidential election, but not by an easy victory. If the wrong man should be nominated, victory will pass to the other side. Neither party can expect to command the allegiance of the American electorate by virtue of its past history or its traditional principles. The voters will be more attracted by men and the outlook for future performance than by the splendor of abstract theories or the glories of bygone deeds. They are more interested in the solution of the questions which confront this generation than in those which were solved by their forefathers. Mr. Bryan is certain to poll a large vote if he is nominated, and that he will be nominated is an almost foregone conclusion. Whether the Republicans will choose Mr. Taft or Governor Hughes for their leader is still doubtful, though the chances are very much in favor of the former. That they will reject both these men is unthinkable, since any other of the prominent candidates would probably be defeated. Mr. Cannon, for example, would stand no chance at all in the field against Nebraska's brilliant son.

The opposing tickets, therefore, are quite likely to be headed respectively by Mr. Taft and Mr. Bryan, and between now and the final action of the nominating conventions there will be a great deal of speculation about their comparative strength and weakness. Mr. Bryan will be opposed by the same faction in his own party which has always fought him, though its prestige and numbers are now less than formerly. The inglorious defeat of Judge Parker, who was the candidate of the anti-Bryan faction, discredited its judgment in selecting a leader, while the decay of the silver issue permits many gold-standard Democrats to vote for Mr. Bryan who were opposed to him on principle in previous campaigns. The alleged popular rejection of Mr. Bryan in the South is mythical. There are a few newspapers which cry out against him, but they have always done so and their following is negligible. His prospect of polling virtually a full party vote is as good as any candidate's and better than most. The really serious danger that menaces him, apart from his natural foes, is the Independence League, which is as yet vague and shadowy.

On the other hand, Mr. Taft is not wholly free from the danger of revolt within his party. The anti-Roosevelt element, the reactionaries, will not support him unless they believe that the Democratic candidate is a greater menace than he to their predatory privileges, and they may not believe this of Mr. Bryan. He is untried as yet in high administrative office and the unknown is full of hope. He might prove to be as wax in their hands, while they know very well that they cannot manipulate Mr. Taft. A certain pliability which Mr. Bryan has habitually displayed in dealing with opposition proffers golden prospects to the light-fingered plutocrats were he once established in the White House. Mr. Taft will have also to reckon with a certain hostility among the labor unions, which have not forgotten that he was the inventor of government by injunction; but it is not believed that this is a very serious matter. Laboring men are incomparably more apt to overlook their private resentment in loyalty to party than the plutocrats are. The anger of the negroes over the Brownsville affair is more important. They blame Mr. Taft for his part in the discharge of the colored troops, and if they should seek revenge by concerted political action against him they might possibly compass his defeat. In several Northern states there are negroes enough to hold the balance of power in a close contest, and the coming contest, as we have said, is likely to be close.

What would the negroes gain were they to defeat Mr. Taft and make Mr. Bryan President? They would gain the dubious satisfaction of defeating a man who has always been their friend and throwing victory to their declared enemy. Mr. Taft had very little to do with the Brownsville affair. What little he did was from a sense of duty, and not from hostility to the negroes. As good citizens would they wish a public official to violate his oath of office to protect criminals of their race? But he may have been mistaken? Certainly; but at the worst his mistake was an honest one. On the other hand, Mr. Bryan is an enthusiastic upholder of the whole body of Southern anti-negro legislation. By his acts he proclaims his belief in negro disfranchisement, in Jim Crow ordinances, in the chaingang horrors, in peonage and in the suppression of negro schools. At any rate, all these things are part and parcel of Southern Democratic orthodoxy, and Mr. Bryan has never repudiated one of them. It is very easy for the negroes to decide which is the better friend of their race, Mr. Taft or Mr. Bryan. Let them put the question plainly to both aspirants, "Are you for or against Jim Crow legislation and negro disfranchisement?" and see what the answer will be. Is there an intelligent negro in the country who does not know that Mr. Bryan would be obliged to approve of these barbarous measures and that Mr. Taft would freely and heartily oppose them?

The growing belligerency of the Germans, as reflected in their remarkable increase in appropriations for battleships and cruisers, has caused Great Britain to reconsider her determination to build but one Dreadnaught. The programme has been changed to include three of the great fighting machines and a corresponding lot of smaller vessels, including twelve torpedo-boats. While this will hardly bring England up to her favorite "two-powers" standard, to which she has clung so fondly for many years, it is thought that it will increase her strength to such an extent that there will be some hesitancy on the part of any other "two powers" tackling her just at present. The dove of peace has never before witnessed such a massing of fighting ships as each of the world's powers is drawing round it, and the bird may well be excused for frequent fits of nervousness, for the explosion, when it does take place, may split the world asunder.

