The Oregonian

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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.

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PORTLAND, WEDNESDAY, MAR. 25, 1908

SOME LESSONS FROM HISTORY.

In medieval times the church excited much hostility by acquiring land whenever it could and never parting with an acre. Everybody could foresee the ultimate result. The day would come when the church would own all the land in Christendom. An institution which constantly receives and never gives will necessarily end by owning everything, no matter how slow the rate of acquisition may be. There are observers who think they discern a somewhat similar process in operation with our Supreme Court. This tribunal, they say, is acquiring not property, but power, and since what it once gains it never gives up, they predict that the Supreme Court of the United States will end by blossoming out into an oligarchy, not unlike the celebrated Council of Ten at Venice, possessing absolute dominion over the legislative and executive departments of the Government.

What gives the Supreme Court its fatal advantage is the guardianship of the sacred writings. Readers will recall many cases in history of priestly hierarchies which became rulers over Kings and Senates through their control of some oracle or sacred volume. Being in a position to make the oracle say whatever they chose or to interpret the sacred volume as they saw fit, of course there was no limit to their power until the faith upon which it rested began to decay. For many centuries the priests at Delphi were able to dominate the policy of Greece by their control of the oracle of Apollo at that place. All the Greeks believed that the god spoke his will through the mouth of the Pythoness, a half-sane woman who sat on a tripod in the temple and answered questions. Usually her answers were susceptible of two opposite meanings, but sometimes they were clear enough and this was always the case when any policy which the priests preferred was at stake.

The priesthood at Rome had no oracle at their command as potent as Apollo's at Delphi, but they had the Sibylline books and they conducted the sacrifices of animals, both revered sources of divine prediction. These privileges gave them great power in the state. The Jewish priesthood for a long time dominated their nation by keeping the sacred books in their hands and permitting nobody else to interpret them. These books contained the supreme law of the Hebrew people, and the priests could make it read as they liked. Hence they were lawgivers, judges and executives all in one. The priests of the medieval Christian church acted wisely from their own point of view in keeping the Scriptures away from the masses. As long as the people accepted the Bible for the word of God and took the priests' version of it without question, there were no real limits to the ecclesiastical power.

It will be seen, therefore, that the exclusive control of an oracle or sacred book clothes its possessors with a power which may easily become overweening and dangerous. The Constitution of the United States is not believed to be an inspired document in quite the same way as Jews and Christians accepted their Scriptures, but still it is highly revered and the Supreme Court is the only body in the country which is authorized in the last resort to say what it means. By virtue of this authority the court can annul any law of Congress or the states by simply holding that it is contrary to the Constitution, just as the priests at Delphi could nullify any Greek law by saying that it violated the oracle of Apollo. It can also forbid any executive act it does not approve by the same method. No injunction against the President has yet been emitted by the Supreme Court, but at the present rate of development of this last and highest power in our Government it would be extremely unsafe to say that none will ever be issued.

In the Minnesota and North Carolina cases, just finally decided, an inferior Federal Court enjoined all the officers of these states from enforcing laws properly passed by the Legislatures. The sole ground for the prohibition was that the statutes were unconstitutional, inasmuch as they would work confiscation of property. The courts did not deem it necessary to wait and find out by experience whether or not the statutes actually did confiscate anything. It was sufficient that they might possibly do it. The Supreme Court now upholds the ruling of the lower courts. It has also repeatedly annulled laws of Congress on the ground of unconstitutionality. Of course it follows immediately that the Supreme Court may enjoin all the officers of the United States, including the President, from enforcing a law which it does not approve. It follows also that both the other departments of the Federal Government are subordinate to the judiciary. The exclusive authority to interpret the sacred books may possibly work out in our polity, therefore, much as it has in other cases. Certainly we have already made a fine start on that ancient and well-traveled road, but something may perhaps intervene to save us from the tyranny of a judicial oligarchy. If we must have tyrants, soldiers would be better than judges.

The idea of controlling the Legislature through the judiciary has been a development or evolution, like so many more of the features of our Government. The colonists received their legal system from the mother country, and with it the same general ideas of the powers and duties of the courts. But the change in the form of government from a monarchy to a republic rendered necessary a change in theory as to location of sovereignty. By a fiction the judiciary, in our system, was made a co-ordinate department of government, while retaining the judicial power that belonged to it in England and the colonies. Nevertheless, the judiciary in practice often becomes more than a co-ordinate branch. As the final interpreter of the law it frequently comes near to making the law and being the governing power of the country.

