

The theory that right must be done between nations precisely as between individuals, and in our actions for the last 10 years we have in this matter proved our faith by our deeds. We have behaved, and are behaving, toward other nations as in private life as honorable men would behave toward his fellows.

The commercial and material progress of the 20 Latin-American republics is worthy of the careful attention of the Congress. No other section of the world has shown a greater proportionate development of its foreign trade during the last 10 years and none other has more special claims on the interest of the United States. It offers today probably larger opportunities for the legitimate expansion of our commerce than any other group of countries. These countries will want our products in greatly increased quantities, and we shall correspondingly need their raw materials.

Good Progress on Canal. The work on the Panama Canal is being done with a speed and efficiency that is a model for all work of the kind. No task of such magnitude has ever before been undertaken by any nation, and no task of the kind has ever before been better performed. The men on the Isthmus are working with cheerfulness and his fellow commissioners through the entire list of employees who are faithfully doing their duty, have won their right to the unreserved respect and gratitude of the American people.

Small Subsidies Recommended. I again recommend the extension of the ocean mail act of 1891 so that satisfactory American ocean mail lines to South Africa, Asia, the Philippines, and other distant points be established. The creation of such steamship lines should be the natural corollary of the voyage of the Panama Canal. Even under favorable conditions several years must elapse before such lines can be put into operation. Accordingly I urge that the Congress act promptly where foresight already shows that action sooner or later will be inevitable.

Fertilization of Hawaii. I call particular attention to the territory of Hawaii. The importance of those islands is apparent, and the need of improving their condition and developing their resources is urgent. In recent years industrial conditions upon the islands have radically changed. The importation of coolie labor has practically ceased and there is now an opportunity to be given to the small land owner similar to that on the mainland. To aid these owners the National Government must provide the necessary harbor improvements on each island, so that the agricultural products can be carried to the markets of the world. The coastwise shipping lines should be extended to the special needs of the islands, and the alien contract labor law should be so modified in its application to Hawaii as to enable American and European labor to be brought thither.

We have begun to improve Pearl Harbor for a naval base and to provide the necessary military fortifications for the protection of the islands. It is important to emphasize the need of appropriations for these purposes of such an amount as will within the shortest possible time make these islands practically impregnable. It is useless to develop the industrial conditions of the islands and establish a store house of supplies for our naval and merchant fleets unless we insure, as far as human ingenuity can, their safety from foreign seizure. One thing to be remembered with all our fortifications is that it is almost useless to make them impregnable from the sea, if they are left open to land attack. This is true even of our own coast, but it is doubly true of our island possessions. In Hawaii, for instance, it is worse than useless to establish a naval station unless we establish a habit of fortifications so strong that no landing force can take them save by regular and long-continued siege operations.

Autonomy in Philippines. Real progress toward self-government is being made in the Philippine Islands. The gathering of a Philippine legislative body and the Philippine assembly marks a process completely new in Asia, not only regarding Asiatic colonies of European powers but also regarding Asiatic possessions of other Asiatic powers and, indeed, always excepting the striking and wonderful example afforded by the great Empire of Japan, it opens an entirely new departure when compared with anything which has happened among Asiatic powers which are their own masters. Hitherto the Philippine legislation has acted with moderation and self-restraint, and has seemed in its spirit to realize the eternal truth that there must always be government, and that the only way in which any body of individuals can be governed is to show that they are able to restrain themselves, to keep down wrongdoing and disorder. The Filipino people, through their officials, are therefore making real steps in the direction of self-government, and we believe that these steps mark the beginning of a course which will continue until the Philippine people decide for themselves whether they desire to be an independent nation.

It is well also for those Americans who during the past decade have done so much damage to the Philippine agitation for an immediate independence for which they were totally unfit to remember that self-government depends, and must depend, upon the Filipino themselves. All we can do is to give them the opportunity to develop the capacity for self-government, and we have followed the advice of the foolish doctrine who wished us at any time during the last ten years to give up the Philippines. We should have insisted on the plainest possible duty and have insisted on a landing force upon the islands, and we have acted to exact the opposite spirit. We have given the Philippine constitutional government a government based upon justice, and we have shown that we have governed them for their good and not for our aggrandizement. At the present time, as during the past ten years, the theoretical logic of facts shows that this Government must be sustained by us and not by them. We must be wise and generous; we must help the Filipino to do it himself, and we must give them the opportunity to do it themselves. But we must give them the opportunity to do it themselves, and we must give them the opportunity to do it themselves.

