The Oregonian

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PORTLAND, THURSDAY, JUNE 3, 1909.

JUST THINK ABOUT IT.

Have you property? Any property? Are you an industrious and careful and self-denying man? An industrious, careful and self-denying woman? Are you working and saving and managing now, in the hope and expectation of making some accumulation of property, which may be of service to you and to your descend ants-in the ultimate, looking to the welfare of the state?

Even now, if your property interests are small, or nothing; if you are a suburban resident, establishing your own little home, you should observe and remember that property can be guarded and preserved only on a principle applicable to all property, great and small. The larger properties form a bulwark for defense of the smaller; and property is thus preserved in all its many gradations. Remove these barriers, and we shall find the hopeless and desperate large class moving against property and against rights of property, in a mass-contending for chances in the smallest hope of the meanest dividend of plunder.

This goes deeper than the instinct of the lower mob or rabble, whose creed is the shibboleth of socialism. It includes all whose effort is to get special advantages for themselves. for localities, from taxation of the whole body of the community-that is, from confiscation of property in one locality for benefit of property in other

But then, the question is asked, would you stop all improvement, all progress? Certainly not. But let the effort be judicious and selective. In these movements all should share. People who use water and gas and electric light, and the bridges, too, should pay for the use. There is, in fact, no sense in maintaining water rates and not bridge rates. There is no justice in requiring the city to pay, out of its tax fund, a heavy charge for the water it uses, after it has already pledged itself to taxation for payment of the bonds and the interest on which the water plant has been established. People who use things should pay for the use. There is nothing of value that can be "free." The cost must be paid somehow.

All the tendency of our modern charters and our modern legislation has been to take away property, through various devices, from those who have accumulated it by energy, industry, foresight and thrift, and to bestow the benefits on the idle and un-This is the trend toward socialism. Nor does it stop here. It proposes to confiscate the superior energy and industry and profits of self-denial-of those who hope to get on in the world-for the comfort, support and benefit of those who think little or care nothing about the virtues of industry, of prudence, of foresight, and who trouble themselves not with thought of the morrow. Oregon is taking the lead in this kind of legislation and in the policy that supports it. Such policy and legislation are called "progressive." Not unless all human experience, through all ages, has been a lie. Nor can there be any question where this, ultimately, would land Oregon-should not the good sense of the people check it.

To no small extent this situation is before the people of Portland, in the questions to be passed on in the election of next Monday. Loose ideas, of socialistic tendency-loose ideas of all kinds-are in the propositions put up to the voters by vagrant minds, by vagarious thinkers, who, out of all proper relation with the actual world. deem themselves apostles of new thought and propose to change the basis of human society. Question is whether there is bailast enough for the ship. We believe there is. The vote on Monday will not be final, but it will show whether the tendency now, after the experience of the last five years, is one way or the other. There is no party question here. On such a question there are no Republicans, no Democrats. It is a question between judgment and sanity, and their opposites. Undoubtedly there always will be for society a principle of recovery, but why not keep the ship steadily on an even keel?

The Pacific Mall Steamship Company has served notice on the War Department that it will, on August 3, withdraw its steamers from the Panama route. This news was not unex-pected, for it has been a long time since there was any profit in the line as it is operated by the present owners. The most suspicious feature in connec tion with the announcement is that it should follow so closely on the wellcirculated report that the transcontinental railroad interests had secured control of the American-Hawaiian steamship line. The latter line, operating its steamers in connection with the Tehuantepec Railroad, has made avy inroads on the business of the Pacific Mail, and also with the business of the transcontinental lines. If

ical thing for them to close down the Pacific Mail, which has proven such a or opponent for the American-Hawallan line, with its modern steamers and fine service.

A PHRASE OF SOCIALISTIC JARGON. "Taking the unearned value" is an Socialism-current in the mouths

expression employed in the jargon of many a shallow talker. It is applied to land values, that Socialism wishes to confiscate-to land values in the cities, because these people have no mind to live in the country and work the land and share its rising values. Yet land values in the country throughout our Northwest States, have risen enormously during the twenty years. Are the owners entitled to the "unearned increment?"