The Chicago, Milwaukee & St. Paul Railroad has established a train service over its new extension as far west as Terry, Mont., and is closing up the gap between that point and Butte at the rate of about five miles per day. The line is expected to be in operation as far as Butte by May 1, and to the Pacific Coast a year later. It is not definitely settled whether the new transcontinental route will reach Portland over its own rails or by a trackage arrangement with either the Harriman or the Hill lines. The "Milwaukee" has secured enough traffic out of Portland territory, however, to make it a certainty that it will find some easy route for reaching this city. With the Canadian Pacific coming into Portland by way of the Spokane & International and O. R. & N., the North Bank line coming direct this year, and the Milwaukee and "North Coast" roads due next year, Portland's outlook for transportation facilities is bright indeed.

Portland is showing up with increasing prominence on the maritime map of the world. Reports received Monday brought news from Yokohama of the sailing for Portland of the German steamship Numantia. From Montevideo the British steamer Glenstrae, en route for Europe with wheat from Portland, was reported, and at Port Natal, South Africa, the steamship Borderer arrived with wheat from Portland. At Manchester, England, the steamship British Monarch arrived Sunday to discharge a cargo of wheat loaded at Portland, and the French bark Vincennes, outward bound from this port, passed Dover, England, yesterday. The steamship Tiberius, with wheat from Portland, passed through the Suez Canal Friday, and the steamship Auchencraig, also wheat laden from Portland, sailed from St. Vincent, Cape Verde, Islands, on the last lap of a 13,000-mile voyage to Europe.

The complaint of an official of the Mount Hood Railway & Power Company about the attitude of Mayor Lane on franchises to new lines seeking entrance to the city contains some rather serious insinuations. The truth of the statement that it would be better both for the road and for Portland if the line came into the city instead of halting at the suburbs is obvious, and it would seem that there might be a common ground on which the railroad company and the city could meet without imperiling or abusing the rights of either. Portland is forging ahead at an unprecedented rate, and any and all additions to our transportation facilities which can be secured with surrounding territory should be welcomed.

Mr. Thomas Strong, of the City Board of Charities, has the right idea and pursues the right policy, as to rendering assistance to those in need. The one way and only true way in work of this kind is to help people to help themselves. The "hand out" system, the "potlatch" system, is the worst possible abuse of charity. It creates more pauperism always than it relieves.

Addressing a long article mainly to The Oregonian, the Salem Journal remarks: "There are those who say the Republican party will never get right till it has had its drubbing." But The Oregonian will take no more drubbings in the name of the Republican party—not for a while, anyhow, you may depend. Of vicarious sacrifice it has had enough.

Harry Thaw has now nothing to do (smoking being prohibited at his present residence) but observe the effects upon his fellows of "brain storms," "stuperous melancholia," "dementia Americana" and other disorders from which, according to learned alienists, he had suffered all unknowingly from infancy.

In aid of the unemployed, Judge Gantenbein ought to charge an admission fee to the Waymire trial and give no return checks. According to the press agents, some of the testimony will be well worth the price of tickets.

Russia has undertaken to build an aerial warship. Her bad luck in keeping her ships afloat and in service on the water has, it is thought, instigated this attempt.

The only way to put the Government in the hands of the people is to get the referendum on decisions of the Supreme Court.

A new portrait of the sick man of Europe would be welcome just now in American newspaper offices.

At Callao tomorrow? It is hard to realize that Evans is so far along on his journey.

No small number of Oregonians will agree that Heney earned the money.

Good morning! Are you going to the Waymire trial?

STUDY OF FRANK H. HITCHCOCK

The Political Manager Who Is Swinging Southern Delegates to Taft.

Washington (D. C.) Letter to the Utica (N. Y.) Press.

Frank H. Hitchcock, who is to undertake the work of swinging the Southern delegates to Taft, is a typical instance of one class of successful man in the executive civil service. He was a clerk in the Department of Agriculture a few years ago, and one day was told that his services were not needed longer. It meant hunt a new job, and he was telling a fellow clerk that he did not know where to look.

"Haven't you any influential friend?" asked the other clerk.