This has been complained of, repeatedly, during the course of our National history. The Supreme Court itself has frequently shown a sensitiveness to the criticism. The Legislature, it has admitted, must be presumed to have acted with integrity, and so acting, deliberately to have solved its own doubts, if it had any, in favor of the constitutionality of the act. "We are not at liberty," said Chief Justice Chase, in a celebrated case, "to inquire into the motives of the Legislature. We can only examine into its power under the Constitution." But in the present case it assumes that the sufficiency of railroad rates and penalties for violation thereof, fixed by law, are questions for the courts, not for the Legislature, to decide—stretching the right of interpretation to the limit. The judiciary surely cannot know better than the Legislature whether rates are confiscatory or not; and all such questions in any event must be left at last for solution to the intelligence of the people and to their sense of justice, directed by knowledge and corrected by experience. It can hardly be supposed that judges on the bench, who can have no practical knowledge of such a subject, are fittest to render ultimate decisions upon it.

RAILROAD TRAFFIC IS HEAVY.

The reassuring statement of Interstate Commerce Commissioner Lane that the decrease of earnings on American railroads had been much smaller since the panic of last Fall than was generally supposed will come as a pleasant surprise to many who have laid too much stress on the gloomy pictures painted by railroad men. In summing up the situation Mr. Lane says:

> There are no doubt individual instances in which the revenues of roads have seriously declined during the past three months over corresponding periods for several years past; but there are also individual instances in which, singular to say, the last three months have been as good as any corresponding three months in other years, and in one case, the Oregon Railroad & Navigation Company, the commission has been officially informed that the past three months have been the best in the road's entire history.

This statement will prove particularly gratifying to the people of Oregon—not because they have any hope that these remarkable earnings during a period of general stagnation elsewhere will be spent in giving us the long-overdue and badly needed transportation facilities to neglected portions of the state, but because they advertise to the world that we are living in a region where the effects of the Wall-street financial cataclysm were felt less than at any other point in the United States. The figures of Mr. Lane for the entire year show a gain in net earnings in 1907 over those of 1906 of nearly $14,000,000. The Commissioner's deduction from these figures, which cover all of the big railroads in the United States, is that the panic, "so far as it affected the railroads, extended but slightly beyond Chicago toward the West," and that "if we take the transcontinental roads reaching to the Pacific Coast we find that every one of them increased its gross operating revenues during the last half of the year 1907."

Viewed as a whole, the interesting figures of the Commission might be said to reflect a decline from abnormal to normal conditions rather than from good to bad, for the experience of every railroad operative and shipper in the country will prove that the chaotic conditions which attended the avalanche of business that overwhelmed the roads in the early months of 1907 were abnormal in the extreme. There were not enough cars and locomotives to move the freight, and not enough tracks and sidings to handle the cars and locomotives that were in use. Labor was scarce and independent, and every factor in the business was working in an unnatural and abnormal manner, which, of course, increased the cost of service without accomplishing results demanded by the dissatisfied shippers.

The railroads, like every other line of business in the country, were "going too fast" in an effort to keep up with the procession, and in the long run it will undoubtedly prove of advantage to them, as well as others, that the halt was called and an opportunity afforded to catch up with the business and get back to an economical working basis. That the Western roads have held their own throughout the trying period of failing banks and demoralized business is highly complimentary to the region from which they secure their revenues.

DIVERSIFIED FARMING.

A contributor whose letter is printed today is at great pains to refute something which The Oregonian has never said. He quotes this paper as advising the Willamette Valley farmers "to do some one thing." Of this absurdity we are not guilty. Mr. Yoder spoils our good advice and makes it bad advice by omitting, carelessly or intentionally, a single small but important word. The Oregonian advised the farmers "each to do some one thing and do it well." That is very different, is it not, from urging them all to do the same thing?

They would follow our counsel if one man raised apples, another pigs, and a third went into dairying, provided each specialized in his own field. The Oregonian has always preached diversified farming for the Willamette Valley and still does so; but the diversity should be obtained not by each man trying to raise everything, but by every man trying to raise what he can produce to best advantage. Mr. Yoder's example of hopgrowing is well chosen to topple over his man of straw, but it has not the slightest bearing on The Oregonian's position. The world's demand for hops is extremely limited. The market for them is dangerously speculative and can be overstocked easily. When we counsel farmers to specialize we do not mean to urge all of them to specialize on a crop which is unsalable in some years and risky in all years. A few Oregon farmers can do well raising hops taking good and bad years together, but if many go into the business all must suffer.