What has increased these values but the very same thing that has increased the values of town and city property? And if the "unearned value" is to be "taken" by the state in one case, why not in the other? Put this up to the farmers and to the owners of farm lands. Propose to take their "unearned increment" also. Land that sold for ten dollars an acre, or less, a dozen years ago, in many a county of Oregon, couldn't now be bought for fifty, in many cases for one hundred. But your Socialist doesn't trouble himself about that land. He thinks he sees more plunder in the city. But as soon as he has plundered the city he will want to plunder the

"Taking the unearned value" is veriest flummery, fudge, gibberish and balderdash. Land must bear taxa-tion, of course. But the pretense that the owner of land, either in city or ountry, has stolen its value from "the people," belongs only to shallow oratory or journalism.

There is no definition of uncarned value, never can be. A business, in which only a moderate sum of money has been invested may have grown through opportunity and the favor of the public, to immense value. Is this value to be seized because earned"

A man has a large flock of sheep. They increase in numbers under his care, and double their value in a year. Is the increased value "unear What rotten rubbish this stuff about uncarned value is!

This phrase-unearned value-is never heard, except from the mouth of some most shallow person.

A NEW ASPECT OF THE RACE WAR. The railroad strike in Georgia is a formal protest of unionized white labor against social equality with negroes. While the blacks have never yet been employed on the Southern railroads as engineers, many of them have come firemen, and the object of the strike which is now on, though in process of adjustment by the Federal authorities, is to drive them from that occupation. The white firemen refuse longer to tolerate negroes in their trade. Whether the engineers sympathize with them very strongly or not, it is hard to decide. They have re-fused to take out the trains, but this they put ostensibly on the ground that it is dangerous to do so, since the towns they must pass through are violently hostile to the colored firemen. Very likely the pretended reason con ceals a determination to stand by the strikers in all contingencies. Doubt-less the engineers are shrewd enough to foresee that after black firemen the next thing would be black engineers, and that their own fate is not very remotely dependent on the outcome the present strike. Of course the white people of Georgia are eager to help the union firemen to victory. Anyrace equality is sure to incite them to

passionate partisanship. Neither in the South nor elsewhere have the negroes shown any capacity for organizing themselves into unions. Their gross racial feeling is so strong that it leads them to protect criminals st prosecution, but the sense o common cause which induces white orkmen to unite in close brotherhoods they never have developed. This may be from lack of intelligence It may be from the fact that hithert negroes have not been employed regularly in large bodies at mining and manufacturing. It is a theory of the advanced labor agitators that unionsm, with all that it implies, will develop spontaneously in any body of workmen when their environment is suitable. If this is true, we must conclude that when the blacks have become a more important factor in modern industry than they now are they will organize. At present they are isolated units and therefore industrially helpless. The corporations in many other parts of the country besides the South have sought to take advantage of this condition of black labor to aid them in their fights with the white unions. They have found the negroes extremely useful as strike-

The apparent inability of the colored workmen to organize has led to two notable results. One of them is that the white unions in the South have added hatred of the negro as a strikebreaker to their scorn of him as a social inferior. We may fairly suppose that these bitter feelings have been reinforcing each other for several years until they have produced their first important outburst in the Georgia railroad strike. Clearly the purpose of the strike is to eliminate the black as an industrial competitor with organized white labor. The other result to which we referred is a manifest determination on the part of the corpora tions in the South to displace white labor with black because the latter can be more readily controlled. In many employments it is probably equally efficient with the whites, and if it is more submissive the preference of the orporations is easy to understand. This being so, it is hardly beyond the truth to say that the white unions are actually struggling for existence Upon the ultimate outcome of the fight which they have now begun will depend whether the wage-earning population of the South shall in the future white or black. Hitherto in all such struggles the lower race finally driven out or exterminated the higher. We shall see how it will turn

out in this case. Race antagonism in the South is more bitter now than it ever was before. It has come to such a pass that negroes are as good as excluded ever from Federal appointive offices, and it is out of the question to expect whites to work side by side with them much longer or admit them to the unions Instead of healing, the trouble between the races continually becomes exacerbated and spreads into new fields. Who it has passed under control of the rail- shall say what the outcome will be?

roads, it would be the natural and log- Whatever it may be, the whites of the wealthy and educated classes may thank themselves for it in large meas-They have deliberately ure. tered race antagonism in every department of life except labor alone, and now that the unions have caught the fever, they need not be surprised. Feeling is as contagious as smallpox. and the lower classes in every com-munity are sure to agree on social subjects with their superiors. Perhaps this has been inevitable. We are in-

clined to believe so. The negro in the South is an insolu ble problem. He is not to blame for taking every advantage he can in the struggle for existence. Perhaps the corporations are not to blame for using his weakness and folly in their warfare with the unions. Certainly the whites are not to blame for fighting to maintain their racial supremacy and the civilization which depends upon it. As the contest grows open and flerce, the blacks will find themselves with fewer sympathizers among the Northern whites day after day, and while the country will never consent to see them reduced to a permanently servile status, it may for the sake of peace undertake the gigantic task of deporting them.

