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PORTLAND, THURSDAY, JULY 15, 1909.

SOME GENERAL PRINCIPLES.

It is not an easy thing for a man to separate himself from the thought and activity and purpose of the community in which he lives, and to pursue an isolated, disconnected and selfish part. He can't do it indeed; and if he tries it he will only reduce himself to a cipher or stumbling block. The community will get on somehow, for it must; but if it have many members of this kind it will be dull, heavy and unprogres-

Man in isolation is of little consequence, next to nothing. His assoclation with others, the inspiration he receives from others, draw out own powers. "The state," to this day, as Plate conceived it, remains "a product of mind." Out of the action and interaction of cu-rents of mind, affected and even directed by variant views or opinions, comes the whole progress of man, of society, of the human race. We want what Burke described as "that action and counter action, which in the natural and political world, from the reciprocal struggle of discordant powers, draws out the har-mony of the universe." The most isolated man cannot separate himself from the situation he lives in. If such Isolation were general, or could be general, it would be the negation of

So much for generalization. might be pursued without end. What is in mind now is application of the main fact or principle to a particular feature or circumstance of our local situation.

"Best is water of all things," exclaims Pindar, in the opening of one of his most splendid odes. It might be sung now again and forever with all force it carried five and twenty centuries ago. Portland has incomparable water. It is the chief delight of the city, on the one hand, and basis of general utility on the other. We are able to get this water supply

through municipal organization. Now, however, we have a class of citizens who wish to insist that the rates they pay for water should not exceed that rate which, as they calculate it, is merely the cost of delivery to the individual or to the fam-But this is not the basis on which the city is founded, nor its water supply. An opinion seems to be comon that the "meter rate" should be and reduces the fund necessary for ex- big fleet is sent out here because it tension of supply to newer parts of the enables the vessels to sail over the sthe city must pay something towards extension of water supply to newer parts, or the growth of the city will be checked; and if the restriction should be enforced to its limit, the city would cease to grow altogether. The owner of property who pays for paving the street, or for putting in the sidewalk and sewer, doesn't pay out his money for himself alone. He pays

it for others, as well as for himself. The water rate must always be higher than the rate merely necessary to maintain the system as it is. Mains must be extended into the outer or suburban districts, and the dwellers closer in must pay rates for water that will help to meet the expense. Hence it is that a city-especially a city at Portland's present stage of growthcannot hold down the water rate to the closely calculated cost of delivery under present conditions to those already The meter system, therefore, while faultlessly sound upon the abstract argument of requiring each household to pay for what it gets and no more, is not wholly applicable to present conditions. If the building of the city were completed it would be different, of course. But there are few citizens of Portland, it may be supposed, who would like to admit

that they live in a "finished" city. Water supply is the only municipal function thus far attempted by the City of Portland, on a large scale. This is because it is easiest of all. Water is of universal need. It is the simplest of municipal undertakings, because nature does most of the work Water is nature's supply, and it will flow, according to its law, wherever a channel is made for it. No other undertaking for supply of a public's want can be so well managed under public administration. But even here, the unselfishness of the citizen, his desire for civic improvement and municipal growth, must be called into action, for general helpfulness. He mustn't insist on figuring down the rate for water to himself at lowest cost, without regard to the wants or situation of others. Never could we

Of course, however, this principle of mutuality or reciprocity must not be carried too far. It may run to excess or extremes, and the result may be a general bankruptcy. On the one hand the man must not carry himself out to his logical conclusions and become a concentrated essence of himself. On the other, he must not or should not surrender all his power of initiative and all his individuality to any civic theory that runs into state socialism. The golden mean has always been safest, both for the individual life and for the collective life of the community.

build a city in that way,

Specifically now, as to water meters. It is said that many householders are able, by economizing the use of water to reduce their rate. It is well for every one who can to do so to make saving here, as elsewhere. But is the meter rate, in the circumstances, high enough? The total revenue should be sufficient to supply considerable sums for maintenance, improvements and Columbia River lines, it can get shoes through and blister your feet,

should be, indeed must be, the policy of every progressive city. It is necessary, in every department of organized government. Men who never go to law in all their lives pay taxes all their lives for support of courts wherein the causes of other persons are tried out. Phese things, one and all, are parts of the system of a progressive civilization. The native tribes of America paid no taxes. They found their own water, and were at no charge for courts, lights, bridges or improvement streets. But man in civilized society must pay or help pay for a lot of things in which, from an exclusive point of view, he may not be able to see that he has any direct participation.

Thus it is that man, if he wishes to live in civilized society, must accept the consequences, or some of them. Doubtless he may live the life of a recluse, without property, in rags and filth and squalor, if he chooses, and there are some such, happily few. Most prefer to live in association with their fellow men, and they should be willing to pay for it, not for privilege but to do their proper share of the work and to get their proper share of the result. This is the civic spirit, which is rising and growing in our age as never before.