But there is no danger whatever of glutting the market for apples, dairy products, pork, poultry or small fruit. The world demands more of these things than are likely to be produced for many decades to come. It is entirely safe to specialize upon any of them. The man who applies skill, science and experience in any of these directions is reasonably sure of an abundant reward. Diversified farming is what the country needs, but no one farmer should try to do the diversifying. The rule for success here as everywhere else is intelligent, concentrated effort. The diversity must be introduced by the various tastes and abilities of different men. Mr. Yoder's general idea of varied industry is correct, but his method of putting it in practice would prove disastrous in the future, as it always has in the past.

WHISKY-SELLERS AND LAWGIVERS.

It is but just that minors who have attained the stature and appearance of young men of 21 years of age, but who are, in fact, from one to three years younger, should share with the saloon-keeper, whom they deliberately deceive regarding their age in order to get drink which is forbidden to minors, the penalty for violated law. Moreover, it is a good thing for the young man himself to be caught and punished for this turpitude, since the process is likely to take some of the conceit out of him. There is danger, however, that the ordinance that has been prepared by a committee of liquor dealers for this purpose goes too far. Indeed it is said that the ordinance, which will be submitted to the Council today, virtually protects saloon-keepers in all cases where liquor is given or sold to minors. This the public will not tolerate nor the state law, which is superior to municipal law, permit except upon the interpretation of the criminal lawyer, who is always on hand at the behest of the lawbreaker, to turn the law aside from its legitimate intent.

For reasons that are obvious the Liquor Dealers' Protective Association is not the body to frame an ordinance of this character, and the Council should not seriously consider a measure thus framed. That the retail liquor dealers are highly pleased with the proposed ordinance, declaring it to be just such a law as they have long desired, is sufficient reason for its rejection.

HOMEBUILDING AND ITS INSURANCE.

The suburbs of Portland, well served as they are by electric railway lines, furnish wide opportunities for the homebuilder. There are suburbs well within the city limits that invite the mechanic or the laborer of small means, with a wife who is a helpmeet in the good, old-fashioned meaning of that term, and with a family of boys and girls, to build a "home of his own" at small cost and in convenient proximity to a school the facilities of which are equal to any in the district. There are other additions to the widely expanded original plat of the city that are guarded by building restrictions which give assurance of sustained beauty in their surroundings that are enticing to those who have already made their way in the world, so to speak, and can afford to put money in a home without computing it as an investment in a financial sense. Finally, there are country places within the radius of a few miles that invite to the cultivation of small fruits and family gardens and to poultry-raising, while everywhere except in the business sections of the city roses grow and bloom in profusion three-fourths of the ordinary year.

Ownership of the home is the corner-stone of patriotism, the incentive to thrift, the surety of good citizenship. The anarchist never makes a proselyte of a man who spends his spare time in his garden or in efforts to improve and beautify his home. As the small farm, well tilled, is the safeguard of agricultural prosperity, so the suburban home, beautified and improved by care, labor and time, is the safeguard of industrial prosperity. The state that is making steady gains along these lines is increasing in a legitimate and substantial way both the individual and sum total of its insurance against disaster from sudden panic in the financial and prolonged depression in the industrial world. The insurance fund of prosperity in Oregon is growing along both of these lines in a degree heretofore unknown in the history of the state.

A boy husband, a child wife and their not more helpless baby of a few months are in trouble in this city. That is to say, the first-named factor in this triangle of human helplessness is in trouble and the others naturally fall into line. The boy of 18 with a wife of 16 and their baby were far from home and mother. That is to say, they were over in Aberdeen and mother was in Portland. Being in straits, they wanted to come home. They had no money and could not walk. The boy forged a check for $20 and in due time the helpless trio was housed under the maternal roof. Not safely, however, as the sequel proved. The boy was easily traced to his retreat, arrested and taken back to Aberdeen. It may be hoped that the judge before whom he is haled will regard the boy's desire to seek home and mother at any cost in the circumstances, as natural rather than perverse, and let him off with a nominal sentence. The case is one wherein crime trod upon the heels of folly—the latter being of an honorable and in a sense excusable nature. The youth's desire to found a home and family outran his ability in this direction—a point at which older men than he have often met defeat.

