The Oregonian

PORTLAND, OREGON.

Entered at Portland, Oregon, Postoffice as Second-Class Matter.
Subscription Rates—Invariably in Advance.

(By Mail.)

Daily, Sunday included, one year	$8.00
Daily, Sunday included, six months	4.25
Daily, Sunday included, three months	2.25
Daily, Sunday included, one month	.75
Daily, without Sunday, one year	6.00
Daily, without Sunday, six months	3.25
Daily, without Sunday, three months	1.75
Daily, without Sunday, one month	.60
Weekly, one year	1.50
Sunday, one year	2.50
Sunday and weekly, one year	3.50

(By Carrier.)

Daily, Sunday included, one year	9.00
Daily, Sunday included, one month	.75

How to Remit—Send postoffice money order, express order or personal check on your local bank. Stamps, coin or currency are at the sender's risk. Give postoffice address in full, including county and state.

Postage Rates—10 to 14 pages, 1 cent; 16 to 28 pages, 2 cents; 30 to 40 pages, 3 cents; 46 to 60 pages, 4 cents. Foreign postage double rates.

Eastern Business Office—The S. C. Beckwith Special Agency—New York, rooms 48-50 Tribune building. Chicago, rooms 510-512 Tribune building.

PORTLAND, SATURDAY, AUGUST 28, 1909.

THE SCHEME OF PROTECTIVE TARIFF.

Oregon is a protectionist state. There can be no question about it. The people of Oregon believe that the most important of their own products need protection. They believe the policy advantageous to themselves. Hence they are for Aldrich and Cannon, rather than for the "insurgents" of the Senate and House, or for other low tariff or free trade advocates. In order to get high protection for their own products they are willing to support a high protective policy for the country. The Oregonian believes the system is based on economic error, and that its general consequences are not conducive to the general good. But on this subject the people of Oregon are not in accord with The Oregonian. It would be more modest perhaps to say that The Oregonian is not in agreement with them. They stand for protection. The Oregonian does not.

In each of the main parties there are advocates of low tariff, or tariff for revenue only. But they are minorities. An overwhelming number of the Republicans of Oregon are protectionists. Likewise a majority of the Democrats. Senator Chamberlain, knowing this, voted for high restrictive duties on all principal commodities that could compete with the products of Oregon. On these schedules he voted with Aldrich and Cannon, not with the "insurgent" Republicans. Yet, in principle, or in theory, he is a free trader, or an advocate of tariff for revenue only. He did not support Beveridge, Cummins and other Republican Senators in their demand for lower duties, or for extension of the free list—certainly did not, in cases where Oregon had commodities for which protection was demanded—but stood for high duties and helped to sustain the Aldrich and Cannon programme, because he knows Oregon is a protectionist state, and that it especially wants and unquestionably means to have and to hold protection for its own leading products—if its votes in Senate and House can secure that favor. On the test votes, as to commodities that would compete with those of Oregon and of various other states that had Democratic Senators or Representatives, Aldrich and Cannon were sustained by Democratic members of either house; among whom was Chamberlain of Oregon. Each wanted protection for the special interests of his own state—yet undoubtedly for political quite as much as for economic reasons. Of course, however, when Aldrich, representative of the thorough-going protectionists, insisted on protective schedules for his own and other Eastern states, these shifty but maladroit brethren voted against him; and since there are many more items in the schedules of finished goods than in the list of raw products, they now set up in defense the plea that they voted against Aldrich more often than they voted with him. Moreover, knowing that high protection was now assured for the commodities in which their own states were specially interested, they thought to preserve a party or political record, and to maintain ground for buncombe attack on protection and on Aldrich and Cannon in future political contests, by voting against the bill (on its final passage) which they had helped to load up with details for high protection of everything for which their own states wanted the favor. One sole and lone Democratic Senator (McEnery of Louisiana), having succeeded in maintaining protection for the products of his own state, was consistent enough to vote for the bill which gave other states what they wanted also.

Now Oregon, obtaining the protection it wanted, was and is willing to allow the products of other states protection, too. The protective system is based on a give-and-take combination. On no other foundation could it stand. The Oregonian's objection to it is based on the proven inequality of its results. A few get the chief benefits, at the expense of the many. But the representatives of a state that "wants its share," ought to be fair enough to concede to other states their "share," too. Otherwise, these representatives should declare against the whole system.