SQUEEZING THE SHORTS.

July wheat advanced 7 cents per bushel in Chicago yesterday, and the single carload that was received in the Windy City was of about as much use in staying the advance as Mrs. Partington's broom in sweeping back the waves of the Atlantic. The cause of this remarkable advance was an attempt on the part of men who had sold their wheat "short" to cover their losses. These shorts began their bearish tactics early in the year, and for weeks they had everything their own way. With implicit confidence in Secretary Wilson's March crop report, which showed an ample supply wheat to fill all demands until new wheat was plentiful, these speculators continued to sell short right up to appearance of the July report.

This report, unfortunately for the speculators, showed that Secretary Wilson had run for cover, and inadertently dropped from 40,000,000 to 45,000,000 bushels of wheat that should have remained from the 143,-000,000 bushels which he reported in farmers' hands on March 1. Since appearance of the report, the shorts have been buying wheat and endeavoring to protect themselves. Unless the holders of their contracts see fit to extend mercy to them, it is within the range of possibilities that the fireworks may blaze higher than ever be fore the July option expires. In both the May and the July options, the speculators who make a business of de pressing the market, have had a full taste of the danger attendant on sell ing something which they do not possess.

SHIP SUBSIDY IN PRACTICE.

Twenty-seven out of a total of 28 grain ships, en route and listed for Portland, are under the French flag. It is a larger percentage of French vessels than has ever appeared on the en route list. A few of these vessels are to bring cargoes, or part cargoes which British, German and Belgium exporters are shipping to from Antwerp, Hamburg and United Kingdom ports, but most of the vessels are making the long voyage out from Europe to Portland in ballast.

There is nothing philanthropic in this proceeding, for the French shipclosely applied and enforced. That owner does not love the German, Belwould do, if the meter rate were high glum or English exporter nor the Ore-But it is so low that it cuts gon wheat shipper for whom he cardown the city's income from water, ries freight at less than cost. This The fact is that older parts of longest ocean route in the world, there by covering a mileage which entitles them to a greater subsidy than could

be earned on any other voyage Their presence in larger numbers than usual this season is accounted for by the coming expiration of the term for which the French government will pay a subsidy which has proved so valuable to the Oregon wheat growers. For many of these vessels, this will be the last trip under a subsidy, and it is accordingly highly essential that they employ the greatest possible number of miles. The French taxpayers will hardly regret disappearance from the ocean of these bounty-earners, but the freight shippers who have profited by their presence for the past ten years will miss them. They will also be missed by those who wish to offer indisputable evidence of the utter worthlessness of a ship subsidy as a means of promoting trade for the nation that pays it.

The Sunday Tacoma Tribune devotes about four columns of its editorial page to an exhaustive review of the transportation problem in the Pacific Northwest. The Tribune has apparently accepted the Columbia River lines as the great highways over which the vast commerce of the Columbia basin will pass on its way to the high seas. Two plus two seem to equal four all right when we consider the Tribune argument as to why Tacoma is better located than Seattle for handling North Bank traffic. When, however, we make a close study of the Tribune's argument that Tacoma has advantages over Portland for handling this traffic, we seem to be expected to believe that two plus two equals six or eight.

Taking for its text the Astoria suit for common-point rates, the Tribune, after its customary "knock" at the Co. lumbia River, points out that there is a distance of 100 miles between Portland and Astoria over which the rallroads would be expected to haul freight for nothing. It quite truth-fully states that "it takes money to run railroads, and they cannot put Astoria or any other town on the free list.

Continuing, the Tribune says: The principle is the same in reference to he rival ports of the Sound, the dirference in the two situations of Portland and Astoria, on the one hand, and Tapoma and Seattle, on the other, being only one of degree due to the difference of mileage in the two cases. In one case, it is sought to compel the railroads to perform service of transporting freight 100 miles without com-pensation; in the other it is expected that they will do the service 40 miles without upensation or even reimbursement of mer cents per ton. In neither case is the money available to pay for the service. In neither s the service necessary. In neither will

t be performed. This statement of the situation, so far as it goes, is quite clear, and the deductions are natural and logical. Thus far two plus two certainly equal four in the Tribune office. But the freight under discussion all originates "up stream" from Portland. Coming out over the water-level grades of the

extensions. This always heretofore neither to Astoria, Tacoma nor Seattle while the spider webs and bugs and without passing Portland and imposing an unnecessary haul on the railroads The Tribune regards the additional 100-mile haul past Portland to Astoria as an unnecessary burden, and it regards the 40-mile haul past Tacoma to Seattle in the same light. strangely silent as to the 145-mile haul between Portland and Tacoma. It is here that two plus two must certainly equal six or eight, for the Tribune ofsolution of the mystery as to how freight can be transported 145 miles for nothing.