The bridges which will admit the new North Bank road to Portland are nearing completion, and the road will shortly be in a position to haul wheat into Portland. Before much of this wheat from the new fields opened up by the North Bank road will come to Portland, however, it will be necessary to equalize the present differential on labor. Exporters can, on request, have this wheat delivered at Tacoma or Seattle at exactly the same rate charged to Portland. At present grainhandlers' wages are 10 cents per hour higher in Portland than on Puget Sound. The Chamber of Commerce and the railroads have spent considerable money in abolishing a freight differential on ships, but the existing labor differential, if it is not removed before the North Bank bridges are completed, will divert more wheat to Puget Sound than was ever diverted there by the shipping differential. The matter is one which is certain to have a most important bearing on the future of the port. We cannot expect shippers to do business here if we place a 25 per cent handicap on them in labor alone.

Mayor Wise points with pardonable pride to the fact that Astoria has been a distinct gainer from a financial as well as a moral standpoint by suppression of gambling and dancehalls. In an interview in yesterday's Oregonian he said that the city is in a more prosperous condition today than ever before. While the city by the sea is not the only municipality that has demonstrated that good morals are profitable, the effect of the change from the old order is particularly noticeable in the city by the sea, where there has never been any surplus of labor seeking honest employment. Every gambler and dancehall hanger-on that under the new order is forced to work for a living not only contributes to the general good of the city by his labor, but he also improves the economic system by removing temptation from those who formerly wasted their earnings over the green cloth or in the dancehalls.

W. H. Barker, manager of the British Columbia Packers' Association, says that the Fraser River salmon fisheries have been exhausted by constant fishing to such an extent that the supply available the coming season will only offer employment for two out of the fifteen canneries owned by his company. This unpleasant condition of affairs is a most effective argument in favor of international regulation of fisheries on streams which discharge on the borders of the two countries. There has never been much that resembled co-operation on fishery matters between the American Government and Canada. As a result, the American fishermen put forth their best efforts to get everything possible out of the stream and the Canadians did likewise. Between them the fishery goose which laid so many golden eggs seems to be in the last stages of dissolution.

Students of the University of Oregon in past years who knew the cheer of the home and sympathy of Mrs. J. S. Luckey will hear with sorrow of the death of this estimable woman at her home in Eugene. Mrs. Luckey was without children of her own, but the quality of her womanhood was proven in the abiding interest which she held in young people, and especially in boys away from home. Six stalwart sons of the university, who are among the many students, past and present, who knew and loved her, acted as pallbearers at her funeral and shared the sorrow of the community in which almost her entire life was spent, at her passing.

It would create an interesting situation in our politics if the Republican candidate for the United States Senate should obtain a plurality of the popular vote in June, and the Democrats should have the luck to get a majority in the Legislature—which might come about through Republican dissensions and various local causes. Then we should have a test of the virtues and merits of Statement No. 1.

Multnomah County is to elect eighteen members of the Legislature—Senators and Representatives. For these positions there will be fifty to sixty candidates on various Republican tickets in the primary. Eighteen will be nominated, by small and straggling pluralities. Then the effort of all the rest and most of their friends will naturally be pooled to beat them in the election.

The world ought to know why earnings of the O. R. & N. Co. the past three months are the largest in its history. Wheat—heaviest crop ever raised in the Columbia River basin. And most of it was marketed at Portland.

Still another interesting situation would be the popular vote for Chamberlain for Senator and a Republican Legislature committed to vote for him. In several directions there may be fun ahead.

All hopgrowers agree that one-third of the hops should be plowed up, but each grower seems to be waiting for his neighbor to do the plowing. We shall likely have as big a crop in 1908 as in 1907.

Mr. Johnson, of Minnesota, is modest about it. He is in the race for the Presidency, but he admits that he isn't in very deep.

For further particulars, address Walter Wellman, press agent for Yon Yonson.

Mr. U'Ren has carried the war into E'Astern O'Regon.

DANGERS OF SMOKELESS POWDER

Army Officers Say They Don't Feel Secure in Handling It.

From Washington (D. C.) Letter to the Brooklyn Eagle.

