The Oregonian

ription Rates-Invariably in Advance (By Mail.)

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ern Business Office—The S. C. Beck-special Agency—New York, rooms 48-bune building, Chicago, rooms 510-512 PORTLAND, MONDAY, MARCH 29, 1909.

FROM EAST TO WEST.

New York will take note of her third centenary in September next, yet will not employ the common expedient of an Exposition, or World's Fair. But there will be a celebration, literary and historical auspices, which will fix for a day the atntion of the world.

To one now viewing New York it appears incredible that it is but three centuries since Henry Hudson, the English explorer, on his third voyage under the patronage of Dutch merchants, entered the harbor of New York and dropped anchor not far rom the spot where the Goddess of Liberty stands today. Such changes have been wrought nowhere else-in the world within any three centuries since the appearance of man upon the Moreover, the greater part of this stupendous change has taken place in much less than one hundred The next marvel in comparison with it has been the rise of the City of Chicago,

New York needs no Exposition. She is an Exposition herself, the year round, and from year to year, and would be in fact belittled by any formal attempt to celebrate her great-

The original meaning of the word elebrate" is a close signification and description of her daily existence. means (of people) to assemble in a to press together in great numbers or multitudes, to frequent a place in crowds for a purpose, etc. Everybody goes to New York.

Upon his fourth voyage in the year following the discovery of the river that bears his name, and his observation of the site of the present City of York-that is, in the year 1610this time under direction of pro-moters and traders of his own country (Englishmen), Hudson, making the first serious effort of the long search by a northwestern passage for the Western Ocean, entered the vast inland sea that will forever carry his name—Hudson's Bay. Sure he was that he had reached the Pacific but his crew could neither be persuaded nor commanded to make further effort, so he was set adrift in an open boat, with a few others, upon an icy sea. Of this boat or its occupants no relics ever were found. Tw only of the mutinous crew reached England, where, somehow, they es-caped hanging. But their tale was told, and other voyagers sailed at intervals of years into Hudson's Baywithout actual results, however, till in 1688 an expedition was promoted that led to the foundation of the Hudson's Bay Company, which so long controlled the fortunes and finally directed the destinies of the northern half of the continent of North America, and has left its influence stamped ndelibly upon our Northwest states of the great "Oregon Country,"

The charter was granted in 1670 by Charles II, to a company described as Gentlemen Adventurers Trading to Hudson's Bay." It gave them not only monopoly of trade and profits for all time, but territorial jurisdiction and practical sovereignty over a vast northern empire, stretching indefinite ly from Hudson's Bay to the west. It ecame an immense feudatory estate the greatest, with perhaps the exception of India, ever known in the history of the world. The French, indeed, were on the St. Lawrence, and New France was held by them for nearly a century longer; and the con flict between the English and French over territorial and trading rights continued, till the final absorption of rench interests by the Hudson's Bay Company, many years later still.

English explorers were much shead of the French in pushing on to the Far West. Alexander Mackenzie was the first man to reach the Pacific Ocean, overland, north of the country claimed by Spain. This was in the Simon Fraser, David year 1792. on and others, soon followed but before Mackenzie had reached the coast, Captain Gray had entered the Columbia River and laid the foundation of our country's claim to the territory of the great western river. It was not Mackennie's fortune to se the Columbia River, or any tributary He passed to the north of its drainage basin and supposed the afterwards named for Fraser follow the Fraser to its mouth, so remained undecrived. Lewis Clark came in 1805; Astor's expedition n 1810-11; so the Americans by good were in the country when the English, coming overland, reached the Thompson came down the river from the Rocky Mountains, reaching Astoria in July, 1811, two months after the arrival tor's people. The war of 1812 followed; Astor was treacherously sold out to his rivals in the fur trade, and Astoria was captured by a British It was nearly twenty years later that American missionaries, ploneers, traders, and other ad venturers, began to pour in overland. Till their coming, the Hudson's Bay Company, having absorbed the North. west Fur Company, its rival, was supreme in the country, and not a few of the effects of its presence and omination are visible to this day, in Oregon, Washington and Idaho.

This sketch started with the dis-Henry Hudson, three centuries ago; and through his later explorations, in the search northward for the Great Western Sea, the story is connected with the Pacific Coast and with our own Northwest States. Thus, throughout all the lives of men and of naevent," as an ancient sage remarked, "is the son of another."