The country must continue to raise large part of its revenues by duties on imports. Hence the rates ought to be adjusted to the principle of revenue production, rather than to the purpose of protection. A moderate tax should be laid on all articles of general consumption, imported into the United States—as tea, coffee, sugar and commodities of common use; and as high duties on luxuries, including goods of all descriptions used by the wealthier sort of people as can be imposed without checking importation and stopping the revenue. Then the internal revenue, or excises, with income tax, would do the rest; and the treasury would be amply supplied, year after year. In such system of tariff tax, or custom-house duties, there would be a degree of protection—which, added to the freight charges on foreign goods—ought to give protection enough. But it cannot be expected that the country will come to such system as this for a long time yet. There are too many specious arguments for protection, and too many opportunities for the political adventurer to play a game for his own advantage. In so large a country as ours each state, section or locality has its special "interests" demanding protection; and combination among them is inevitable, under the system. Oregon unquestionably stands committed to the policy; and that is the reason why even Senator Chamberlain voted for protection of such commodities as Oregon produces—standing with Aldrich to this extent, but refusing Aldrich's appeal for protection for the industries of the Eastern states.

SCHIVELY.

The State Senate of Washington has "vindicated" Insurance Commissioner Schively through its failure to find him guilty of graft, blackmail and other misdeeds in office; but who will vindicate the State Senate? True, the Senate's vote was nearly two to one against Schively; but a stubborn and callous minority made it impossible to remove the erring official from office. No voice was raised among the Senators declaring confidence in the innocence and virtue of Schively. None had the effrontery to do such a thing. All the minority offered in extenuation of Schively was that his wrongful acts had been performed while he was deputy insurance commissioner; therefore he could not be successfully impeached.

This is pitiful. It is pettifogging such as one might expect to find in a police court, but hardly in a State Senate. The consequence is that the Senate holds in office an unworthy and unfaithful public officer, whose unfitness is both conceded and proven.

Of course Schively is free now to go on with his dealings with his victims, the insurance companies. They have no recourse but to submit to his demands and exactions. The State Senate, the only power to restrain or to punish him, is behind him. The public, too, has no protection through his office from the impositions and swindles of fake insurance concerns. It is all a shameful outcome to a shameful record.

Had Schively been indicted and the case submitted to a plain, ordinary jury, that couldn't be fuddled with technical defense and alleged learning, there might have been a different result, and probably would have been. "I took the money and spent it," was an admission that a jury wouldn't have been likely to acquit on.

A MISTAKE.

In the Helme case the ruling majority of the judges of the Washington Supreme Court do not even pretend that the state constitution warrants their decision. They virtually admit that it does not, but by a bold invocation of the "higher law" they assume the power to amend it on the ground that the authors would have made it different if they had known the future. To do such a thing in the present condition of Washington public affairs and to do it for the benefit of the railroads after Judge Root's unfortunate adventures and all the talk there has been requires a certain amount of hardihood.

If the constitution of Washington is defective there is a way to amend it. The power to do so is not conferred upon the supreme court and the fact that four judges vigorously dissent from the decision shows how perilously near to usurpation it runs. They dissent not only on the ground that it is flatly unconstitutional, but also because they declare it to be against public policy. The framers of the constitution sought to preserve for the state perpetual control of all its harbor frontage for the "benefit of navigation and commerce." The majority of five judges say this could not have meant to exclude railroads.

There is every reason to believe that this is what the framers would mean ten times over if they were doing their work now. Everybody knows that the railroads are trying systematically to control harbor frontage along the whole coast in order to shut out water competition. The Washington court has gone out of its way to play into their hands. The judges have done it innocently, of course, altogether too innocently it seems. If there is any way to retrieve their mistake they ought to do it.

REMODELING THE STATE COURTS.

The plan of the American Bar Association for the reform of the state courts is a subject of the highest importance. Their proposal that verdicts in the Federal courts shall not be set aside unless there has been a miscarriage of justice is also of exceeding interest, but this does not really require new legislation. No judge is compelled to set a verdict aside on error. It is a matter of choice with him, and if all judges would concur in a resolution to abandon frivolous reversals and orders for new trials on trivial protests this great reform would be accomplished without further parley. This action would require some courage and a slight abatement of that worshipful regard for bad precedent which now dominates and paralyzes the courts, but then judges are great hands to magnify their own courage. Nobody in the world lauds that virtue more than they do or claims its possession more ostentatiously. Here is a good chance to show that genuine fact underlies their words.