Citizenship for Porto Rico. I again recommend that American citizenship be conferred upon the people of Porto Rico. Since Evacuate Cuba. In Cuba our occupancy will cease in about two months' time. The Cubans have in orderly manner elected their own governmental authorities, and the island will be turned over to them. Our occupancy of this occasion has lasted a little over two years, and Cuba has thriven and prospered under it. Our earnest hope and one desire is that the people of the island shall govern themselves with justice, so that peace and order may be secure. I would solemnly warn them to remember the great truth that the only way a people can permanently avoid being governed from without is to show that they both can and will govern themselves from within.

Japanese Fair in 1917. The Japanese government has postponed until 1917 the date of the great international exposition, the action being taken so as to insure ample time in which to prepare to make the exposition all that it should be made. The American Commissioners have visited Japan and the postponement will merely give simpler opportunity for America to be represented at the exposition. Not since the first international exposition has there been one of greater importance than this will be, marking as it does the 50th anniversary of the accession to the throne of the Emperor of Japan. The extraordinary seas to the foremost place

among the nations of the world made by Japan during this half century, is seen in the unparalleled in all previous history. This exposition will gloriously commemorate and signalize the great progress that has been achieved. It is the first exposition of its kind that has ever been held in Asia. The United States, because of the ancient friendship between the two people, because each of us fronts on the Pacific, and because of the growing commercial relations between this country and Asia, takes a peculiar interest in seeing the exposition made a success. I take this opportunity to state my appreciation of the way in which Japan, Australia, New Zealand, and in all the States of South America, the battle fleet has been received on its practice voyage around the world. The American Government cannot too strongly express its appreciation of the showing and general interest in the showing our ships in every port they visited.

Promotion of Army Officers. As regards the Army I call attention to the fact that while our junior officers are promoted by the present system of promotion by seniority results in bringing into the higher grades many men of mediocre capacity who have but a short time to serve. No man should regard it as his vested right to rise to the highest grade in the Army any more than in any other profession. It is a curious and by no means creditable fact that the public so often a failure on the part of the public and its representatives to understand the great need, from the Nation of refusing to promote respectable, elderly incompetents. The higher grades should be given to the most deserving men without regard to seniority; at least seniority should be treated as only a tie in the stress of modern industrial competition no business firm could succeed if those responsible for its management were chosen simply on the ground that they were the oldest people in its employment; yet this is the course advocated by the Army, and required by law for all grades except those of general officer. As a matter of fact, all of the best officers in the highest ranks of the Army are those who have attained their present position wholly or in part by a process of selection.

The scope of retiring boards should be extended so that they could consider general usefulness to command for any cause. In order to secure a far more rigid enforcement than at present in the elimination of officers for mental, physical or temperamental disabilities. But this plan is recommended only if the Congress will see fit to provide that in my judgment is far better, that is, for selection in promotion, and for elimination for age officers who fail to attain a certain rank by a certain age should be retired—for instance, if a man should not attain field grade by now time he is 45 he should of course be placed on the retired list. General officers should be selected as at present, and one-third of the other promotions should be made by the President or the Secretary of War from a list of at least two candidates proposed for each vacancy by a board of officers from the arm of the service from which the promotion is to be made. A bill is now before the Congress having for its object to secure the promotion of officers to various grades at reasonable ages through a process of selection by boards of officers, and a percentage of their pay depending upon length of service. The bill, although not accomplishing all that should be done, is a long step in the right direction, and I earnestly urge its passage.