Our people would be here now, in-deed, had the English and French explorers and fur traders never come but their coming, and the rivalry that resulted from k, make up the most interesting of the episodes of our early history, and the consequences interesting of the remain with us in influences exerted by the rival parties on the development, the life and the character of the country.

We believe it most probable that the name of Oregon arose out of some circumstance connected with these western explorations, under direction of the French. Earlier than the English the French had pressed on stward from the Great Lakes to the Red River, to the Saskatchewan and to the foot of the Rocky Mountains. They were ranging the country of the Jpper Mississippi in search of furs and for trade with the natives; they vere full of curiosity and active in nquiry about the great distant West nd the unknown Western Sea. Of this sea they possessed Spanish charts and probably used among the natives the word "Aragon" as a homonym of Spain. When Jonathan Carver, of

Connecticut, was on his expedition to the Upper Mississippi country, in 1767-68, he made all possible inquiries, he tells us, about the country towards the west, the western river and the sea; and the word "Oregon," and the name was written for the first time so far as we now know, or possibly can ever know, in Carver's book, published in London in 1778. It is a book of little importance or value, except for the fact that it gives to the world the name of Oregon, which Carver says he got from natives in the country of the Upper Mississippi. Recent writers have shown that much of Carver's book is made up of unacknowledged extracts from French explorers before particularly from Hennepin ntan and Charlevoix; and as Carver had no scholarship it is eved the book was compiled in London, partly from Carver's own story partly from the records of French and English exploration. It is sig-nificant, further, that in Carver's book tribes of Indians and various objects are often designated by French names or terms.

This, for the present, is sufficient digression from celebration of the dis-covery of New York harbor and Hudon River by the navigator, three cen-And yet the narrative of uries, ago. the life and work of Henry Hudson, with the results of his work down to our day, including our own distant onnection here on the Pacific with the stream of the history starting from him, makes a series of episode of highest interest to our people and is worth exposition to the young by the teachers in our schools.

A few Democratic members of Congress and some Democratic newspapers continue to talk in high tone against protective tariff. But as a rule the members from each district the newspapers of each district yield to the persuasion that their local nterests, in the readjustment of the tariff, should have "protection." In other words, the Democratic party has practically given up its fight against protective tariff. There are as many Democratic protectionists as Republican free-traders; perhaps more. The tariff no longer is a real line of party division. Cannon owes his continued ascendency in the House to Democratic members who were unwilling to trust the organization of that body to the "tariff reformers" of their own party.

There is bitter retort that protec tion offers a bribe to every district, but such exclamation or sneer effects nothing. The Charleston (S. C.) News and Courier is one newspaper that still tries to hold the fort. It de-nounces as "unblushing mendicancy" the action of the cotton manufacturers of Atlanta, who have addressed the ways and means committee in an earnest appeal for maintenance of protective tariff, and asserts that "unless Southern Democrats in Congress shall stand to their guns, in spite the clamor of some of their constituents, the Democratic party in the South will break up in disorder long before President Taft's benign Southern policy of common sense and con ciliation shall threaten to effect that

Amid such striking changes of political conditions as now are in progress it is impossible to forecast with any certainty the coming political situation. It is universal that when one political party relaxes or dis-solves the other will follow the exam-There will not be two protective parties in the country, but only one; yet tariff for revenue, which embodies a sound principle, has now the clamor every variety of local interest against it.

THE PEACEFUL RAILROADERS.

There has been tween the Hill and Harriman forces within the last nine years," said Louis W. Hill, in discussing the reported truce between the two great railroad forces. "The talk of scraps between forces. "The talk of scraps between them," continued Mr. Hill, "has been mostly among outsiders and people who did not know." This seems to be reliable information, right "off the bat," and it can hardly fall to create a sensation; not necessarily over anything that has passed, but over some thing that we may expect in the fube the Columbia. But he did not that these differences which have Now that we know positively arisen in the past between the two and forces have been insignificant, we have an inkling of what awaits us when a "real fight" may occur. Our reason for expecting something interesting when a "real fight" takes place is based on some of the trivial incidents which the public has mistaken for ac-

tual fighting. There was that little affair in Wall street, a few years ago, in which Mr. Harriman made Uncle Jimmy pay \$1000 per share for Northern Pacific stock. The misguided public thought that was a real fight. That at least was the impression gained by severa hundred bankers and brokers who got so close to the center of the maeistrom that their fortunes were swept away like thistles caught in the fringe of a Kansas cyclone. The pubthe was also deceived again when Mr. Hill piled so many obstacles in the way of Harriman's entering Seattle that Edward Henry was obliged to pay several millions of real good money for a few thousand dollars'

worth of Seattle tide flats. Another place where the public go off wrong in believing that there was a "real fight" in progress was when Mr. Harriman's lieutenants were ordering a large force of men to dynamite their way through Cape Horn at a time when Mr. Hill's hired men

exactly the same work in exactly the same place. Some of the workme even were deceived in this matter, for they playfully threw sticks of dynamite at each other and by other stren uous means sought to give the public impression that it was a