The truth of the matter is that, as soon as the railroad situation shall become settled, there will be no "free lists" even at Tacoma and Seattle, but all railroads will turn their freight over to the ocean carriers at point where the two first meet. That point for the trade of the Columbia basin will be at Portland, where ocean tonnage can always be secured at as low rates as on Puget Sound. Pending readjustment of the rate problem that must come with changed onditions, there may be a moderate volume of wheat hauled to Tacoma for the milling concerns. Eventually, however, this business will be reduced to small proportions, the free list will abolished, and, in response to inflexible economic laws, the traffic of the interior will take ship at Portland, the commerical metropolis of the Pacific Northwest, and the point where the transfer from rail to ship can be easiest made.

THE CONSERVATION CONGRESS. If Mr. James J. Hill does not make the best speech of all those to be deivered at the National Conservation Congress in Seattle, he will not miss it Nobody of late years has talked with greater common sense or more adequate knowledge upon the probem of keeping alive the goose that has laid golden eggs for us and our forefathers than he. The National Con-servation Congress will debate on the 26th, 27th and 28th of next August how to get the utmost enjoyment out of the gifts of Providence to the counry without destroying them.

We have our rights in the forests, the water powers and the mines, but after all it is but a life interest that belongs to us. We have no right to vaste or destroy. It is rational and patriotic to believe that the United States is a nation which has thousands of years of history before it. Part of our task is to manage the resources of the country in such a way that the existence of our successors here shall be as full and happy as our own. If we do our duty we shall pass on the bounty of nature to our descendants unimpaired.

It is not pleasant to think that some future generation will be born which will find here not firelad slopes but desolate precipices and barren rocks such as the traveler sees upon what were once the verdant hills of Pales-Still, that is what the land is coming to if the process of desolation s not checked in time and the work of restoration begun. It is well to be optimistic, but facts are facts. To assert that our forests will last forever not make them do it. Active work is necessary and the National Conservation Congress will consider what that work ought to be.

ON WALKING.

It seems now as if Edward Payson Weston would reach his destination at San Francisco four days late. The wonder is that he should reach it at He is 70 years old, an age at which many men think they are entitled to sit in the chimney corner and nurse their grouches and rheumatism-He began his trip in the middle of March, a time of the year when the weather is tempestuous and the roads bad everywhere. But in spite of his and other hindrances of all sorts the dauntless pedestrian has held steadily on his course and now he he goal only a little way ahead of him. Had he been four months late instead of four days his walk across the continent would still be a remarkable feat. It would have been even more remarkable had he undertaken it from ess worldly motives. The aged Mr. Weston is clearly in love with fame and seeks by imposing an unheard of task upon his legs to win the applause of his fellow-men. The motive is not unworthy, but there are higher ones. Fame is the spur which Weston's clear spirit beguiles to scorn repose and tramp laborious miles. Had he been a philosopher instead of a dead game port, he would have set himself a less killing task and enjoyed it a great deal more.

When one is 70 years old it ought to be permitted him to give over the desire to make records. In fact, at any stage of our earthly career making records is a futile occupation. Th ove of doing something nobody else has done spoils many a promising vacation. The ambition to go faster or farther than anybody else deprives us of leisure and all the serene joys which iwell with contemplation and a mind at ease. Nobody's mind can be at ease when he is in a hurry. Nobody can thoroughly enjoy himself on foot uness in his subconscious soul he is ulled by the thought that he is not going anywhere and it matters not when he gets there. If he never gets there at all it is just as well. That is the pleasantest traveling, says Henry Van Dyke most wisely, where every stage of the trip is part of the destination-The lovellest journeys are those we take merely to be going. To follow a plan subtracts something from the pure delight of free adventure. have a fixed destination which one must reach by nightfall turns joy into The only happy travelers are those to whom every green spot by the roadside is a part of the promised the river of the water of life.

and and every brook an affluent of "Afoot and lighthearted I take to the open road, healthy, free, the world before me, the long, brown path before me leading wherever I choose. Henceforth I ask not good fortune, 1 am good fortune. Henceforth I whimno more, postpone no more, need nothing. Strong and content I travel the open road." Thus sings, or Thus sings, or yawps, good old Walt Whitman. knew what he was talking about, did he not? Is there any pleasure equal to walking if your shoes do not pinch and your clothes do not chafe and your muscles are hard? Pinching shoes will turn the most romantic road earth into linked torment. Even that divine trail from Seaside to Elk Creek, full of all delight as it is and thrilling at every turn with wild adventure, has been made purgatorial before now by a harsh shirt collar extravasating the neck. Walt Whitman knew far better than to begin his tramps in the early morning. Those be fools who sing of the joy of rising with the harking forth upon the hillside and dewy mead. The dew will soak your

other besetments of the hillside are never so fatal to one's religion as just at sunrise. Morning is the time for sleep. The dame of fashion slumbers through the noxious forenoon to preserve her beauty. Likewise the pedes trian who cares for the welfare of his soul and body will keep his bed until the dew is dry and the dire mosquitoes which haunt the rising sun have been withered by his 10 o'clock radiance.