As for the state courts, the plan of the bar association is to integrate them into a single well-ordered group. There is to be, in fact, but one court in each state and the county and municipal courts will only be branches of it. Immediately above them there will be a Superior Court which, one conceives, will have several branches and sit at different places in the state. At the head of the judiciary there is to be a single Court of Appeals, or Supreme Court. This, of course, is patterned after the English scheme. The superior courts for all England sit in London and the judges of these courts also travel the various circuits and preside over local lawsuits. The Bar Association wishes each judge to belong to the whole court. He will not be limited to one county or one city, but may sit anywhere. It is also understood that artificial ranks among the judges are to be extirpated. A municipal judge may sit in the Court of Appeals upon occasion and a judge who has decided a suit upon last appeal today may tomorrow transact probate business at the county seat.

This project is in concord with a growing feeling that much of our state, county and municipal business is more complicated and expensive than it need be. Blind submissiveness to tradition has caused us to perpetuate forms for which there is no use. In fact, the forms become more complex and more wastefully thriftless every year. This is especially true of the courts from which lawyers themselves admit that poor suitors are as good as excluded by red tape, circumlocution, delay and immediate costs. The Bar Association predicts that the adoption of its plan would curtail expenses and eliminate delay. Naturally there would be a great deal less copying and verification of records, since the record of every suit would belong to every county and city in the state. Dozens of clerks and petty functionaries would be dispensed with and a whole tribe of hangers-on of the law would find their occupation gone. They might grieve over it, but taxpayers and suitors would rejoice. The complications of the law are wholly artificial. None of them are necessary in the nature of things. Some arise from the economic interest of lawyers whose fees are multiplied by every turn in the labyrinth. Some arise from the timidity of judges who yield their common sense to the awe-inspiring majesty of precedent. Give precedent an inch and immediately it takes an ell. To unravel the complexities of court procedure will naturally be a difficult task and one that cannot be completed in a day, but it can be done and it ought to be done. The lawyers ought to be praised for undertaking it.

Their project of making each judge belong to the whole court is eminently sensible. It is a serious error to believe that minor ability and skimped learning can do any better service in a county or municpal court than it can on the bench of last appeal. The more learning there is in the lower precincts of justice the less occasion there will be to take suits to the higher. It is customary in the United States to treat justices of the peace with a species of contempt. The higher tribunals do not try to hide their scorn for the rural magistrate. This is one discordant note in that general cacophony which passes with us for the administration of the law. All tribunals should be respectable and all should be respected. When all are made organs of a unified and co-ordinate whole they will be. To pursue the subject a little farther, one perceives no reason why a judge who is competent to hold court in Klamath County should not be precisely as competent in Multnomah. The law is the same in both and formal procedure might easily be made the same, even if it is not so now. The heavy advantage of making judges eligible for service everywhere is apparent to anybody. In a county where there were few suits to be tried the judge would end his sitting in a day or two and travel to another where there were many. In a great press of business two or more judges might hold court at the same time in different rooms, as they regularly do in Portland. Common sense readily calls up a multitude of benefits from this project, but the principal one is that no inferior person would ever dare to take a judgeship and no party would ever dare to nominate an unfit man. Even if he were nominated for municipal judge, he might be called on the day he took his oath of office to try a suit in the Supreme Court and a pretty figure he would cut if he were a mere shyster.

THE BALANCE OF TRADE.

The foregin trade summary of the Bureau of Statistics for the month of July shows that the balance of trade last month, as in June, was against us. The value of the July imports exceeded that of the exports by $2,837,862, while in June the excess was $7,158,104. As we have had no balance on this side of the ledger since 1897, the showing for the two months is causing considerable comment. That we have been working around to this unusual condition for a long time is shown in the figures for the seven months ending with July. During that period, the imports were $830,287,488, while the exports were valued at $897,425,504. This balance of trade of $67,138,016 in our favor is the smallest in more than twenty years. The causes for this dwindling of our trade balances abroad are to be found more in heavy increases in imports than in decreases in exports, although there has been some falling off of the latter. The prospective changes in the tariff stimulated the import business quite materially, and aside from that feature the general trade revival in this country was responsible for a considerable portion of the increase.

No figures on the August business will be available for a fortnight, but it is reasonably certain that for the third month since 1897 our exports will prove insufficient to pay for the imports. Wheat, which usually swells the export figures more rapidly than any other commodity, has not yet begun moving in any such volume as was in evidence a year ago. For the first eight weeks of the season beginning July 1, shipments have been but 14,000,000 bushels compared with 25,260,000 bushels for the same period last year. At present prices this item alone would show a decrease of more than $10,000,000 in values.

In addition to this surplus of imports, for which we are now indebted to foreign countries, there is also a large invisible balance of trade incurred by our army of tourists and for shipping, insurance and other expenses. To meet this it will require several months of heavy exports, but, with our big crops and high prices, there is no reason why we should not wipe out the adverse balance by the end of the year.

TO AIR THE SHIPPING GRIEVANCE.