Army officers have no great sense of security in handling smokeless powder. While they do not fear the kind of explosions which occurred on the Missouri and other American warships, they are in more or less terror because of the constant danger of an explosion or other unlooked for happening with this treacherous material.

General Crozier explained to the members of the House committee on appropriations the other day that he is conducting an inquiry in the hope of learning something definite about the characteristics of smokeless powder, in order to lessen the danger from its use. He pointed out that the naval explosions were due to flarebacks, and said that the chief trouble he has experienced to date has been caused by deterioration in powder.

"Old powder," he said, "is no more subject to that than new powder; but there have been accidents, notably two on foreign vessels, which have not been explained on any other theory than the deterioration of the powder. One was the accident to the Japanese battleship Mikasa, which was sunk in a Japanese harbor within a year or two, and the other with reference to the French battleship Jena, which was blown up in drydock within a couple of years. There is no direct evidence that the powder in either of those ships had deteriorated, and we have not been able to get any direct evidence that the powder as we make it does deteriorate, but there is a suspicion resulting from those ships. That has had an effect upon the method by which we should contemplate the procurement of powder for war purposes; whether we should manufacture it in time of peace in large quantities and store it for time of war, thus, perhaps, keeping it a long time, the time only being shortened by the process of taking the oldest powder for target practice, or whether we should increase the manufacturing capacity and have a less reserve and rely on producing it more rapidly in time of war. That would raise the question of increasing the manufacturing capacity, and as to whether such increase should be in the Government's or the private manufacturers' capacity."

INSISTS ON DIVERSIFIED CROPS.

Willamette Valley Farmer Shies at "Apples Only" Proposition.

HUBBARD, Or., March 23.—(To the Editor.)—I have been a reader of The Oregonian for 30 years and always thought well of its editorials, but I confess I find it difficult to agree with the editorial in last Sunday's issue, headed, "The Unhappy Mossback," and to reconcile it with The Oregonian's former teaching. For, were not The Oregonian's pages heretofore bristling with articles on diversified farming and cautioning farmers against carrying "all their eggs to market in one basket?"

How, then, shall we construe the above with: "If the Willamette Valley farmers will resolve to do some one thing and do it admirably, that product will enable them to buy everything else they need?" We need only look about us to see the fallacy of following such advice—for we see any number of hop-growing farmers racing up and down the land to gather in provisions for their families or feed for their stock. Some are even going to the limit, grubbing to pay for the wood burned in drying their crop, and haven't the experiment stations of both Oregon and Washington been teaching "time upon time and precept upon precept, that diversified farming is what the country needs?" I, for one, agree with them.

As to Mr. Davis' plea for wormy apples, I don't want any of them and I agree with The Oregonian that such aggregations as his orchard (?) seems to be, are a menace to better fruit. I have sprayed my orchard each season, for the past 12 years, with varied success, but with better results as the years went by. Should the fruit inspector ever come into this community, we would welcome him gladly and if he could tell us anything new, we would be glad to have him do so.

Apple-raising may be well enough for Hood River, where apples seem to thrive better than any other crop. But to make a specialty of one crop only in this part of the Garden of Eden—never!

J. S. YODER.

Combinations of Socialism.

New York Evening Post.

In general we note a growing solidarity between the uppermost and the lowermost classes, as against the patient and undistinguished middle classes. We seldom hear of a Countess or Duchess driven by disgust with her own caste into joining the middle classes. She always becomes a Socialist. On the contrary, we never hear of a Gorky or a Jack London rising from among the submerged millions to become a staid bourgeois. They always adopt the manner of life of Counts and Dukes including their palaces, their yachts, and their need of large retinues. Such sympathy between the upper and lower layers of society may possibly be explained on the analogy of the Irishman who built his fence wider than he made it high. In case the wind blew it over it would be higher than ever. So a Socialist Duke, after a social revolution, might still be a very conspicuous person.

New Ships One Thousand Feet Long.

Belfast Cable Dispatch in New York World.

Harland & Wolff are building new slips here to enable the construction of vessels 1000 feet long, preparatory to laying the keel a year hence of a mammoth steamship for the White Star Company for the Southampton-New York trade.

The new ship to be built at the Belfast yards will be 1000 feet long over all, or about 210 feet longer than the Lusitania and the Mauretania, now the biggest type of vessel afloat, and probably of 15,000 or 20,000 tons more registered tonnage.