All the sages and most of the saints agree that the best time in the forenoon to walk is from 10 o'clock till about a quarter to 12. This affords the traveler abundant leisure. He can on a button. He can take plenty of time for breakfast. He need not interrupt the matutinal slumbers the family where he has put up for the night. He will come to dinner not too tired to enjoy his meal and yet with an appetite earned by honest toil. appetite is worth a fig. Away with the fictitious hunger which is born of cocktails. There is none genuine but that engendered by weary legs and well stretched lungs. To put the case briefly, the hot part of the day is the best time for walking. The pedestrian sweats more to be sure under the burning eye, of the meridian sun, but, on the other hand, he dries off faster and it is the evaporation of perspiration which keeps a man cool when he is out of doors. The languid city dude, lolling in the shade of a spreading oak is not half so comfortable as the hayhand shedding rivers of sweat in the open field. A man keeps cool of a Summer day on the same principle as a porus water jug. At eventide the day's journey ought to be finished so that the traveler can hie him to his inn with a clear conscience and take his ease in the low late light of the afternoon. It is no time then for toiling and moiling over a weary road. Twilight is the hour for meditation, to dwell on the adventures of the day, to dream of delectable paths untrod. Walk from 10 o'clock till 4 and sleep and loaf the rest of the day and night Such is the rule of the pedestrian who truly knows the joys of his art and cultivates them wisely.

The Astorian (newspaper) is worrying greatly over what it terms "the certainty of the advance in rates of marine insurance" on account of the abolishment of compulsory pilotage, No one in Portland has heard anything about this advance in rates of marine insurance except the rumors that have drifted up from the mouth of the river where marine insurance s neither bought nor sold. It may not have occurred to the Astorian that compulsory pilotage was abolished in order that a greater degree of protec tion could be given shipping property, The testimony given by one of the bar pilots at Salem last Winter as to the personal habits and conduct of some of the pilots who operated on the bar under compulsory pilotage offered an excellent reason for changing the system and substituting one that will not permit a drunken man to take charge of a vessel. Puget Sound has no compulsory pilotage, but a very efficient pilotage service is maintained.

The steamer Kaiser Wilhelm der Grosse, which arrived in New York yesterday brought among other passengers three French counts, and it is somewhat remarkable to note that none of them came over to look for an American helress. Instead, they are starting west to engage in mining operations. If more of the foreign nobility, when they get hungry at home, would come over here and go to work, they might not find it a difficult matter to attract female Americans with sense as well as dollars.

One person out of every fifteen will have a chance to draw a farm worth having at the Government lottery which takes place in the Indian reservations in Idaho, Montana and Washington this week. A fifteen to one chance will not appeal much to most gamblers for the percentage in favor of the faro banker player is very much

It seems that Judge McCredie is narrowed down to a choice of wearing a gown, resigning or having the law put on him by the Governor. In this between season duliness, Portland modistes make specially rates, and it may be just as well for Vancouver jurist to come over and be measured.

Prince Suleyman Effendi, a brother of the Sultan of Turkey, died at Constantinople yesterday of heart failure A great many members of the royal families in all parts of the world have been afflicted with "heart failure," and if it is accompanied with political complications it is generally fatal,

Commissioner W. K. Newell has stated several important facts relative to the apple industry in Oregon. He might have added that first-class apples pay a good profit when sold for 75 cents a box. Last Fall culls sold for more.

Just consider for a moment the sorry predicament of the Chicago pub-The newspapers will not the unprintable details of the Gingles woman's testimony, and only a few favored auditors are admitted to the courtroom.

If we understand the weather man's defense, he cannot help it if it rains in Summer, or even if it doesn't rain. It is all in the hands of Providence, or was until that most honest and prayerful Salem editor asserted

Portland is not alone in looking swry at its ball team. The Long Creek paper thinks "some the boys could have played better if some had hung a blue dress in the

An Illinois woman has paid \$525 for a cat in London. There are many precincts in London where she could have bought a regiment of people for that

Should there be a vacant niche in the American Hall of Fame, application for tenancy ought to be made at once by the friends of conqueror Wol-

One by one the landmarks disappear. The stage station named Hog Flat, in Grant County, has been changed to Mountain Home. It has become quite obvious to the City Council that in Mayor Simon we

have a Mayor who Mayors all the If this isn't good harvest weather, what would you call it?