"I don't know a man in high position except Mr. Cortelyou," said Hitchcock.

As a result of the talk Cortelyou was appealed to, and the President sent word that his secretary's friend must not be disturbed. From that time he was known as "Cortelyou's man," and as such flourished. He was promoted in the Department of Agriculture until he became a division chief. Mr. Cortelyou made him chief clerk of the new Department of Commerce and Labor in 1903, and later took him to New York as his right-hand man in the campaign of 1904. He was made First Assistant Postmaster-General when Cortelyou became Postmaster-General, and this is the position he resigns to become Taft manager in the South.

Mr. Hitchcock is a fiend for work. He works from 12 to 18 hours a day, and accomplishes about as much in that time as an average man of his position would in eight hours. He makes work, works around in a circle, fairly drives stenographers into insomnia, and accomplishes little worth while. Yet his reputation as a worker is sending him South for Taft and may yet land him in the cabinet. He would be a good cabinet officer, too, in the way that Cortelyou is—familiar with every phase of Government administration, a good hustler, but a poor counselor.

Mr. Hitchcock is a Harvard man from the academic course; six feet two in height, well proportioned, with a fine face and a firm jaw. He has a warm handshake, a charming smile and a confiding look in his soft blue eyes that makes you want to buy his brick without even opening the satchel.

NIGGARDLY POLICY OF OREGON

And the Referendum to Help It Out.

Walla Walla Union.

The last Oregon Legislature appropriated $125,000 for the maintenance of the State University at Eugene, and a referendum has been called on the appropriation, thus tying up the funds of the university until after the June election. Heretofore the largest appropriation ever made for the Oregon University was $47,500. Even the larger sum seems ridiculously small in the State of Washington, where the appropriation for the State University at Seattle averages about $350,000, and at the last session of the Legislature was only a little short of $1,000,000. If we count the appropriation for new buildings in conjunction with the Lake Washington shore lands given to the Alaska-Yukon-Pacific Exposition first and then the usufruct to the university.

It is no wonder that Oregon is looked upon as a mossback state and it is so far behind Washington in the development of its equally rich resources when such niggardly tactics are used in dealing with state educational institutions. If the referendum results in the defeat of the $125,000 appropriation, it will have the effect of calling a halt on the effort being made in several states to adopt the Oregon plan of direct legislation. The Washington State University would have been closed long ago if it had been forced to subsist on a pittance of $47,500 a year, and even $125,000 would have barely kept the institution alive. If Oregon would attract the best class of immigrants from the Eastern states it should adopt a more liberal policy toward its educational institutions. It is to be hoped for the good name of the state that the people will vote overwhelmingly next June for the larger appropriation.

ELECTION QUESTIONS.

A Variety of Questions Asked, Some of Them Childish.

LA GRANDE, Or., Feb. 17.—(To the Editor.)—I inclose herewith some questions which the Blue Mountain Grange, No. 345, at its last regular meeting directed me to send to The Oregonian, to be published and answered if you desire.

EDWARD D. JASPER.

Whereas, Blue Mountain Grange has taken a firm stand in favor of Statement No. 1; and

Whereas, The Oregonian has repeatedly denounced Statement No. 1 as a humbug;

Therefore, we of Blue Mountain Grange desire to be informed in regard to the following questions:

In what particular or particulars is Statement No. 1 a humbug?

Does The Oregonian object to the method of nominating United States Senators under Statement No. 1, to the method of election after nomination, or both? Why?

Does The Oregonian object to the principle of electing United States Senators by direct vote of the people, to the method of election under Statement No. 1, or does it think the choice of the people will not be the choice of The Oregonian?

If it is unwise for the people to choose their United States Senators, why should not the State Legislatures elect United States representatives and Congress elect our President?

Does The Oregonian think all the important men of Oregon are sent to the Legislature?

Has not the election of United States Senators by the Legislature in the past resulted in unsatisfactory machine politics and boss rule?

Are machine politics, bossism and hide-bound partisanism to be preferred to the simple principle of justice?

The Oregonian has repeatedly published its views about Statement No. 1 and election of Senators. It is unnecessary now to repeat them. Several of the above questions are merely childish.

A FEW SQUIBS.

"De reason why Mistah Taft's so popular," said the old darky, "is jes' because he's got so much pusanal magnitude."—Life.

"I don't see," remarked Miss Gaddie, "why she should go and marry that old man for his money." "Why," asked Miss Gilday, "how else could she get it?"—Philadelphia Press.