Coming nearer home, we have no yet forgotten how Michael Joseph Buckley, General Superintendent of the Harriman forces in the Pacific Northwest, with a big gang of "red worked all night over Maegley Junction to remove a large area of piling which Mr. Hill's had spent several days and much money in getting in place. Now that Mr. Hill has made it clear that there has been no "real fighting Maegley Junction bonfire of Mr. Hill's brand-new trestle work must been only one of Mr. Buckley's justly celebrated jokes.

There are a number of other incidents like the Clearwater matter, the Portland terminal dispute and the Portland gateway trouble that of course, of less importance than the matters mentioned, but that we now understand could not have meant any thing. The public will await with much interest some "real fighting" beween the two great forces. of what we have mistaken for it, we should like very much to see what 'real fighting' is

GENTLEMEN'S AGREEMENTS. If the Hill-Harriman agreement, eached at that pleasant San Francisco conference, great union station for Portland and com mon terminal facilities, well and good. It will be a great thing for Portland. But if it means that Hill and Harri-man have achieved another "gentle man's agreement," by which the man-gled remains of Oregon shall be divided between them, or by which all that is left of Oregon shall be turned over to Mr. Harriman, there is no oc easion for rejoicing. Everybody nor is sure that Mr. Harriman is going to build into Central Oregon-if he can But everybody would not be so certain that Mr. Harriman would fight his way over all obstacles into the great undeveloped interior of Oregon if he were easy in his mind about the plans

of his friend Mr. Hill. Oregon is no railroad king's demesne—or should not be. That means stagnation and neglect, for the ountry at large. It would prefer to ee Hill and Harriman in their natural position as competitors. It would have "gentleman's agreements" con fined to common terminals and union stations, since thereby the public interest is best served; but it would not have them when such agreements mean no railroads at all.

THE WESTWARD MOVEMENT.

Man, like vine and tree, needs to be ransplanted to produce best results. Life in the nursery is necessary for propagation; the larger field is needed for fruitbearing, for expansion, for profit. So these colonists who are coming to this North Coast by the half lozen trainloads daily are following a law of Nature. It will be observed they are mostly young people-not youth, but in the vigor of the second and third decades. Their grandfathers crossed the Alleghanies to settle in the buckeye and black walnut regions. They were transplanted in a virgin soli, with its elements that conduced to larger growth. After the Civil War, their fathers, the grown of the previous migration, folowed the thermal line to the prairies of Iowa, Nebraska and Kansas, and under the homestead law made settle ment and acquired abiding places in yet a new soll, where they took root and flourished. So it comes to pass that their sons, grown to virile man-hood and imbued with the spirit born in them, are following the natural line coming to the Oregon Country, where all Nature awaits them with a welcome, to reward their efforts with a lavish hand.

Like vine and tree, they need to transplanted, for the fuller developent that comes from removal from indigenous soil.

GOVERNOR COSGROVE'S DEATH.

There was something almost pathetic in the entire political career the late Governor Cosgrove, of Wash-ington. As his life drew to a close, it was so strongly tinged with tragedy the most bitter opposing partisan felt only sympathy for him. After a long life spent in striving for po litical recognition, Governor grove, at the last moment, gained the prize, only to have it "crumble to dust and ashes at his touch." While the plaudits willingly given to the victor still rang in his ears he passed on to the land where political tragedies have no place. Governor Cosgrove's death, with the fruits of his longsought victory still untasted, was no only a striking illustration of evanescent nature of all things earthbut it exposed the hollown all or any of the political rewards which people perish to win.