A HISTORY OF WASHINGTON. An excellent book is the "History of the State of Washington," by Edmond S. Meany. Professor Meany, of the University of Washington, has been a resident of the state from the early He has been an eager student of its history, and an active participant in the life of the country. volume of 400 pages is a judicious mean between bare or bald outline and excessive detail. Properly, it begins with the period of discovery; and the narrative is carried on down from the time when Washington was a portion of Oregon, through the days to the days of statehood and the present time

The book has a good proportion This is one of the things most difficult of accomplishment, in a work of this kind. All material facts are prekind. sented with a judicious selection distribution of the matter. Down to the segregation of Washington from Oregon, it is a history of the Oregon Then it takes up the spe-Country. cial and separate history of Washing-

It is a book of interest for the pres. ent time. Clearly Professor Meany has taken great pains in verification of dates and collation of facts. Sepa-ration of the history into its chief epochs is an important feature, yet the narrative is continuous. The book is not only valuable in itself, for the present time, but will serve for a guide and index to future investigation.

WONDERING AND PONDERING. What relation has the obvious fact that Portland is to have a new administration of affairs within the month to the extraordinary activity of the Lane regime in committing the city definitely to certain peculiar policles of its energetic head? Here we find a sudden burst of activity for spending \$3,000,000 for an additional pipeline from Bull Run to increase the supply of water, and at the same time great apparent haste in signing a contract for 5000 water meters, so as to diminish the use of water. ple, two years ago, decided to enlarge their water supply; but, if Mayor Lane has done anything much meanwhile to carry out their will, it has escaped attention. Why such alacrity now?

But the public has never approved the unbusiness-like water scheme, which was operated chiefly to cut down the city's revenues. To make sure that they will be reduced still more, it may be supposed, we are to have 5000 new meters ordered in a rush and installed, if possible, before the next Mayor (Simon, probably) has a chance to take things in hand.

Of course, The Oregonian is not accusing the Mayor of trying to emcessor or make him the unwilling residuary legatee of his queer It is just wondering a litpolicies. ile, and pondering a little more over what it sees. That is all.

RATE DISCRIMINATION ADMITTED.

"To lower the general distance tariff mentioned to where the Commission believed it should go would have the effect of permitting the Coast towns, with their very low water competition terminal rates, to over-run Spokane's jobbing territory." In such remark-able language, the Rallroad Commission of the State of Washington, as per letter printed in another column, is on record as favoring Spokane and the railroads, at the expense of the consumers who desire the competition of the "Coast towns." Exposure of the peculiar attitude of the Washington Railroad Commission is not an unexpected result of the publicity given the now famous Spokane rate The Railroad Commission was a special hobby of the Spokane people, and since its inception has in effect "stood in" with Spokane jobbers and the railroads to prevent consumers from securing the rates to which they

The Olympia dispatch in yesterday's Oregonian indicates that the Commissioners are somewhat disturbed, as they well may be, over the disclosures which are now inevitable. It is doubtful, however, if any more damaging evidence can be presented than the letter of Commissioner Lawrence,

printed in another column. Here is certainly a remarkable admission to be made by public officials, elected, not solely and exclusively by Spokane jobbing interests, but by the consumers, who out-number the jobbers more than a thousand to one. no other way could the Coast jobbers 'overrun Spokane's jobbing territory' except by selling goods at lower prices than have been accured by the Spo-kane jobbers. This the Washington Railroad Commission seems to have regarded as a calamity. As for the railroads, the only excuse they have ever pretended to make for favoring Spokane at the expense of the Coast ports and the Inland Empire consumers, was that Spokane grumbled so much over Coast aggression that the discriminatory rates were given her to

quiet the noise. If the Railroad Commission had ower to make a 20 per cent reducon in rates, it certainly had power to reduce the rate "to where the Com-mission believed it should go." Failing to lower the Spokane protective rates to a point proportionate with the special class and commodity rates, the ommission deprived thousands onsumers in Spekane territory of the legitimate competition, made possible by the "low water com-petition terminal rates." As a studied