According to Lloyd's, which gives only the length between perpendiculars, the Lusitania and the Mauretania are each 760 feet long. The Adriatic is 709 feet 2 inches long. The new ship will, it is expected, be ready in 1910.

Robins Killed for Food in the South.

Leslie's Weekly.

A million robins were killed in Louisiana during the Winter of 1907-8, the offenders being men and boys who shot them for food. While they are protected as song-birds in Northern States, it is a common Southern practice to shoot them for the table, and in some states the hunters kill them in great numbers at their roosting places. A Government expert suggests that the eastward movement of the boll weevil has been facilitated by the killing of robins. If that is shown to be so, the cotton-growers will not receive much sympathy from the members of the Audubon societies.

Last of the Jelly.

Detroit Free Press.

'Tis the last jar of jelly
Left standing alone;
All its juicy companions
Forever have flown.
Crabapple and strawberry,
Raspberry, too,
We have eaten. I wonder
What now shall we do?

Gone is the pineapple,
Put up with care;
All the shelves in the cellar
Are lonely and bare.
We have eaten our way
Two hundred jars through;
'Tis the last of the jelly—
O, what shall we do?

Gone are the pickles,
The catsup as well;
The Winter's not over,
And gone is the jell;
'Tis the last jar of jelly,
Our feasting is o'er;
Enter aniline dyes
From the grocery store.

MUST BE TRUE TO ITS PLEDGES.

Sound Doctrine Enunciated By Governor Hughes.

From His Address to the New York City West Side Republican Club.

We are all anxious that in the state and Nation the Republican party should be successful. So far as I am concerned, as I have repeatedly said, I am desirous only that the party shall express its free will and shall do what seems to it best. But, my friends, if the Republican party, as a National party, is to have the success it desires and which it deserves, the Republican party as a state party must justify the confidence of the people of this commonwealth; and I am most desirous that at this time the representatives of the Republican party shall by their conduct show to the people of this state that just progress may be intrusted to their hands, and that the measures which are approved by the electorate shall be carried into effect by those who profess to have them.

I do not profess to approve of the idea that because this is a Presidential year it is a time for inaction; because it is a Presidential year it is a time for the Republican party to show that the faith of the people may be reposed in that party. I have made a recommendation with regard to the abolition of gambling at the race-track. I am very glad to believe that the recommendation will be acted upon. What a thing it would be for the Republican party if they failed—the party of moral ideals, the party that came into being because they espoused a noble cause—think of a party of that sort sustaining the pretenses of gamblers and those who profit by gambling privileges and nullify the constitution of the state. My friends, the Republican party could not stand under it. It cannot bear a load of that kind.

What a scandal the method of administrating the liquidation of failed banks has been in this state! What fees have piled on fees and expense grown, simply to fatten patronage! My friends, this is a business community, and we must have a scheme provided for a sensible and economic administration of such banks and trust companies as under stress may prove unfortunate.

The principles of government are so simple and the things upon which we should place confidence are so axiomatic that if when you go upon the stump in order to elect a candidate for office you announce certain principles all you have got to do is to carry those principles into effect after election and your party will become invincible. We have no lack of professions. There is no want of splendid propositions in platforms; there is very little to divide one American citizen from another in his intelligent desire for competent administration; the question is, whether you will be true to what you profess or whether you will endeavor by subterfuge to cheat the people. The Republican party can never profit in that way.

PANAMA CANAL SURE TO PAY.

Not a Question at First of Dollars, But of National Policy.

New York Sun, Democrat.

Will the Panama Canal pay?

It will. We are as far from agreement with John F. Stevens' gloomy prophecy of the certain financial failure of the Panama Canal as we are from agreement with John Barrett's radiant prediction of its financial success.

The value of the Panama Canal is not determinable by debit entries of cost of construction, maintenance and operation and credit entries of toll charges. It is not primarily a money making enterprise the worth of which can be shown by a statement of receipts and expenditures. Few have given any serious consideration to that phase of the undertaking. The returns are in any case uncertain and profit or loss from operation will depend somewhat upon cost of construction and maintenance, both of which are as yet undetermined items. The possible traffic which will pass through it and the new business which will be created by it are equally matters of guesswork. Its commercial uncertainties are no secret. The possibility that it may not pay for itself within a few years and the fact that it might not for some time after its completion show a profit on its operation have not dampened the ardor for its construction. The American people want the canal for various reasons, and the American people are going to have the canal. Their purpose has not been, is not and will not be affected by any question of direct profits.