The late Governor Cosgrove was an honest man and a good citizen, and his lifelong quest of the office which he finally secured was at all times strictly honorable and above board. His fidelity to the Republican party was proverbial throughout the State of Washington, and there is a poss ity that this admirable partisan trait may have been one of the reason why his progress toward the goal finally reached was less rapid than it otherwise might have been. There have been a considerable number o unscrupulous and a still greater num ber of ungrateful politicians in Evergreen State, and to these politi-cians the party loyalty of "Old Sam Cosgrove" was an asset which it was isidered unnecessary to foster cultivate. It was so sure and certain that the political favors to which Mr. Cosgrove was perhaps entitled were ed to placate some more obstreper

ous members of the party, Endowed with a genial personality and being plain and outspoken, and yet not offensively aggressive, Mr. Cos-grove made many friends. Not all of these friends were impressed with the belief that the Cosgrove statesman ship was of a high order, but they were all impressed with the rugged and unswerving loyalty of Mr. Cosgrove. This feeling was reflected in the "second-choice" vote by which he secured the nomination for Governor. The "first-choice" vote revealed the fact that the voters were hopelessly at sca, and could not possibly center any one man to lead the ticket! Their 'second choice," however, showed quite emphatically the high regard they had for Mr. Cosgrove,

Mr. Cosgrove was long past middle age, and the disease with which he were working in feverish haste to do was troubled might eventually have was filling the eyes.

killed him, even had he retired from the whirl of politics and led a quie life. For all that, his end was unques tionably hastened by the nerve-wrack ing turmoil to which he was subjected during the closing weeks of his can paign. "Dead Sea apples" certainly grew on the political tree from which Mr. Cosgrove sought so long to gather fruit, but the pathetic circumstances of his death and long and upright ca-reer in public and private life will give him a prominent place in the political history of Washington.

An Astoria dispatch brings the pleasant information that the Puget Sound Tugboat Company will place an opposition tug and pilot service on means of the the Columbia River bar. As the Porof Portland has taken over the service for the purpose of handling it at cost in order to attract shipping, it will, of course, be quite satisfactory to have the Puget Sound philanthropists assist in the good work. This welcome is naturally contingent on the work being placed in charge of some one be-sides "Captain Kidd" Bailey, whose work with the Tatoosh was largely sponsible for the change which the Port of Portland was obliged to make in the service. The possibility of hav-ing Bailey on a job where there was no profit is so remote, however, that it is perhaps needless to indulge in spec-

"He stole the livery of the court of heaven to serve the devil in," is the one expression of a solemn Scottish poet, Robert Pollok—whose long poem, "The Course of Time," is now poet, never read-which is likely to last as long as proverbs in English last. one single thing like this is mighty great. It is immortality. Pollok's long poem, though suggested by By-ron's "Darkness," is an elaborate essay in blank verse in the manner of Milton. Its theme is the destiny man. It seems to be preserved from oblivion by a single passage, as Bailey's "Festus" is

Three thousand bushels of bluester wheat sold in Pendleton Saturday at \$1.15 per bushel, said to be the highest price ever paid for wheat at that point. With the king of cereals selling so far above \$1 per bushel, there will undoubtedly be a record acreage harvested this season. This increased harvested this season. This increase acreage, with a good yield and cor tinued high prices, will add a good, thick layer of prosperity over the wheat belt, which even now is far from being on short rations.

Astronomers have discovered two hitherto unknown planets beyond the orbit of Neptune. Better call the peo ple's referendum on these planets, to ascertain whether they exist or not which, incidentally, will discover whether the astronomers know wha they are talking about or not. Prob ably conspiracy against rights of the people.

Prince Alexander of Servia declines to accept the right to the crown which has been conferred on him by the resignation of Prince George. Perhaps the growing discontent of the Servian people, together with the recollection of what happened to the immediate predecessor of King Peter, may have had something to do with inducing the young man to thrust the crown

Now, of course, since Oregon at last has adequate representation in the Senate, and "the people," through through Bourne and Chamberlain, have their perfect representation, Oregon never-more will want or lack anything from the Government at Washington. Oh, "the people" can do it when they try!

While, of course, those lawyers de sire to have Supreme Judge Bean named to the new Federal judgeship, they wish to assure President Taft that they will be ready with a fine large indorsement for the successful

Mr. Heney and Mr. Burns have unearthed another gigantic conspiracy on the part of certain malefactors to defeat the ends of long-suffering justice. You can depend on Heney and Burns to come through in grand style before the curtain falls. ,

The Kentucky Klick is preparing to put a straight Democratic ticket in the field, not necessarily for any one's vote, but merely as an evidence of good faith. Or is it an evidence of

There was nothing small about that Danish poet and dramatist who left a large estate to be divided among four wives. The cable fails to state whether he had them hooked up abreast or tandem. How would the persons who declare the match between the Jap Aoki and

the Emery girl nobody's business but their own like to go through the world as half-breeds? Isn't the world hard enough when one is born right? Those "unknown" assailants who bound and gagged Dottle Houck

the East Side will forever remain un-known to all except Dottie. And Dottle just dreamed about them California has enacted a primary law, but has left out Statement One. Other states leave out Statement One. They call Oregon the "fool of the fam-

If Whitla and that Boyle woman knew what distress they are making a lot of expectant people, they would be so slow with that promised scandal.