The cavalry arm should be reorganized upon a more modern basis, in which it is peculiarly necessary that the field officers should not be old. The cavalry is much more difficult to form than infantry, and it should be kept up to the maximum both in efficiency and in strength, for it cannot be replaced by other arms. The development of the machine gun. A general service corps should be established. As things are now the average soldier has far too much labor of a nonmilitary character to perform.

Perfect National Guard. Now that the organized militia, the National Guard, has been incorporated with the Army as a part of the National force, it behooves the Government to do every thing in its power to perfect its efficiency. It should be assisted in its instruction and otherwise, and should be generally better trained regular officers. The continuous service of many well-trained regular officers will be essential in this connection. Such officers must be specially trained at service schools best to qualify them as instructors of the National Guard. But the details of their training at the service schools and for duty with the National Guard should be left to the War Department. The National Guard is already greatly depleted by detachment of officers for assignment to duties prescribed by the act of Congress. A bill is now pending before the Congress creating a number of extra officers, and it is to be hoped that it will be passed. It will enable more officers to be trained as instructors of National Guard units. In case of war it will be of the utmost importance to have a large number of trained officers to use for the purpose of training into good troops.

There should be legislation to provide a complete plan for organizing the great body of volunteers behind the Regular Army and National Guard when war has come. Congressional assistance should be given to those who are endeavoring to promote rifle practice so that our men, in the services or out of them, may be able to keep their marksmanship up to the standard of the best marksmen in the world. While teams representing the United States won the rifle and revolver championships of the world several times in England last year, it is unfortunately true that the great body of our citizens shoot less and less as time goes on. To meet this we should encourage rifle practice among schoolboys, and indeed among all classes, as well as in the military services, by every means in our power. Thus, and not otherwise, may we be able to assist in preserving the peace in this world. It is to hold our own against the strong nations of the earth, our voice for peace will carry to the ends of the earth. Unprepared and therefore unready, we must sit dumb and helpless to defend ourselves, protect others, or preserve peace. The first step—in the direction of preparation to avert war if possible, and to be fit for war if it should come—is to teach our men to shoot.

Reorganize Navy Department. I approve the recommendations of the General Board for the increase of the Navy, calling special attention to the need of additional destroyers and colliers, and above all of the four battlehips. It is desirable to have as soon as possible a squadron of eight battleships of the best existing type. The North Dakota, Delaware, Florida and Utah will form the first division of this squadron. The four vessels proposed will form the second division. It will be an improvement on the first, the ships being of the heavy, single caliber, all big gun type. All the vessels should have the same tactical qualities, that is, speed and turning circle, and as near as possible these tactical qualities should be the same as in the four vessels before named now being built.

I most earnestly recommend that the General Board be by law turned into a General Staff. There is literally no excuse whatever for continuing the present bureau organization of the Navy. The Navy should be treated as a purely military organization, and every officer should be subordinated to the one object of securing military efficiency. Such military efficiency can only be guaranteed in time of war if there is the most thorough previous preparation in time of peace—a preparation, I may add, which will be probably never any need of war. The Secretary must be supreme, and he should have as his official advisers the best naval officers who also themselves have the power to pass upon and coordinate all the work and all the proposals of the several bureaus. A system of promotion by merit, either by selection or by examination, or by both processes, should be adopted. It is out of the question, if the present principle of promotion by mere seniority is kept, to expect to get the best results from the higher officers. Our men come too old, and stay for too short a time, in the high command positions. Two hospital ships should be provided. The actual experience of the hospital ship with the fleet in the Pacific has shown the invaluable work which such a ship does, and has also proved that it is well to have it kept under the command of a medical officer. As was to be expected, all of the anticipations of trouble from such a command were proved completely baseless. It is as absurd to put a hospital ship under a line officer as it would be to put a hospital on shore under such a command. This ought to have been realized before, and there is no excuse for failure to realize it now.

Effect of Fleet's Voyage. Nothing better for the Navy from every standpoint has ever occurred than the cruise of the battle fleet around the world. The improvement of the ships in every way has been extraordinary, and they have gained far more experience in battle tactics than they would have gained if they had stayed in the Atlantic. The American people have cause for profound gratification, both in view of the excellent condition of the fleet as shown by the cruise, and in view of the improvement of the cruise, has worked in this already high condition.