The American people are content to go on with the enterprise and are satisfied with the prospect of its advantages to the country and to the world. Its commercial benefits to us are impossible of any present estimate, and its social, political and strategic possibilities are inestimable. The Panama Canal will pay.

A Prize Hard Luck Story.

Philadelphia North American.

Here is a real hard luck story:

Two months ago the 6-year-old son of Frederick Levy, of 624 South American street, fell in front of a streetcar and had his left arm severed at the shoulder. Before the lad was released from the Pennsylvania Hospital his mother and three other children were removed to the Municipal Hospital with fever, and are still in the institution.

Yesterday afternoon 8-year-old Frederick Levy, at home with his father, ran from the house on an errand. Within a stone's throw of his home he slipped and fell in front of a trolley car. The left foot was taken off at the ankle.

As he was being hurried to the Pennsylvania Hospital the wagon in which he had been placed collided with another wagon at Fifth and South streets. The driver, Armond Scherer, of 936 North Eighth street, was thrown to the pavement and his arm was broken. The injured lad was also thrown out, and the loss of blood occasioned by the delay came near costing his life.

Carnegie Not "In It."

Springfield, Mass., Republican.

Having examined repeatedly Senator La Follette's list of 100 men who control the business of the country, one is moved to inquire, "What is the matter with Andrew Carnegie?" For Mr. Carnegie's name appeareth not. The luck of the steel trust philanthropist and library dispenser in escaping odious associations in the malefactor class, or even among the plutocrats, is one of the wonders of the day. Only one man in America, Mr. Rockefeller, is presumed richer than Mr. Carnegie, yet Mr. Carnegie does not even tail the Wisconsin Senator's list of 100 who "own" America. Such standing is so phenomenal that one is tempted to say that the shrewd old iron master, notwithstanding his hundreds of millions, might do as the Presidential candidate of the Independence League on its anti-plutocracy platform.

Appalling Thought.

Chicago Evening Post.

"I believe," says the occasional philosopher, "that in heaven we shall not lead existences of beatific idleness, but that each shall be permitted to carry on in a greater degree the work for which he is best fitted."

"My goodness!" exclaims the listener. "You don't suppose there'll be anybody there trying to sell sets of Dickens and Shakespeare on the installment plan, do you?"

Kansas Hogs as Canal Diggers.

New Haven (Ct.) Journal-Courier.

The statistician of the Marion (Kan.) Record computes that if all the hogs Kansas raised last year were rolled into one, it could dig the Panama Canal in two roots and a half. Now let Missouri show us how long it would take her helpful hen to scratch the big ditch out.

IN PROHIBITION STATES.

Chattanooga Is the Oasis of Southern Thirst Desert.

Dispatch to Chicago Journal.

CHATTANOOGA, Tenn., March 24.—An effect of prohibition, complete in Georgia and almost so in Tennessee and Alabama, has been to reduce the business of filling mail orders for liquor to an exact science. Dealers have packages of all sizes and brands ready for the labels, and an office organization that would make a New York broker take notice.

The Southern Express Company has enlarged its staff and facilities until there is no chance of delay. Both interests are alert to hear cries of distress from the dry belt and to rush whisky forward like first aid to the injured.

A special clerk of the express company is stationed at the office of the biggest mail-order concern to make out the bills, and the service has otherwise been organized so that liquor ordered from any town is placed aboard the first available train.

Supplies are shipped into the arid region from all the surrounding wet territory, and money aggregating thousands of dollars a day is sent daily to cities as widely separated as Jacksonville, Pittsburg, Cincinnati and Louisville.

Chattanooga, however, occupies the best strategic position, and is the main oasis. It is not only centrally located, but it has first-class railroad facilities and the most enterprising mail-order liquor dealers. Their success lies in far-reaching and skillful advertising to develop the field and in the speedy filling of orders. Chicago could not excel them in working up business.

Since the drought struck Georgia and parts of Alabama, the first of the year, 25 new mail-order houses have been established in this city. One of them is credited with doing a business of $1,000,000 a year. Profits in that line are reckoned at something like 33 1-3 per cent. This Napoleon has very large advertising bills to pay, but even when they have been taken from the profits the residue is worth while.