Probably we would better annex Africa, too, thus solving the great question of what to do with our ex-Presidents.

Since a cooperage company has paid \$700,000 for a tract in the Nehalem Valley, there will soon be something doing in hoop poles in that township. Henry Hudson, who discovered 300

ears ago the place where Broadway's oright lights shine, doubtless also discovered the Manhattan cocktail. Another brief is to be filed in the State Supreme Court in the case of Banker Ross. There's no telling why a brief is called by that name.

Each of the candidates for Portland Mayor seems confident that nobody like Mrs. Waymire could reach him.

Rain knows when to come. Dust

THEIR RELATIVE IMPORTANCE. mation Service on the One Hand and Railroad on the Other.

Bend Bulletin. In determining whether or not a airroad should be permitted to build up the Deschutes Canyon into Central Oregon, just one consideration should be borne in mind, and that is: Which will be of more value to the state and which will benefit the most people, railroad into this section or a power dam in the lower river? Which return the greatest good to the greatest number, a railroad or a powe

The reclamation service expects, by means of the proposed dam, to velop electric power, convey it over to the Umatilla project and pump water for the reclamation of 200,000 acres. An average valuation for that land would not exceed \$150 per acre under a high state of cultivation. Thus the reclamation project would increase the taxable property of the state something like \$20,000,000. let's see how a railroad through the Deschutes Canyon into Central Oregon would affect the taxable property of the state, or, in other words, affect

the state, or, in other words, affect the property valuation.

It is stated that there are more than 30,000,000 acres of land in the section to be benefited by the proposed rail-road. It is a conservative estimate to figure that a railroad into Central Ore-gon would increase the value of this land—on an average—\$5 an acre. A \$5 per acre advance would increase \$5 per acre advance would increase the taxable property of the state \$150,000,000. There it stands, \$150,000,000 in favor of the railroad as against \$30,000,000 for the reclamation or power project; an even five to one.

There are still other ways to show the great difference in importance be ween the two undertakings. Madras Chamber of Commerce states in a letter to the Portland Chamber that there are 500,000 acres of wheat land in the Madras section awaiting the coming of a railroad. This land would easily be worth \$30 an acre with transportation provided. That would mean a valuation in the Madrae ection alone of \$15,000,000. The Deschutes Irrigation & Power Company has contracted to reclaim nearly 300,000 acros in the vicinity of Bend. A
railroad would make the development
of this land certain and rapid. It is
generally conceded here that—at a
very conservative estimate—this land
will then be worth at the lowest \$100
an acre. That would mean a taxable
valuation in just a small portion of
Central Oregon of \$20,000,000. These
are only "drops in the bucket" as compared with the whole of Central Oregon—the portion that would be benefitted by the Deschutes railroad. There
are the millions of acres of timber
and mile after mile of land that some
day will be cultivated either under has contracted to reclaim nearly 300, and mile after mile of land that some day will be cultivated either under irrigation or by dry farming. There is no comparison between the reclama-tion service's power project and the railroad as far as the benefit to be derived from each is concerned. The power project would make possible the reclamation of a pairry 200,000 acres The railroad would open up an empire

Furthermore, competent engineers state that sufficient power can be dereloped to reclaim the Umatilia lands and still allow the railroad to build over its present surveys. If this is possible there should be no question whatever about approving the railroad's right-of-way maps.

The reclamation service men are in clined to argue that there are other coutes for a railroad into this section There may be, but Harriman's engineers, who have spent thousands of dollars in investigating that very ques tion, say there are no other practical routes. It is admitted by all that the routes. It is admitted by all that the Deschutes Canyon furnishes the best grades and provides a water-grade, downhill haul from this wast inland empire to tide water at Portland. In these days of keen competition freight rates play a most important part in the prosperity of a country, and rates over a water-grade road would of course be lower than over a road of heavy grades. That is another reason why the Deschutes Canyon should be left open to a railroad.

open to a railroad.