systematic method of cinching the consumer by denying him the benefits of this competition, which Pacific Coast jobbers alone could supply, nothing approaching the remarkable policy of the Railroad Commission has yet appeared in connection with the cele-

brated Spokane rate case. The official communication of Commissioner Lawrence is a most complete and effective confirmation of charge that Spokane has been undul favored by the railroads. The unwillingness of Spokane to be contented with much more than she was entitled to has pulled down the entire rate fab-ric of the West, and, in the general demoralization resultant, the unfair methods by which Spokane built up her trade, at the expense of the con-sumers and the Pacific Coast jobbers, stand forth in bold relief. It is not a disclosure that reflects credit on either Spokane, the railroads or the Washington Rallroad Commission.

The big life insurance companies of New York complain a good deal about the effect of the new legislation in that state upon their business. The laws passed through the efforts of Governor Hughes limit the amount of new business which the companies may write each year. They also forbid rebates, loans to agents on the security of anticipated commissions, and so or Undoubtedly these laws have caused a falling off in the business of the companies. But other influences have been at work also. For one thing, numerous small companies have been organized, and the disgust of the public with the improper practices of some of the officials of the old companies, as shown in the Armstrong investigation, has led them to insure in new organizations which possess less capital but which, upon the whole, are probably quite as reliable. That the falling off has been serious may be seen, for ample, from the statistics of the Mutual Life, of New York. At the close of 1908 that company had lost \$151,-000,000 worth of business, compared with its condition three years before, But this does not show the full effect of the blow, for during those three years it wrote \$236,000,000 worth of new business. Its total loss, therefore, on old policies was almost \$400,000, 000. To be accurate, this loss, shown from the sworn statement of the company, amounted to \$387,425,-319. After all, it pays to be honest.

July wheat sold at \$1.20% per bushel yesterday, and, unless Mr. Patten takes another vacation, it will probably climb up past the figure reached by the May option. Cash wheat sold in St. Louis at \$1.62 1/2 per bushel yesterday, and the general situation throughout the world was decidedly strong. The Sphinx-like silence that is noticeable at the headquarters of Secretary Wilson is strange contrast with the loquacity with which "Tama Jim" announce that his farmers would swamp Mr. Patten and his wheat corner with the tremendous offerings from those 143,-000,000 bushels which were still in farmers' hands on March 1. It will be some months, probably years, before the sure-thing men of Wall street and Pittsburg again sell wheat they do not own, simply because Secretary Wilson assures them there is plenty of it in the country.

It should be known by the world that Ostrander, Wash., is in Cowlitz County, and not in Lewis County, as a Chehalis correspondent averred in an Oregonian special Monday. The item was important because it referred to a square timber-an immense "toothpick"-sent to the A-Y-P Exposition from Ostrander, and Cowlitz County not another, deserves the credit for its growth and manufacture. This is one of the means Cowlitz has taken to advertise itself, and it does not want benefits to be conferred on a neighbor when they belong elsewhere

Mr. McDaniel, doubtless a mighty hibitionists for the Mayoralty. Mr. Albee is the candidate of the Goody Goods, of the elect, of the men and women who themselves are about human frailty-while the Prohibition candidate is opposed only to those who sell or use liquor. As for Mr. Kellaher, he keeps a liquor shop and doesn't train with either crowd. Now you may have reform in any of these various kinds.

The attendance at the opening day f the Lewis and Clark Exposition was 39,577. The attendance at the A-Y-P Exposition was \$9,286. It should be borne in mind that within easy reach of Seattle, say within seventy-five miles, there are now more than twice as many people as there were four years ago within the same distance from Portland.

Orchardists in a Northern California ounty are thinning their peaches. It requires more nerve than the average man possesses to do this in a year when prospects show that kind of fruit will be scarce, but it pays. Year by year, thinning is profitable labor in any man's orchard.

Mr. Albee and Mr. Kellaher, stanch champions of the direct primary law when they ran on Statement One for the State Senate and elected Chamberlain United States Senator, do not favor the direct primary method of electing Mayor of Portland.

Judge Webster, County Court, with holds the salary of Judge Gatens, Cir-cuit Court. It would be interesting to see Judge Gatens pass on a suit to withhold Judge Webster's unearned salary, for the latter's frequent vacation periods.

Seattle appears to be surprised and trifle disconcerted that the fair attendance on the second day was small, fol-lowing the great first day. Seattle will learn that there are other Fair days besides opening days.