CHAFFING ROOSEVELT IN SONGS Entertainers in British East Africa Take Liberties With ex-President.

Nairobi Cor. Chicago Tribune. Colonel Roosevelt heard his prowess as a lionkiller told in song and sketch at the entertainment given on Saturday night by the "Nairobi Follies." Mr. Roosevelt and his son Kermit at-tended as the guests of F. J. Jackson, icting governor, as an evening's diversion after dining at government

The topical songs dealing with Mr. Roosevelt were a feature of the oc-casion and at each allusion made to himself Colonel Roosevelt's laugh rang out above the applause and laughter of the rest of the audience. The song describing Colonel Roose-velt's Hon hunting was sung by Miss Shooter in the course of a sketch en-titled "A Tale of the Chase." It ran as follows:

"FELIS LEO."
A lion lurked in his lonely lair.
As African lions do.
For he liked to be where he could get a For ne liked share of high a slice of luck, of a nice little buck with a slice of luck, In our wonderful nature zoo. His large inside he nightly fed with zebra or hartsbeest instead.

"There isn't a scrap of doubt," said he,
"This diet's exceedingly good for me,
For I grow fat, fat, fatter;
What on earth does it mat, mat, matter
If the way that I creop, on the beasts in
their sleep,
Makes the poor things scat, scat, scatter?" He hunted game in the moorshine bright. With never a thought of harm. But he got quite a fright when there hove in sight. Teddy armed to the teeth with a knife and sheath, And a rifle beneath his arm. The Colonel plugged him with a laugh, While Kermit took his photograph. Said he: "Those Wail street boys would cry if they knew how near I'd been to die: O, this country's buil, buil, builly. I've enjoyed it full, full, fully. For it euchres the best they can show in the West, That's so wild and wool, wool, wooly."

Another song entitled "B. F. A." Another song entitled "B. E. A." (British East Africa), recounted some of Mr. Roosevelt's experiences in the colony as follows:

B. E. A.

(With apologies to Kipling.)
At the port of Kilindini,
Looking eastward 'cross the main,
We welcomed Teddy Roosevelt,
As we hope to do again,
And the rain it fell in torrents,
And the world seemed far from gay;
But we did our best to greet him in
Our way in B. E. A.

He traveled up the railway, And he said the sights were grand, And he also said. "That's builty." As we well can understand: For the game is here in thousands, And it's here we'd have him stay; Just to see giraftes and rhines Near the rail in B. E. A.

We heard of hand-fed lions,
And of rhinos on the chain;
How he bravely faced all dangers,
And deadly beasts has slain;
Still, we've nothing heard but rumors,
That's the truth we must confess;
We have no truthful story,
He shut out all the press.

Yes, he shut out all the press, And he left them there to guess! They raved, and growled, and grumbled, They were left in such a mess But that's all passed, done with,
For they were not far away,
And their news is scattered breadcast
Over all the world today:
Still, he sent in news one Tuesday,
It is nice to be polite;
But the New Tork papers had it
On the previous Sunday night.

O! it really was a frost. And one finds it to his cost; If he tries to balk the press men He is very often lost.

Finest Example Known of New Gothle.

London Daily News. All Saints' Church, Margaret street, where jubilee services are being held, replaced Margaret Chapel, which was the first London stronghold of the Oxford Tractarians. It is said to be the most costly parish church in Great Britain, and was built chiefly at the expense of Beresford Hope, who seri-ously impoverished himself by a passion for erecting beautiful churches.
Dr. Pusey before he became a recluse delivered some of his most stirring discourses in this church, including his famous sermon on "Dives and Lazarus." Mr. Gladstone at one time frequently attended the services of All Saints' Margaret street, and so, when Princess Margaret street, and so, wandra. The of Wales, did Queen Alexandra. The designed by Butter field, is held by architectural experts to be among the finest examples of new Gothle in existence. It compelled the admiration of Ruskin, who wrote: "In general proportion of parts, in ment and piquancy of mouldings; above in force and grace of floral ornament. . . it challenges fearless comparison with the noblest work of any time."

Woman Kills Coyote, Roseburg News.

From Special Game Warden Hodson it is learned there is certainly one farmer's wife in this county who knows now to use a rifle. When on Sugar Pine Mountain, with an eye out for violators of the game law, on the 1st inst., he heard a shot, and looking in the direction from which the report came, he saw a woman shooting. Turning toward the point where she had the gun pointed, he saw a dead sheep and near it a dying coyote. The lady was the wife of Joseph West, and she told the The lady was the rest of the story. Hearing the sheep running, she saw the coyote pull down Hearing the sheep and kill one of their sheep. Grabbing her husband's rifle, she got out of the use in time to see the coyote catch another, and then she opened fire on the brute. She hit it at the second discharge of the gun, killing it at once. and that was all there was to it.