I do not believe that there is any other service in the world in which the average character and efficiency of the enlisted men is as high as in the case in our own. I believe that the same statement can be made as to our officers, taken as a whole; but there must be a reservation made in regard to those in the highest ranks—as to which I have already spoken—and in regard to those who have just entered the service; because we do not now get full benefit from our excellent naval school at Annapolis. It is absurd not to graduate the midshipmen as engineers; to keep them for two years in such an anomalous position as at present they require, is detrimental to them and to the service. In the academy itself, every first classman should be required in turn to serve as petty officer and officer; the ability to discharge his duties as such should be a pre-requisite to his going into the line, and his success in commanding should largely determine his standing at graduation. The Board of Visitors should be empowered to assign to every member should be required to give at least six days service, only from one to three days during the year. During that week, which is the best desirable time for the board to be at Annapolis so far as benefiting the midshipmen is concerned.

THEODORE ROOSEVELT. The White House, Tuesday, December 8, 1908.

DEFECTS OF STONE BLOCKS

The Advancement and Utility of Street Pavements.

Primeval man had no pavements, nor any use for them. His ways were easily satisfied. He knew nothing outside of his own range of vision. Knowing but little his desires were few. As time has sped on there has been wonderful changes made by man and his wonderful improvements. In ages past Belgian blocks were the ideal pavement. The first being used in Glasgow, Scotland, in the year 1811. In the United States, up to the year 1850, stone was used very extensively in street pavements and continued to increase in use up until the year 1870, at which time the city of Brooklyn, N. Y., commenced diminishing use of same, which rule has been gradually followed by most every city of consequence in the United States. The public streets of a city are used for two purposes; first as a means of locomotion for the general public and transportation of its traffic; second, as a roadway for public service utility pipes. As travel and traffic become heavy it is necessary for economical reasons, at least, to adopt a pavement, sanitary reasons, and for other reasons, which are of consequence. Pavements on business streets to be of value must possess at least five qualities, first, it must be durable; second, it must be readily removable and easily restored to accommodate the utility of pipes that are laid in the streets; third, the price must be within reasonable limits of the property owners; fourth, it must afford least resistance to traffic; fifth, it must be as noiseless as possible and easy on horses, and afford a good surface for a horse to tread. Vitified brick is the only pavement that fulfills these requirements, which is demonstrated by its large and continuous use for over 20 years in the principal cities of the United States.

In order to make a vitified brick which will meet the above requirements it is necessary to select at once what is known as a rock shale, the analysis of which must contain the right proportion of silica and alumina, together with other ingredients, which go to make up a first-class tough and tenacious vitified brick. There are a great many shales which will not make a good vitified brick. These are also a great many stones, both basalt and granite, which will not, from a commercial standpoint, make a good paving block. It has been reported in Portland recently that a certain contractor discovered an inexhaustible quarry of basalt stone suitable for street paving purposes. This apparently may seem feasible in the case of a contractor, but the same difficulty is encountered in the stone formation, as is encountered in the shale formations, viz., that in order to make a No. 3 paving stone it is absolutely necessary to have a stone which in cutting or breaking will have a texture that will enable you to break the same in straight lines. This to a great extent depends entirely on the composition of the material.

The writer has found that from the vast deposits of basalt stone which has been discovered in the vicinity of Portland that there are very few of them which have these virtuous points. Some are coarse and break irregularly. While some are of a fine texture, still from a commercial standpoint, it would be impracticable as they would be entirely too much to handle and expose attached to same. There is only one thing that can be said in favor of stone and that is, that it is durable, provided that you have the right quality. On the other hand it can be certainly proven that it is a pavement of the past. It is impracticable to secure a smooth and uniform surface of this class of pavement and if such was the case, it would be entirely too slippery to afford a good foothold for horses, and would necessitate a tearing up and redressing after a certain length of time. It is a fact that pavement known on dumb animals, the life of which is reduced at least 75 per cent, when forced to continue to travel over same. The life of vehicles also is reduced at least 50 per cent, and the noise produced by same is intolerable. It has been proven that within the last 25 years that in most of the large and progressive cities in the United States that brick is fast taking the place of stone in business districts. It is a more desirable pavement and will last practically an ordinary lifetime when laid in a correct way.