Harriman stocks have advanced more than two points since the "head of the house" set sail for Europe. Now, if we can induce Mr. Hill to take a sea voyage, Wall street would have a regular jag of joy.

American steel stocks will in the future be obtainable on the Paris Bourse. American gold bricks will still find the best market in "Little Old New York.

Some bright mind has referred to the Democratic party as "a tradition and a noise." That's about it.

Rather than bet Mr. Josselyn \$100. Mr. Kellaher ought to bet his boots or even his life

SILHOUETTES

Vanity is a mist that vapors around in-. . .

Our worst and most unendurable fils are imaginary ones.

Naomi, daughter of Enoch, was 580 years old when she was married. A lot of Portland society girls should cheer up.

The woman who cries for an hour never grets it. . . . It is a paradox that loose habits gen erally stick closer to a man than any

other kind.

Wanted-A coffin in which to bury the Dead Sea; the saucer into which the cup of misery overflowed; a pair of spectacles to fit the eyes of Justice.

Many people think themselves perfectly virtuous because, being well fed and well protected, they have no temptations. They don't distinguish between virtue and vic-

The man who forgets a great deal in his life is happier than the one who remembers too much.

It is a poorly filled mind that holds only other people's thoughts.

The richest man in the world with his clothes off is no better off than a pauper. Little girls are much interested in the man in the moon. When they grow they will take more interest in the man in the honeymoon.

There are many who can hold anything but their tongues, keep anything except their word, and lose nothing patiently except their characters.

He who courts disgrace is sure not to be filted. . . .

Advice is like snow-the softer it falls the longer it remains and the deeper it sinks,

It is much easier to discover small faults than great virtues.

Fontanelle describes a lover as one who in his anxiety to possess another loses possession of himself.

Love's Labor Lost-A brass band ser enading a deaf and dumb asylum.

Some corporations are fined so ofter they should arrange with the courts for a yearly rate.

Said a thief to a wit, "There's no knowing one's friends until they've been tried and found steady." Said the wit to the thief, "All yours, I presume, have been tried and found guilty

I've often wondered if when a ship makes port the crew gets any.

It is easier to make up one's mind to early rising than one's body. The world doesn't know a fool's in

firmities half so well as a wise man knows his own. A patient is in a had way when his

disease is acute and his doctor isn't. Only a woman's face In the dark night and cold. But, oh! the ghost of a vanished grace And the pitiful tale it told;

Wrapped in a ragged shawl. (Why was it not her shroud?) It looked as white as the moon tha night

Through a rift in a driving cloud. It is easy to say grace, but difficult to possess it.

The happiest man is the benevolent ne, for he owns stock in the happiness of all the world.

Time is an industrious plowman, for he turns out the most furrows.

Boston Advertises

Georgia will inaugurate her new Gov-ernor June 26, and the coremonies will be novel in their lack of gold lace and such novel in their lack of gold lace and such fixings. Mr. Brown has said that he doesn't want any. He says he intends to get off the streetcar, walk over to the Capitol, unless it is raining, and wait for the Legislative committee to escort him into the hall before the joint session. Then, after taking the oath and receiving the great seal of the state, he will deliver his inaugural addresses. deliver his inaugural address and go to the executive office. That is a good augury for a sensible administration of

Have They Had Experience?

PORTLAND, June 1.—(To the Editor.)— In looking over Mr. Kellaher's letter in The Oregonian of May 27, I notice that he says "the first commission will be composed of Messrs. W. L. Morgan, C. A. Bigelow and Daniel McAllen, who will have absolute control of the \$2,000,000," etc. May I ask whether any of the above cent. Asia has nearly doubled its mile-age, and Africa has gained 65 per cent. Much the largest gain has been in North America, however. The Archiv's statis-tics of the capital invested in rallways cover about 85 per cent of this mileage and show a total of \$41,774,000,000, and if the other 15 per cent have cost at the same rate the world has put over \$49,-000,000,000 into these instruments since gentlemen have had any experience in operating an electric light and power sys-tem, either municipal or private? RICHARD DAVIS, C. E.

Two Watches Grow to \$50,000

Baltimore News.

A jeweler in the Pacific Northwest who 28 years ago traded two watches for two small lots of land, has made \$50,000

THE QUARTET.

There is a man who detests Sham, He's pure as Mary's little lamb And bears his Cross without a qua'm-

And then another, a Party Hoss, Who wouldn't settle with a toss Which of the bunch should skin the Boss-'Tis Munly.