Pessimistic Paragraphs. Chicago News.

It gives us a terrific jolt every time we hear our friends praise our enemies.
It will soon be the open season for teaching the Summer girl to swim all Although people realize that they can't live forever, dying is the last thing they want to do.

Most of the people who want to get out of the matrimonial frying pan do so because they want to get in it again. A woman's idea of economy in shop-ping depends on whether she is buying things for herself or for her husband. About the meanest thing one can say of another woman's appearance is that she looks as if she had dressed while running to a fire.

Washington Star.
While other cities talked about saving life and property on Independence day, Washington did it. There was just one way to do it, and that was to en-force the law against the burning of powder and the firing of pistols within the fire limits. That was done, and the public was warned in advance, so there was no misunderstanding and no disap-pointment. The lid was clamped on so tight that even the firemen were allowed a part holiday.

What Washington did other cities can o. This example should be followed everywhere. The annual saving in life, in fire damages, in doctors' bills, and in money heretofore squandered on sens less noise-making contrivances will be

His Little Joke.

Marzhall P. Wilder, the American humorist now on a visit to England, says: "The other day I was standing in front of the Collseum when two young women came out. One of them said: 'Lizzie, don't you think the said: 'Lizzie, don't you think the acoustics are awful in there?' Said the other: 'Why, I didn't smell anything.'"
It was too bad of those young women to paim off an old Punch joke on the unsuspecting visitor like that,

Great Riches for American Farmers

Corn Crop for 1909 Will Be Over 3,000,000,000 Bushels, Yielding to the Growers Over \$1,500,000,000 - Wheat Crop Large and Prices High, and Other Grains in Proportion-Look Out for a Most Prosperous Year.

For the first time on record this coun-Total Wheat-Acreage and Yields try promises to produce a corn crop in excess of 3,000,000,000 bushels, and the Estimated, 1909. 42,022,000 681,509,000 Wheat harvest, 1907, 45,211,000 634,087,000 Wheat harvest, 1907, 45,211,000 634,087,000 Wheat harvest, 1905, 47,283,829 73,286,970 Wheat harvest, 1903, 47,854,079 692,979,489 Wheat harvest, 1904, 44,074,873 552,309,317 Wheat harvest, 1904, 44,074,873 552,309,317 Wheat harvest, 1902, 40,202,424 670,063,008 Wheat harvest, 1902, 40,202,424 670,063,008 Wheat harvest, 1900, 42,405,355 522,220,360 Wheat harvest, 1800, 42,405,355 522,220,360 Wheat harvest, 1898, 34,085,178 675,148,705 Wheat harvest, 1898, 34,618,646 427,684,348 Wheat harvest, 1898, 34,618,646 427,684,348 Wheat harvest, 1895, 34,047,332 467,102,047 price is sufficiently high to bring the value of the crop to the farmer well above \$1,600,000,000. Eastern statisticians have been making estimates on the probable outturn of the cereals and the money they will place in circulation. The Chicago Tribune, in a summary of the situation. estimates the value of the wheat, corn, barley, oats and rye crops as follows: Corn \$1,558,000,000
Wheat 623,000,000
Outs 42,000,000
Barley 35,000,000
Rye 21,600,000 *Census Bureau.

These figures are based on the farmer receiving 50 cents per bushel for corn, 50

The corn acreage and yield ber of years is as follows:	for a num-
Estimated 1908 100,098,000 2071 harvest 1907 98,331,000 2071 harvest 1907 99,331,000 2071 harvest 1907 99,331,000 2071 harvest 1908 94,011,860 2071 harvest 1904 92,231,351 2071 harvest 1904 92,231,351 2071 harvest 1904 94,048,613 2071 harvest 1909 94,048,613 2071 harvest 1909 94,916,911 2071 harvest 1896 71,721,781 2071 harvest 1898 71,721,781 2071 harvest 1898 71,721,781 2071 harvest 1898 51,027,156 2071 harvest 1898 51,027,156 2071 harvest 1898 51,027,156 2071 harvest 1898 52,027,830 2071 harvest 1898 52,027,830 2071 harvest 1898 52,027,830 2071 harvest 1894 52,522,538	Bushels, 8:161,174,000 2.968,831,000 2.958,832,000 2.927,416,031, 2.767,988,310 2.467,489,344 2.244,176,925,2528,648,812 1,522,519,801,924,154,680,1002,937,938,1002,938,1002,937,938,1002,938,100
PARTY.	