His main warehouse burned one night recently. Before morning he had bought a distillery, and a stock of finished product appertaining thereto, and had run a special whisky train into Georgia from his Jacksonville branch. Then he leased the Chattanooga hippodrome, which is like an armory. Now the cellar of the hippodrome presents a large vista of whisky barrels, and the main floor, with an area like a golf course, is filled with bottling and boxing apparatus.

"Sent in plain packages" is the assurance given in ads of the mail-order houses. That is for the benefit of sensitive patrons who fear what the neighbors might say. They are well protected. They can get whisky that looks from the outside like a corset, or a box of crackers, or a barrel of flour, or a jug of syrup. The latter, however, is not a good disguise.

The president of one of the largest banks in the city estimated that this mail-order business is bringing money into Chattanooga at the rate of $5,000,000 a year. A leading liquor dealer placed the amount at $10,000,000. There has been no financial stringency this Winter.

Business men generally feel that the traffic is good for the city. It brings in much ready cash, because shipments are paid in advance. They also say that the great energy and enterprise of the mail-order houses tend to have a stimulating effect on men in other lines.

Joy over the accession, however, is tempered by the fear that the business is overdone. It has made Chattanooga conspicuous as a liquor stronghold, and the guns of prohibitionists far and near have been brought to bear upon it. All the state is dry except Chattanooga, Memphis, Nashville and a little city named La Follette. There is danger that when the Legislature meets next Winter these towns may be ordered to put on the lid.

"Whisky and railroad interests have run the Legislature for 35 years," a political leader said, "but it looks as though whisky was about to step down and out."

Many liberals here would regret that, because they have greatly restricted the saloons and believe that Chattanooga has the model excise law of the country. It reduced arrests for intoxication 60 per cent. The saloons are limited to a certain section, and there can be but one to 450 of the population. Under the census of 1900, which governs, there are 67 saloons. Each pays a tax of $1500 a year. No card, pool or billiard tables or chairs are allowed. The hours for keeping open are from 5 A. M. to 10 P. M. The saloons are closed on Sunday.

The law is mandatory that the license of a saloonist, convicted of keeping his place open when it should be closed, or of otherwise violating the law, must be revoked, and he must be prohibited from ever resuming business in Chattanooga. The liberals believe this regulation to be the best solution of the liquor question.

The wets object to prohibition, not only because it reduces the revenue, but because, they say, it does not prohibit.

"Millions of gallons of liquor are pouring into the dry territory yearly," they say. "If you don't believe that prohibition is a farce, go to Rome, Ga., any Saturday and see the crowd of men swarming to the express office for their packages of whisky."

Legend of Law-Abiding Saloonkeeper.

Norfolk Virginian-Pilot.

Brooklyn is said to have a saloonkeeper who for 25 years has not only observed the strict letter of the law, but has at all times refused to sell more than three drinks to any one patron. He is reported to be prosperous and happy. Had his brethren in the business in other localities imitated his example, they would, as a body, be much happier than they now are and hardly less prosperous; nor would the demand for the abolition of the saloon have reached the sweeping proportions of today. It is the lawless saloonkeeper who is chiefly responsible for this agitation. He sowed the wind; the harvest of whirlwind is being reaped alike by the law-abiding and the lawless, the innocent and the guilty. Incidentally the political demagogue and the Pharisee are making the most of the opportunity.

Method in Church Attendance.

Baltimore News.

Evangelist J. O. Shelbourne, now working at Milwaukee, Wis., has a plan to find work free of charge for needy men on condition that they bind themselves to attend some church regularly for one year.

The Mad Chauffeur.

New York Sun.

My head is full of whizzing wheels
And wound with slender wires.
I cannot walk because my feet
Are shod with rubber tires.
A sparking plug is in my throat,
A motor in my breast,
And night and day it beats away
And will not let me rest.

My arms are somehow turned to cranks
And greatly bother me,
I must not crank them up too high
Or trouble there will be.
A motor horn in either ear
Keeps up a constant toot,
I used to keep it going so
To see the public scoot.

Ho! take away the cup of tea,
And rinse the vessel clean.
You ought to know my only drink
Is now of gasoline,
Since on the day I chanced to meet
(O my unlucky star!)
A man in blue and brass who changed
Me to a motor car.