"So you're still hunting work?" "Yes, sir," answered Plodding Pete. "Don't you know that out West they are willing and anxious to give men employment?" "Sure I do. Dat's de reason I likes dis territery. You can go on huntin' work widout bein' disturbed."—Washington Star.

"Things look rather run down around here," remarked the man who had returned after many years to his native village. "Run down, I should say so," replied the friend of his youth. "There's an automobile comes through here about every three minutes."—Philadelphia Record.

Lazy Lewis—I wuz told dat de farmer wot lives on dat hill paid his hands jist de same wedder dey worked er not, so I went an' hired it him. Tired Thomas—Den youse played off sick, I reckon? Lazy Lewis—Yep, an' at de end ov de month I found dat he never paid nobody nothin' nohow.—Chicago Daily News.

By the shivering fits which chill us,
By the feverish hearts which grill us,
By the pains acute which fill us,
By the aches which maul and mill us,
By the quacks who draft and pill us,
By the hydropaths who swill us,
By the allopaths who bill us,
By the nervous fears which kill us,
Tell us, tell us, wee Bacillus,
What, and why, and whence you are!
—London World.

HOUSE FOR ROOSEVELT POLICIES.

But Bills Will Be Rushed to Senate Too Late to Act on Them.

Washington, D. C., Dispatch to N. Y. World.

The policy of the House toward the issues contained in the radical message recently sent in by President Roosevelt has been decisively outlined at a conference of House leaders. This conference was participated in by Joseph G. Cannon, Speaker; John Dalzell and James S. Sherman, his associates on the committee on rules; Sereno E. Payne, the floor leader; James A. Tawney, chairman of the appropriations committee, and William P. Hepburn, chairman of the committee on interstate and foreign commerce. The House leaders have determined to save their own bacon at the expense of the Senate. They regard the President's recommendations as popular with the country and do not intend to take the burden of killing them. They do not want these recommendations to be enacted into law, but they do want to avoid becoming unpopular with their own constitutents by rejecting them. They do not care what becomes of the Senate, and they are determined to put them up to that body and let it take the odium of defeating them.

This determination, or most of it, was announced in the World of February 4. The conference since held has been to arrange ways and means of accomplishing the desired result. The programme agreed upon by the House leaders at this conference is as follows:

1. Nothing is to be done until the appropriation bills are well under way.

2. In the closing days of the session bills are to be brought in from the proper committees for the enactment of all the recommendations in the message.

3. Very little debate is to be allowed, and the bills are to be rushed through the House. The Senate is depended on to kill them.

4. Lest there should be any slip up in the programme by which the Senate might be forced into enacting the bills, the calendar of the Senate is to be carefully watched, and the bills are not to be forced through the House till it is perfectly plain that the Senate calendar is so clogged that the Senate could not pass the bills if it wanted to.

As a matter of fact there would not be the least possibility of the Senate's passing any such bills, unless the public pressure were tremendous. Still, the House leaders do not intend to take any chances. They mean to arrange the passage of the bills through the House for a date when, on their coming up in the Senate, a single Senator could filibuster them out of existence.

Then the Representatives can go out on the stump and appeal for re-election as enthusiastic indorsers of the President's programme. It is the old game, played a thousand times in Washington.

What effect this will have upon the House's Presidential candidate remains to be seen. The House is for Cannon. At present he has lines in the Senate which are assuring him of Senatorial support.

FROM REPUBLICAN STANDPOINT

The Method of Nomination and of Election.

Eugene Register.

Oregon Republicanism clamored for a law that would give Oregon Republicans the right to select their own choice for United States Senator to be voted for by a Republican Legislature. A Republican Legislature, acceding to that request, adopted such a law because Oregon Republicans asked for it. In other words, the Republican party of Oregon got what it asked for. It can now go ahead, select its own choice for United States Senator and a Republican Legislature has no other alternative but to ratify that choice. There can be no boodling or jobbery or deadlock over selection of a Republican Senator, no corruption fund can be used—for the Republican party has spoken, declared its Senatorial choice and woe be to that Republican Legislator who does not stand by his party's choice, as made by all the Republican voters at the polls.

This being a fact, why should not every Republican candidate for the Legislature in the State of Oregon at the coming election pledge himself to vote first, last and all the time for Republican voters' choice for United States Senator, as expressed by the Republican voters at the polls. Can he do otherwise and be true to the law framed by the Legislature for that purpose? Can he be true to his constituency which elects him as a Republican for that purpose as well as for all other purposes, for which he is sent to the Legislature?