The New York Journal of Commenting on the prospects for the two leading cereals, says:

leading cereals, says:

The returns indicate a Winter wheat yield of 410,000,000, bushels and almost 235,000,000 bushels of 410,000,000, bushels and almost 235,000,000 bushels of Spring wheat, or practically the same total as was actually produced last year. This, however, is not quite enough when it is remembered that the increase in our population calls for 2 per cent, or 12,000,000 bushels, more wheat each year, for home consumption. It is deeply regretiable that our farmers could not raise 700,000,000 bushels of wheat this year, for not only are prices much too high for the general welfare, but the supplies left over from last year are extremely light—it was the paucity of old supplies that sent wheat prices upward after the publication of the report. A pleasing feature was the improvement in condition from June to July, whereas usually the Winter wheat crop goes back a point or thereabouts in that

goes back a point or thereabouts in that period.

No qualifying phrases need be used in discussing the corn crop. The area of fully 100,000,000 acres is far above expectations, and constitutes a new high record. The July condition and resultant yields during the last five years indicate a harvest of 3,163,000,000 bushels, against 2,688,000,000 last year, so that even should injurious influences arise a crop of three billion hushels would be possible. The value of this crop cannot well be overestimated. Not only does it enrich the farmer more than any other two crops combined, but it supplies the railroads with an enormous volume of traffic. Unfortunately, foreign countries do not amply to us for any large quantity of this grain, so that it is not an important item in our trade balances. The oat crop figures out at 966,000,000 bushels, against only 907,000,000 bushels last year. Such figures afford no encouragement for the pessimist.

WARNING TO AMERICAN PEOPLE STATES OPPOSED TO INCOME TAX Episcopulian Bishop Says It Will Be a Miracle if We Escape Rome's Fate.

cents for wheat, 40 cents for oats, 70

cents for rye and 50 cents for barley. In

view of the present quotations, these fig-

ures may be regarded as very conserva-

Despite the shortage reported in Win-ter wheat, the Spring wheat crop prom-ises to make up the shortage. The sta-tistician of the New Pork Produce Ex-

change has reduced the percentage fig-ures of the July crop reports to the stand-ard of bushels, with the following re-

Indicated Harvesta 1909.

Corn—
Bushels 3,161,174,000 2,868,651,000
Acreage 100,006,000 101,788,000
Oats—
Bushels 962,933,000 807,156,000
Acreage 32,422,000 32,344,000
Rye—

 Bushels
 31.928,000
 31.851,000

 Acreage
 1.935,000
 1.948,000

 Bushels
 183.723,000
 166.756,000

 Acreage
 6.881,000
 6,646,000

The wheat crop as forecasted by the

foregoing figures will compare with the

Government's figures on former crops as

Winter wheat— 1909
Bushels ... 409,704,900
Acreage ... 27,871,000
Spring wheat—
Bushels ... 253,795,000

Acreage Total wheat— Bushels

July,

Harvest

New York Sun.

John the Baptist never preached a more scathing evangelistic sermon in the wilderness than did the Rt. Rev. Charles D. Williams, bishop of Michigan, at St. Bartholomew's Church, Madi-

son avenue and Forty-fourth street, against the American people.

"I shall venture to mention some things," he said, "wherein Americans commit the sins against which John the Baptist and Jesus Christ preached. One thing is that of our wealth. more crudely and crassly materialistic than any other people on earth. We cannot tell the difference between bigness and greatness. Bigness is material; you can measure it with a tape. Greatness is spiritual; it is that which God alone can measure. We call New York and Chicago great cities. Are they? They are big, monstrously big; but have they the civic conscience that is necessary to greatness? Compare them with Athens of old, with some of the small cities of Europe of the present day where real problems of humanity are being worked out.

"As a people we are big, in land we are big, in energy we are big; but in our National ideals? Have we any? fear we have not. We are so individ-ualistic that the Nation has hardly an existence. The state seems to exist to take care of persons, especially rich persons. Congress is just now spending its time looking after particular in is cared for, the devil can take the gen-eral public. We have no social solidar-ity. It is material wealth that is producing public and private ills. If we as a people and Nation, escape the door of others who have gone over the read it will be because a miracle is per formed in our behalf.

"We are inhumane. We care little for art, for sentiment or for anything that cultivates humanity. We have a horror of being called sentimental. Our universities teach trades, not the higher We turn out graduates fitted to don't know how to use, much less en joy, their money. We are inhuman We see railroads kill thousands each year and say nothing. In the protec-tion of life and property we are away behind the nations of Europe. In laws protecting women and children, especially those who labor, we are classe with barbarians. On this very point two nations cannot be put on the honor Those nations are Russia and the United States. The Yankee in Europe is often more shrewd than honest, and when we happen along behind him laugh rather than to blush with shame

as we ought to do." Concluding, the bishop said that he saw signs of improvement and that he believed that if Christian people would support prophets who dare to tell the truth, and if the people would stop in their mad rush for wealth long enough to consider whither they and the Nation are going America might not know the fate of Israel and of Rome.