The third Reformer in the fight— Cock-sure that he alone is right— Whose battle cry is "Light—more light!" Each of the three has gall enough To fill the public ear with guff

That he alone is proper stuff For Mayor. But there's the fourth, who doesn't jaw, Decides that he his wood will saw—A product of the primary law—That's Joe.—P. R.

Birds Which Fly at Night. Suburban Life great horned owl, the worst forager, snow owl, a Winter visitor, long-eared owl, riend of the farmer, short-eared owl, neats near the

round.
The screech owl, nolsiest of the family.
The Arcadian owl, small and seldom seen
The barn owl, called "monkey-faced owl.
The burrowing owl, said to live in th

round.

The night hawk, not a hawk at all.

The whip-poor-will, famous for its song.

The chuck-will's-widow, much like the

HELPING ALONG THE GAME OF SPOKANE

Railroad Commission of Washington Puts Itself on Record for the Interior Town as Against the Const Cities.—The Remarkable Case of Mr. Vawter and His Traction Engine.

The extent to which the railroads and the railroad commission of the state of Washington have favored Spokane at the expense of the Inland Empire and the Coast jobbers stands out in beld relief since the present agitation over the Interstate Commerce Commission decision.

As an Illustration of the workings of this discrimination in favor of Spokane nothing could be plainer than a transaction which was called to the attention of the Washington Railroad Commissioners more than two years ago. George A. Vawter, of Northport, Wash., on October 9, 1906, shipped a traction engine from Rosalia, Wash. to Spokane, a distance of 36 miles. The charge at regular tariff rates was \$26. One week later, the same engine was shipped from Spokane to Northport, Wash, a distance of 46 miles, and the freight thereon was \$23.75. Mr. Vawter, through his attorney, filed a claim for \$16.50 overcharge with the railroad company, basing his figures on the rate charged from Spokane to Northport. The railroad company paid no attention to the claim and, on April 18, Attorney Sherlock, of New-port, appealed to the Washington Railroad Commission for relief from what he very appropriately termed "unjust discrimination.

The railroad commission's answer Mr. Sherlock's protest is a perfect, clean-cut, unqualified admission that Spokane jobbers are being protected by the railroads and the railroad commission, solely and exclusively for the purpose of preventing the consumers from enjoying the advantages of the competition of the Coast ports to which

competition of the Coast ports to which they are entitled. Following is the reply to Mr. Vawter's attorney:

Olympia, April 21, 1907.—Alvah S. Sherlock, Attorney-at-Law, Newport, Wash.—Dear Sir: Your letter of the 18th of April referring to a claim of Géorge A. Vawter, of Newport, Wash., and desiring to lay the claim before this Commission, on an overcharge on a traction engine ellipped from Rosalia to Spokane and then reshipped from Spokane to Newport, has been received.

ways and some other light rallways

In this division the West Indies are

given to South America. All except the Island of Trinidad belong perhaps more properly to North America. They have 2745 miles. As the figures stand North America has 34 per cent more railway than Europe and nearly as much as the whole of the Old World.

Compared with the previous year Eu-

rope increased its railways by 2917 miles (1½ per cent), Asia by 1628 miles (2 per cent), Africa by 98 miles (5.7 per cent),

North America by 7637 miles (3 per cent

North America by 1885 miles (3 per cent), South America by 1380 miles (4 per cent), and Australasia by 51 miles, or 14 of 1 per cent. Australasia, beside Australia and New Zealand, includes the Hawalian

Islands, with 90 miles of railway. Of Eu

ropean countries Russia built most rall-way in spite of its special difficulties, 1625 miles, as it is likely to do hereafter,

because it needs them; France was next, with 431 miles, followed by Germany, with 411 miles. In Asia British India led, with

411 miles. In Asia British India led, with 909 miles, followed by China, 464. In Africa nearly all the progress was in British South Africa, where the addition was 352 miles (5½ per cent), the French possessions (including Madagascar 461 miles (5½ per cent), and Egypt, 183 miles (5½ per cent). The Archiv gives the increase from 1903 to 1967, which is 6.8 per cent for Europe, 21.5 per cent for Asia, 24.4 per cent for Africa, 12.4 per cent for Australia.