Look at it in whatever light one may, there can be but one conclusion, namely, that a railroad up the Deschutes is of far greater importance to the state as a whole and, of course, to this section, than the power project contemplated by the reclamation service. Measure the two propositions by the only true test, that of the greatest good to the greatest number, and the good to the greatest number, and the railroad stands out pre-eminently above the other.

What, then, is the logical conclusion?

Judged by their relative importance, should not the railroad be given first consideration? If there are to be any changes in plans the power project is the one that should give way.

VERTICAL VS. LATERAL TRAVEL Twice as Many People Ride in Elevators as on Streetcars.

Pittsburg Dispatch.
A striking illustration of the growth of business population housed in the big office buildings is furnished by an assertion in New York that nearly twice as many people are carried up and down in the elevators of those buildings as are carried horizontally on the transit routes of that elevators. buildings as are carried horizontally on the transit routes of that city. A calculation of the work of the 8060 passenger elevators in New York estimates their total transport at 6,500,000 passenger per day, while the Public Service Commission's figures put the total passengers per day on the surface, elevated and subway cars at 3,500,000. 3,500,000

3,500,090.

These figures show that the comparison is not between the number of persons carried each way, but the number of trips made by all persons. This makes the showing a little misleading as to the actual extent of each method's clientele. The average patron of the streetcar rides on them from two to four times a day. The average immate of an office building will go up and down in the elevators from 6 to 20 times a day. Supposing the average trips of each transit passenger to be two a day, that would make 1,750,000 dally patrons of those lines. Supposing the average elevator trips to each person is but eight a day, that makes \$12,500, or a little less than half the horizontal passengers. passengers.

Frank Davey's Teeter-Board.

Frank Davey's Teeter-Board.

Harney County News.

The Oregonian evidently cannot understand how a newspaper can feel a warm friendship for a man and recognize his great ability and general worthiness, while at the same time holding itself in readiness to criticise those acts of his which are calculated to weaken him in the estimation of his acquaintances. The News worships no man sufficiently to bow down to all his moods and tenses, hor hates it any man sufficiently to ignore his really good qualities. The Oregonian, however, rarely finds any good in those it opposes or any evil in its satellites.

These Remarkable Discoveries.

Washington Star.

The "greater than Washington" statesman is admirably discovered almost as frequently as the "greater than Shakespeare" playwright.

INTERESTING STORY OF A BIG NEWS STORY

How the Associated Press Managed the News of the Sicilian

For a plain tale of achievement in the ation as follows: His correspondent face of extensive difficulties The Orenends to its readers the story what Salvatore Cortest, manager at Rome for the Associated Press, did at Messina. That Cortesi got up from a sick bed and "beat the world" in telling the news of the greatest earthquake dis aster in history was something more than a newspaper triumph. It meant relief from suffering for thousands on thousands of homeless people, for it instantly stirred the sympathy of the great republic over-seas. In thanking this ountry for its generous aid the Italian government should thank most Cortesi

and the Associated Press. understand how it came about that the United States was far advanced in information as to the recent Sicilian earthquake, when Italy and the rest of Europe were groping dimly for mere facts about the disaster, after reading the Associated Press story of how its reports were gathered and forwarded to country.

The Associated Press "beat" the world on the thrilling story, enabling the United States to lead in the relief subscriptions, because Salvatore Cortesi, in charge of the big news organization's of-fice in Rome, got up out of the bed in which he had been confined by scariet fever and took personal charge of the

a convalescent, thin. ekinned, and bearded like the pard, he sat up night and day, giving a masterly exhibition of the guizters. exhibition of the qu while the correspondents of the world raged helplessly in Naples or clutched columns of copy while confined on vessels anchored far out of reach of the madly desired news. d succeeded in getting his wires for the United S

Cortesi was told that he couldn't ge out of bed for three weeks. His asistants, fearing information of the important news event would shock him into a dangerous relapse, made every effort to keep word of it from him. The sixth sense, that old-time newspaper men have, told him that something important was transpiring. He cluded his physicians, got to the office, frightening the staff startling physical appearan ent to work. He siready had some important new

He already had some important news triumphs to his credit, not the least of which was his announcement to the United States that Pope Leo-XIII was dead before Europe and Italy had heard about it. He also had distinguished himself at the Algericas convention and The

The sick chief rolled his sleeves over his thin, fever-scarred arms, and organized his campaign. An emergency corps was perfected and sent out, and corps was perfected and sent out, and the windrows of messages that piled in from the South during the succeeding days were done into English, corrected, edited and tossed to the cable transmitters. This getting off the messages was not easy. The government had reserved all of the wires for its own use. With a diplomacy that would have distinguished an Ambassador at the Court of St. James he impressed upon those in authority the advantage of getting the authority the advantage of getting the details of desolation to those points from which succor might be expected. He found an able assistant in this connection in Anterican Ambaesador Griscom, who realized the important part the press was playing. The needed wires were obtained.