New Theory About Hydrophobia. Philadelphia Dispatch to N. Y. World, At the University of Pennsylvania experiments are now being conducted that point to an entirely new theory regard-ing the cause of hydrophobia.

Dr. Charles W. Dulles said recently: "Myself and some of my colleagues at the university are at work on the cause of rables in dogs and of hydrophobia in man along entirely new lines, and if the results bear out the new theory, almost every accepted idea on the subject will

virtually be swept away.
"An Italian scientist by the name of Negri, who has for years made a study of hydrophobia, has projected the new theory, and we are now looking for what we call the 'Negri bodies' in the brain cells. It is not a germ theory, and if we locate the 'Negri bodies' we will at least reach a satisfactory work-ing hypothesis of this mysterious disease and be able to go ahead with definite treatment in a rational man-

It Held the Governor Awhile. Rochester (N. Y.) Herald.

Theodore Hallam, one of Kentucky's most able lawyers, was often provoked to exasperation by the play his friends made on his name. Hallam had borne allusions without end to the "Middle Ages," "Constitutional Law" and the rest of it, when one day in Washington he was introduced to Governor Hogg. "Hallam?" the Governor

queried. "Are you the original?"
"No. Governor Hogg," replied Hallam. "Are you?"

Nineteen Are Figured Either in the Doubtful or Hostile Column.

Washington Dispatch to N. Y. Herald. Will the income tax ever become a law through the amendment of the Constitution by the 35 states whose assent is necessary?

This is a question which is being discussed gravely here, and the negative answer of most of those who have looked into the matter was responsible for the unanimous vote given the reso-

lution in the Senate on Monday.

Even the most enthusiastic supporters of the income tax are not intoxicated by hope that two-thirds of state Legislatures will take favorable action. Getting down to cold figures, action. Getting now has time a no one can see at this time a majority for the adoption of the amendment. To obtain ratification the amendment, as already stated, must amendment, as already stated must carry 35 states. Twelve states rejecting it will kill it. By not seting either affirmatively or negatively, a few states may prevent the necessary three-fourths majority.

The states which at this time are regarded as reasonably sure to adopt the proposed amendment are:

Nevada, North Carolina, Arkansas,

this list ahe 27 states, or eight less than the number required to adopt the amendment. the doubtful column are placed the following states;

Alabama. Florida. Louisiana. West, Virginia. Ohio. New York, Maryland.

In the doubtful group are 10 states, and in the third group of states-those which are regarded by reason of domi-nating influences to be reasonably sura to reject the amendment—are the fol-

fassachusetts,

The latter group, it will be noticed, sembraces all of New England. The casual observer will be inclined to believe some of these states to be at least doubtful, but It is the purpose here merely to give the views of persons who are very much interested in the matter and who have already studied and analyzed the situation, and they place New England among the hostiles.

An Effective Hit.

Senator Berah of Idaho made a hit the other day against Senator Lodge of Massachusetts. Lodge was giving his support to the corporation tax. But Borah drew from the Congressional Record a speech made by Lodge in 1898, showing what the Massachusetts Senator thought at that time of this form of taxation, viz:

ator thought at that time of this form of taxation, viz;

The object, as I take it, of the proposed tax on banks and corporations is to place a tax upon those wicked persons was have made or saved money and who are popularly supposed to be gathered together in corporations.

The states and municipalities must get their money somewhere. If the National Government takes from them one field of taxation after another, they are forced back more and more to the comparatively narrow ground of real estate, and it seems to me that this is a very zerious objection to the whole scheme of taxing banks and corporations. There is another point about this amendment, and that is the extreme injustice, as it appears to me, with which taxes are imposed. We tax corporations, but we do not tax a partnership, ... We propose to tax men for privileges which we do not confer and relieve other men doing, perhaps, the same business and with a larger profit because they do business in the name of a partnership and not a corporation. The corporation, as a rule, is made up of many persons with small interests, whereas the great partnerships are made up, as a rule, of one or two or three persons, and yet by this amendment the partnerships are exempted and the corporations are taxed.

Railroad Costs \$2,909,000 a Mile.

Rellroad Costs \$2,000,000 a Mile

The Tauren Railroad, the new Alpine line connecting Gastein and Spittal, was officially opened by Emperor Francis Joseph in the presence of a large gath ering of the Austrian Archdukes, the ministers of the empire, members of parliament and the public. were the engineering difficulties that had to be overcome in the construction of the line that, although it is only miles long, it cost \$62,500,000. Eight years were required for the completion of the Tauren tunnel. The railroad The railroad greatly shortens the distance between Central Europe and the Adriatic.