WILL GIVE RECEPTION Y. W. C. A. Plans Attractive Entertainment in Its New Home. Much interest on the part of members and friends of the local Y. W. C. A. has been shown in the reception to be held tonight in the new building, Seventh and Taylor streets. This entertainment is in the nature of a membership jubilee. The "Rainbow Contest" which is a competition inaugurated among the various churches of the city for Y. W. C. A. memberships, will terminate at that time and prizes will be awarded to the successful contestants. Music will be furnished by a chorus under the direction of Miss Louise E. Hellman. Among the numbers to be rendered are the following: "Light of Mine Eyes" (from Oratorio Elijah), Mendelssohn; "Annie Laurie," (Thurston); "Rock-a-Bye," Heddinger. The chorus is composed of the following: First soprano, Mrs. Ethel Lytle Booth; Miss Agnes Watt; Miss Delta Watson; second soprano, Miss Laura Cleland; Miss Hilda Hegel; Miss Anna Rankin; first alto, Miss Wilma Peck; second alto, Mrs. Byron E. Miller; second alto, Miss Eleanor Kurth; Miss Karlo Monte; accompanist, Miss Aida L. Troughton.

Other entertainments to which members and friends of the association are cordially invited will be held on Friday afternoon and night. The dedicatory services will be held Sunday afternoon at 2 o'clock. Interesting programmes have been provided for the various evenings.

MEN'S WOOL COATS \$1.00 If you are at all interested in buying your clothing at half price, don't delay in visiting the clothing-out sale of the wholesale clothing stock at Front and Oak streets. Men's wool coats, \$1.00; men's wool vests, 50c; men's good pants, \$1.50; boys' knee pants, 50c; men's wool suits, \$5.00. On sale at northwest corner Front and Oak streets, at the center of the wholesale district, where rents are low.



This Land Was Advertised For Sale About One Month Ago --- People Looked At It and Found It as Represented --- Those Who Bought Are Well Satisfied With Their Investment!

YOUR OPPORTUNITY WILL SOON BE GONE

Where, on the Peninsula, Will You Ever Have the Opportunity to Purchase Lots at \$10 Down and \$10 a Month? BUY NOW!



lies in the heart of the Peninsula, directly next to the Swift townsite, which is to be the home of the Swift employes. Stores, offices and fine homes are being erected in Kenton now. Building has already been started in Fairport. The streets of Kenton continue right through Fairport.

will improve with Kenton—Fairport and Kenton will be the center for the commercial and industrial district of the Peninsula and these two townsites will progress hand in hand. Millions of dollars annually will be paid in salaries to the employes of the Swift packing plant alone.

lots will double and triple in value in a short time—When the Swift plant opens for business land in Fairport will begin to rise in value, for the packing-house employes will want the lots for their homes. Can you afford ten dollars each month? Then buy in Fairport and double your money and more.

has surface graded streets, Bull Run water, is convenient to public schools and churches, is about 25 minutes' ride to Portland, the City Council has offered the electric company a franchise to run a line through Fairport—All these and a magnificent view make Fairport property absolutely safe investment.

Mr. Workingman!-- Mr. Man On a Salary!-- Mr. Man With \$10 to Spend!-- Here is the opportunity you have been looking for—Prepare for the future now—Buy a lot in Fairport and you will sell it for double what you paid for it in a short time—The purchase of a lot in Fairport now may keep the wolf from the door later on—At any rate, you owe it to your wife or children not to neglect this opportunity—Have you made any provision for the family in case of accident?—Then do so—Buy a lot in Fairport—Pay \$10 down and \$10 a month.

See Fairport in Our Automobiles WIKKELSEN & TUCKER GENERAL AGENTS 301-2 Corbett Building, Fifth and Morrison Sts. Call or Write for Free Booklet on Fairport