As a result, the Associated Press, ginning on December 28, was able to give a connected running story of the great disaster which robbed the globe of great disaster which robbed the globe of 200,000 inhabitants. The first word of trouble was from Monteleone, Calabria, followed shortly by cablegrams from Cantanzaro and other places in Calabria. None of these gave an inkling of the immensity of the disaster, but pleced totogether they indicated that there had been another earthquake in or about the "heel of the boot."

The dispatch that first hinted at the size of the dispatch was from Catagia, and told of a tidal wave which had injured three vessels. Reference to the jured three vessels. Reference to the shipping registers showed that the vesshipping registers showed that the ves-sels were of large tonnage. To the trained minds in the cable-room the wave spelled death and destruction on shore. Cortesi at Rome took hold of a situ-

PRIMARY LAW IN CALIFORNIA But Still California Will Have "Statement One."

The Argonaut, San Francisco. California is to have a direct primary The people have willed it and the Legislature has provided it. what the law means in the form in which it has finally passed the legislative body, nobody, not even the Legislature, really knows. No direct primary law has ever yet been adopted anywhere about which anybody has had any real knowledge.

Now, without pretending to have analyzed adequately the measure which has

just passed the Legislature, the Argonaut ventures to predict that the law in its operation will be full of surprises, marred inconsistencies, and that it will result in failure and chagrin. Instead of de stroying personal initiative in political affairs it will transfer it to less capable and less honest hands. Furthermore, it will tend to eliminate men of high character and capability from official life and to put in their places mere self-seekers and public exploiters. It will increase the unpertainties of politics, multiply its cor ruptions, and assure its deterioration at a hundred points. We are to try this experiment because

there are those among us who seek to destroy personal initiative in politics. What they really want is to substitute their own initiative for that of somebody else; but in this, as in other matters, it suits the policy of hypocrisy and me dacity to proceed by misrepresentation and fraud. Those who have brought this thing about will find no advantage in it, for they will quickly learn how slight is the hold which they have upon the pub-

the hold when lic esteem. No system of politics will work itself. No system will serve to sustain the po-litical responsibilities of any community unless somebody takes a sufficient inter-unless somebody takes a sufficient interership.

Stopped the Desecration. Chicago Post

Chicago Post.

"Your orchestras do not play 'Dixle' any more, I notice," says the visitor in Alabama, as he and his host, the rolonel, stroil out between acts.

"No, suh," responds the colonel decisively, "We used to have that grand old melody played, suh, at every oppotunity, but so many bianked Yankees from South Bend, Ind., and South Haven, Mich., and South Charleston. O., got to risin' in their neats an' cheerin' it, suh, that we decided it was high time to stop this desecration of ouh National alh."

"He's a Good Man-But."

It is always said of the best of them.
"He is a good man, but—" And he has to die in order to get that word

at Messina was dead in the ruins of his house. Communication b graph, cable, rail and sea with the zone of disaster was cut off. Refugees had not yet reached the surrounding

not yet reached the surrounding towns. His "flying squadron" was on its way, but still far from the story. There was nothing to do but to mick up the disconnected bits of rumored horror and deduct the facts. Mr. Cor-tesi, with New York ever in his mind, hurried story after story to the casies, sowing the seed from which grew the organized American relief which came so quickly that the Old World was astounded. Washington and the Red Cross promptly responded and funds began to flow into Rome. Americans in the earthquake zone were deter-mined, and the Scorplon at Constanti-nople war located as the nearest United States war vessel to the dis-

Howard Thompson, chief of the Paris bureau, was ordered to Cortesi's assistance, but meanwhile the latter had had a great stroke of luck. Kellogg Durland, an American newspaper

man, happened to be in Rome at the time. Cortesi promptly engaged him and sent him to Messina.

Durland started out with Guido Pardo, an Italian correspondent with whom he had worked and bunked in the Greek War, the Russian-Japanese War and the Russian revolution. Pardo was to act as colleague and interpreter. was to act as colleague and interpreter.
The two took the first train out from
Rome to Naples. The cars were occupied exclusively by army officers and
correspondents, all chattering out their

surmises.