The growth in Asia and Africa is notable, and the indications are that in Asia

The growth in Asia and Africa is not-able, and the indications are that in Asia especially, and in China particularly, it will continue. The Chinese now ineist on building their own railways, and they are making very clumsy work of it, the art of combination beyond a certain de-gree seeming to be beyond their present

grasp, but they at last want the rallways

grasp, but they at last want the railways, and in one way or another they are likely to get them. In South America, of the 1380 miles opened in 1997, 834 were in Argentina, 192 in the West Indies, 115 in

Since 1897 the world's railway mileage has increased 149,137 miles, or 23½ per cent. Asia has nearly doubled its mile-

same rate the world has put over \$49,-900,090,000 into these instruments since George Stephenson was a youth. As the population of the earth is estimated by the best authorities at 1,555,090,090, this gives an investment of \$31.50 an inhab-

Mr. Gerlinger May Reconsider.

PORTLAND, June 1.—(To The Editor.)

Just a few words to L. Gerlinger regarding the proposed construction of what is generally known as the "Broad-

way bridge across the Willamette River.
Your opposition to the proposed project is apparently based upon a selfish personal interest.
We are assured by the officials of the

Portland Railway, Light & Power Company that whether the proposed "Broad way" bridge is constructed or not, the present loop of the West Side car system will be maintained at Second and Al

der streets, right in front of the Ger-linger building, so there will be no fur-

ther need of your worrying over the mat-

ter. The Gerlinger building will lose none of its prestige should the people of Portland in their wisdom grant to a very considerable portion of their number the needed facility for securing rapid and uninterrupted means of crossing the river.

With the Second and Alder-street loop

and the Gerlinger building safely assured.
Mr. Gerlinger's fear of a "cramped harbor" may be reconsidered on his part.

For Spite, Skunk Farm Is Started.

Newark, N. J., Dispatch, Because Oscar Neldt refused to mov-is animal-rendering plant near Tren

ton, N. J., on the request of Ephraim Rockhili, a neighbor, the latter has started a skunk farm for spite. The skunks are making things unpleasant for Neidt, and he threatens suit.

Peru and 114 in Brazil.

tant.

being included:

In reply will any that we will be pleased take up and investigate ake up and investigate any claim for charge which the Northern Pacific Rail-Company refuses to pay. Such a claim lid first be presented to the company mak-

While we have no jurisdiction to enforce the claim for an overcharge, we have been able, in many instances, to show the nature and amount so clearly that many such charges have been paid which had been before refused.

Concerning the particular overcharge you mention this.

mention, this is due to the fact that all goods shippped from surrounding towns to Spokane are shippped under the general distance tariff rates. The first shipment from Rossila to Spokane, as stated, was made on this high versual distance transfer and the shipper of the ship versual distance transfer and the ship versual distance transfer and the ship versual distance to the ship versual di Rossia to Speane, as kated, was made on this high general distance tariff, the second shipment from Spokane to Newport was made under the lower commodity rate. These rates have been in effect for a long number

of years.

Last Summer in considering certain rates desired by the chizens of Walla Walla, we made a reduction in the general distance tariff equal to about 20 per cent, which still leaves the tariff 76 to 80 per cent higher than the special class and commodity rates. This inequality is subject to criticism and it is the intention of this Commission to take the matter up at as early a date as practicable with a view to addusting the same. We cable with a view to adjusting the same. We might my that the reason which prevented a proper adjustment last Summer was the fact that Spokane and other towns in Eastern Washington and Northern Idaho eimilarly situated were paying on shipments from the East, the rates to the Coast, plus the local rates back to the interior, and to lower the general distance tariff mentioned to where the Commission believed it should go would have the effect of permitting the Coast towns, with their very low water competition terminal rates, to overrun Spokane's with a view to adjusting the tion terminal rates, to overrun Spokus

Jobbing territory.

Belleving that Spokane would in the near future secure much lower rates from the East, the matter was held in abeyance pendcast, the matter was held in abeyance pending such determination as will probably be made by the Interstate Commerce Commission in the case now under consideration. We are making this rather full explanation to show, not only why the difference in freight mentioned by you does exist at the present time, with some reasons why this discrimination was not removed last Summer, but also what the plane of the Commerce.

ner, but also what the plans of the Commission are concerning the same. Respectfully THE RAILROAD COMMISSION OF WASH-

INGTON. (Signed) J. C. LAWRENCE,

MILEAGE OF WORLD'S RAILWAYS PROF. TODD ON MARS PROBLEM In 10 Years It Has Increased 140,137 He Belleves That Conscious Life Is Pos-Miles, or 231/2 Per Cent. sible on the Planet.