And what applies to Republican Legislators applies with equal force to Democratic Legislators. Then why this howl about Statement No. 1, a sop thrown in for convenience of independent Legislative candidates who have no political home?

Kansas Society Note.

Society Column of Beloit (Kan.) Times.

Mr. and Mrs. George Tennyson, of Minneapolis, changed cars here this morning for Marysville. Mr. Tennyson was on his way to that place, where his preliminary trial for the murder of his father will come up next week.

THE HOUSEHOLD

BY LILIAN TINGLE.

Every once in a while some energetic Ladies' Aid Society whirls in and gets up a cook-book which is to be the most novel, helpful and practical thing of the kind ever published. It is to contain the united wisdom of all the housekeepers of the congregation, and its sales are to be so great that the proceeds should easily furnish not only new hymn-books, carpets, interior decorations and pipeorgan for the church, but also a trip to the Holy Land for the pastor. On various occasions I have even contributed in a humble way to some of these wonderful volumes, though I never had a hand in the real business of collecting advertisments, editing or publishing such a work; but I know a girl who has had some interesting experience in that way. There was to be a bazaar for the church to which she belonged, and as she had a helpful disposition, plenty of spare time and no talent for fancy work, she undertook the management of the cook-book. She designed a lovely cover, with a picturesque figure in a Sou'wester and the motto:

"The man at the wheel
Must have a good meal."

* * *

"A very fetching sentiment," she said. "Every man that sees it will want to buy that book." Then she wrote a large number of reply postalcards demanding recipes and "hints" from all sorts of people, and took a lot of youthful masculine advice about how to get advertising. The advertising came easy, she said, but she did not explain her methods. She did, however, tell something about the contributions she received. At first she followed the plan of asking the men of the congregation to name their favorite dishes and the women to send in their favorite recipes. There was a certain monotony about the replies, however. For instance, she had 42 recipes for chocolate cake and 37 for chicken salad; and those men who didn't say "a good beefsteak" or "turkey and cranberry sauce" were a little inclined to vagueness. "A good square meal," "anything my wife cooks," "anything but liver," "oysters, any old way" were some of the replies. One man, with distressing flippancy, announced that for a steady diet he knew of nothing quite equal to cold boiled cabbage and lard.

* * *

Several women declared in polite but unmistakable terms that they did not intend to make public the secrets of their superior kitchens; and many of the best practical cooks said that they never used a recipe—just judgment and the other special gifts with which providence had been pleased to endow them. So my amateur editor had to modify her methods, and having much tact and perseverance, she eventually got together a pretty good sort of book; but she said that she never worked harder in her life or came near offending more people.

* * *

The late Lawrence Hulton was on one occasion requested to contribute to an "Author's Recipe Book" which some unknown lady was getting up for some good cause. He said that he had no more idea of cooking than he had of milking a cow or of harnessing a horse, or of setting a hen, or of building a dynamo. He did not even care what was cooked for him so long as it did not contain tripe or tomatoes. But here he was asked to contribute a paper—which would be reproduced in facsimile—stating what he could prepare—most to his liking—upon a kitchen range or in a chafing-dish, with his manner of procedure. This quite nonplussed him, until he bethought himself of one particular and peculiar delicacy in the evolution of which he could safely trust his reputation as an expert. These are his instructions: "Take a long paper cutter, attach to the same by means of rubber bands and securely, an inkeraser; insert the ink eraser firmly into a marshmallow plug, and hold the same over a student's lamp or study fire until the marsh-mallow begins to sizzle, drops into the ashes, puts out the light, or burns your hand. And eat while hot." Curiously enough he received no thanks for this interesting and instructive "hint."

* * *

One wise old lady's "favorite recipe" for mince pie is worth quoting. It was as follows: "Go around the house and put in some of everything good in the house; then go round the house again and put in some more of it."

Contrast this with another recipe for "boarding-house mince pie": "Put some sugar and ten raisins into what is left of the hash."

UNITED STATES AND JAPAN

CARTOON FROM THE FRENCH PUBLICATION, LE RIRE, SHOWING A PARISIAN VIEW OF WHAT THE LITTLE JAPS WOULD DO TO PRESIDENT ROOSEVELT IN CASE OF A WAR WITH THIS COUNTRY.