When the train stopped at Naples there was a mad dash for cabs, carriages and conveyances to the waterfront. Like the front of a tidal wave tront. Like the front of a tidal wave the officers and newspaper men swept across the city. Arrived at the dock, Durland learned that no one could get on the Italian ships, all of which had been commissioned by the government, without a passport. He was stumped. Pardo, by chance, heard someone in the street say that there was ex-Pardo, by chance, heard someone in the street say that there was a German ship in the harbor about to sail for Messina. They hastily rowed out to the only ship bearing a German flag. Was the captain about to sail for Messina? He was. Would he take the American correspondent and his friend? He would. In 46 minutes they were off, while a mob of Italian and were off, while a mob of Italian and French correspondents, all with their passports carefully buttoned in their coats, bit their lips and hoped the government would soon move a ship.

Durland and Pardo reached Messina 24 hours before any other correspond-They stumbled about in ruins of the city under the cloud of

ruins of the city under the cloud of dark volcanic dusk and learned for the first time the extent of the disaster, and then engaged in a wild hunt for a wire. They found one a mile from the city on the railway to Palerme. Here the first news dispatch from the vicinity of Messina was filed.

The telegraph wire was simply a tapped wire run down into a freightear. But the first message that reached Rome was filed by Durland the next morning at Catania, which he reached after an 11-hour train ride in a car filled with wounded and dying. During the day he hastened back to Messina.

Messina.

The journalists from Naples arrived the next morning. They all decided to return to Naples at once to write their "Impressions." Their vessel was still in the harbor at nightfall. They were still there at breakfast time the next day. Pardo had forwarded a report from Catania, 24 hours before so that from Catania 24 hours before, so that Durland did not share the frenzy of the picked European journalists, Pardo gained passage on a French torpedo boat and forwarded another bundle of telegrams from a point outside of Reg-

telegrams from a point outside of two gio.

The two Associated Press mengremained in Messina a fortnight, with the exception of a day of two spent in a trip to Naples and Rome, tramping miles over the ruins, now sleeping in wet clothing on the quay, getting an occasional night on a German, French or English war vessel, but con-

NAPOLEON AT ST. HELENA.

One of the Stories of His Contact with Sir Hudson Lowe.
In a violent and possibly undignified altercation one day between England's jailer, Sir Hudson Lowe, and the En peror, Napoleon, the latter complained ecause a book of Hobbonse, the eminent philosopher, forwarded to him by a friend, had been withheld by Lowe, "I detained the book because it was

addressed to the Emperor," said Lowe. "And who gave you the right to dis-pute the title?" cried Napoleon, indignantly. "In a few years your ford castlereagh and all the others, and you yourself, will be buried in the dust of oblivion; or, if your names be remembered at all, it will be only on account of the indignity with which you have treated me; but the Emperor Napoleon will continue forever the

account of the indignity with which you have treated me, but the Emperor Napoleon will continue forever the subject of history and the star of civilized nations. Your libels are of, no avail against me. You have expended millions on them; what have they produced? Truth pierces through the clouds; it shines like the sun, and like the sun it cannot perish."

To which Sir Hudson Lowe replied, "You make me smile, sir."

In a few years—and what mattered it all then to that immortal soul no longer in bondage to an earthly jailer—in a few years; on returning to Europe, it is recorded that "Sir Hudson Lowe dropped into a contempt which was so deep and so universal that even Wellington, in effect, turned his back upon the creature he had used, having no further need for just such a man," and Castlereagh, abiandoned by his following, "cut his own throat and was followed to his tomb by the hoots of an English mob!"

"In a few years you and all the others will be buried in the dust of oblivion—or, if your names be remembered at all, it will be only on account of the indignity with which you have treated me"—for said Napoleon, "Truth pierces through the clouds, it shines like the sun, and like the sun it cannot perish."

like the sun, and like the sun it can not perish."

The African Reporter

The editors were wading through
A brand new jungle tale,
When Mable with his pencil poised
Set up a doleful wall.
Quoth hs: "This metaphor is mixed:
It has ten long words, too,"
and that brought on a warm debate
On what was best to do.

And when they found a paragraph. That really made no sense. The argument broke out again. The interest was intense; and though the cared minority was very deeply shocked. The ruling of the gouncil was That he be promptly docked.

Each word put to improper use
Cost one crisp dollar bill;
And many were the passages
They were obliged to kill.
And when they reckoned what was due
The writer for his stuff.
They found that a rejection slip