Railroad Age Gazette. Again the Archiv fur Eisenbahnwesen, Edward K. Titus in Boston Transcript. "My observation of the 'canals' published by the Prussian Ministry of Public Works, Issues its statistics of the allways of the world covering the year 907 and the nearest year for which sta-istics. Mars on the Andes expedition was not wholly convincing," says Professor Todd. "Animal life on Mars at the present time is possible, but the genes are available for the United States and Canada, the year ended with June, 1907. It finds in the grand divisions of the eral drift of astronomical opinion is against that hypothesis. Nature seems rld the following mileages, street rallto fill with life every nook and cranny where life can comfortably exist, and it seems certain that Mars had con-scious life at some past epoch. But as scious life at some past epoch. But as its present temperature and atmos-pheric conditions might be surmised to North America Miles.
South America 258,088
Lustralasia 17,700

be somewhat like those prevailing at the summit of Mount Everest, or even higher still, it is difficult to conceive that animal life still exists there." Professor Todd, however, still be-lieves that conscious life is just pos-sible on Mars, and if existent, in view lieves that conscious life is just possible on Mars, and if existent, in view of the more advanced development of the planet, its peoples should be at a more advanced stage of evolution, and hence more familiar than we with the physical facts of the universe. If so, it becomes possible that they have for some time been trying to reach us by signals through the ether with the forces which we employ in wireless telegraphy. And if this possibility be admitted, there could hardly be a more favorable time to attempt to receive such signals than when a balloon is at a high altitude beyond some of the at a high altitude beyond some of the surface disturbances. Hence, the Mar-tian incident to Professor Todd's com-

pressed-air experiments. The use of the Hertzian waves that bear the messages of wireless teleg-raphy impresses Professor Todd as about the only possible means of such communication between possible life on both planets. Ether pervades the universe, as it transmits heat and light waves through an infinitude of space. Why not these electric waves, too? The present limitations on wireless telegraphy are regarded by him as due to the very incomplete knowledge of physical facts. Roughly speaking, he says, it is a little as if you were trying to strike high C on a piano, and in order to hit that note you had to strike all the notes of the instrument below. The proposal to flash a message to Mars by great mirrors Professor Todd supposes may have been intended by

Mars by great mirrors Professor Todd supposes may have been intended by Professor Pickering as a pleasantry. He thinks it would be next to impossible to hit with the flash a little object like Mars 39,000,000 miles away; and when the planets are near each other, the earth is between Mars and the sun, so that the Martians could not easily see the flash, because they would be looking toward the sun. It would be possible, however, for Mars to send a flash to us that could be clearly seen during our night time, looking out away from the sun, in case the flash should hit us. Of course Professor Todd takes the view that in Professor Todd takes the view that in all probability there will be 'nothing doing" heavenward when he sends out his wireless antennae, the principal question in this respect being whether the balloon will get above the melec of signals flying between Government stations, ships and back-yard ama-teurs.

teurs.

If it should ever seem that signals were being received from Mars, the question would arise how to find some basis for communication. For a starting point there would be one common basis of experience in the alternation of day and night and the seasons, and in distance, which should make possible some numerical and other symbols expressing these facts. It would be a fascinating problem for cryptographers, and one could dream indefinitely how some of the universe's enigmas might be solved by such communication with a presumably more munication with a presumably more advanced race.

Call for Spain's Compulsory Voting. Boston Herald.

Male adults in Spain of legal age and under 70, with the exception of priests, notaries and judges, are required to vote in municipal elections. Failure to discharge their civic obligation is punishable by bythese. charge their civic obligation is punishable by having one's name published as censure for neglect, by having taxes increased 2 per cent, by suffering a deduction of 1 per cent in salary if employed in the public service, and for a second offense the loss of right to hold elective or appointive office. A little of that sort of training would do good in American cities, Neglect of civic duties imposes its own penalty of increased taxes, but the penalized citizen does not seem to realize the fact. Publication of the list of non-voters and a public sentiment that would regard failure to vote as a neglect of duty which would tend to disqualify a man in his citizenship would be more effective than a fine. But the Spanish point of view is right. The vote is a duty to the community, not merely a privilege of the unity, not merely a privilege of the individual.

Serious Omission New York Evening Post.
"Swinburne—Last of the Gianta."—Current Literature. But the article does not give his batting average.