The California shipping men who announce their determination to test the strength of the coastwise shipping law by bringing American coal from Baltimore to a Pacific Coast port in a foreign ship will encounter trouble if they carry out their plan. There is an inelegantly expressed saw which asserts that "two wrongs never made one right," and the fact that the Government is breaking its own laws will not excuse the shipping men for breaking them. The only good that can come out of the test case will be its exposure of the shameless manner in which the American consumers are prevented from securing the benefits of competition in the carrying trade. For example, as stated in yesterday's Washington dispatch, foreign steamships are carrying coal from the Atlantic to the Pacific Coast ports for $8.38 per ton, while the American owners demand $8 to $8.50 per ton for steam freights for coal in the same voyage.

Ex-President Roosevelt once ruled that American ships should be shown a preference of fifty per cent over the foreign vessels, but the rates now quoted are so far in excess of the fifty per cent differential granted that the contract could not well be awarded to the Americans. Let us see where the consumer figures in this case. By the foreign steamer he receives his coal about $5 per ton cheaper than by the American craft. On the average steamer cargo this would mean a saving of about $30,000 in this single item of freight. By depriving the consumer of the benefit of competition which is enjoyed by the Government, he thus loses this great sum, which is divided among very wealthy shipowners and the protected trusts who supply them with high-priced material for building ships. The rights of the producer and consumer to have their products carried to market by the most economical method possible never seems to appeal to the shipowners. We accordingly find Robert Dollar, who is more or less inclined to the free-ship plan, quoted in the San Francisco Commercial News as follows:

> Last year the Government chartered a number of foreign colliers to carry coal for our battleship fleet. It did not foresee the damage it would be to our American sailing vessels on this Coast, that they were making a precarious living in the foreign trade. The result of it was that our American vessels were laid up, the tramp steamers got what freight they could at any rates, thereby demoralizing the regular liners, and many vessels left our Coast in ballast. The export trade was forced, foreign nations got the benefit of low freights, causing our merchandise to sell at such low prices that we have not yet been able to recover from it.

Nothing could more clearly disclose the biased view of the shipowner. The foreign steamers which brought coal to the Coast effected a saving of many thousands for the Government. The Pacific Coast producer, and not the "foreign nations," got the benefit of low freights, and the presence of this fleet of steamers not only made low rates for the producers on the freight carried by these steamers, but incidentally reduced the rates on all other carriers, so that their presence here added a vast sum to the profits of an army of producers, and the only sufferers, if there were any, were a few wealthy shipowners. We trust this proposed test case will be carried to a finish. It will show up the fallacy of the ship subsidy to perfection.

Chief Umapine of the Cayuses and Tin-tin-meet-sa of the Umatillas have gone to the Crow Reservation in Montana as the guests of Dr. Joseph K. Dixon, who is gathering data for a history of the Indian tribes of the great interior. The story that these Indians and other leading men of their race have to tell or are able to tell if they choose to do so, will form an attractive and interesting chapter in the history of a fast-vanishing race. A generation or two hence the data that they can now furnish will be impossible to secure. Let the tale be told while yet it may.

That Corvallis man who has a genius for raising the Chinese pheasant in capitivity is about to ship a carload, more or less, of his birds to the game warden of Idaho, that state having decided to stock its fields with the greatest game bird on earth. The only remarkable feature of this incident is that there is a man in Oregon who could fill such an order, and it simply shows there are opportunities in the state's diversified industry awaiting discovery and development by the proper persons.

President Taft will lay the cornerstone of the First Universalist Church at Portland, on the Sunday which will be included in his visit here. That will be a good deed; yet we recall the story about the good old lady who, when told by a friend that he hoped all men would be saved, replied: "May be they will be; but I hope for better things."

It is given out by Senator Chamberlain that he is tired of public service, that he has "followed a public career for what has seemed an age," and that "at the end of his present term as Senator" he will be "ready to retire." Like many another man, he will be ready to retire if he can't be re-elected.

What young Harriman learns by dragging a chain or firing or braking will be of slight help when he succeeds his father, but he will be able some time to tell a meeting of discontented employes "how I held her when she got away down that hill."

There is a new indicator on the prosperity barometer, according to the National association of men who make tombstones. They say people do not indulge in such luxuries when times are hard, and just now sales are heavy.

Every old-time Portland business man, and many others, remember with kindness Colonel Dudley Evans, president of the Wells-Fargo Express Company. They bid him welcome on his present visit "back home."

The Ohio man who provides coats to keep flies off his cows and individual tooth brushes for the animals need go but a step farther and hire a dentist to equip the bovines with teeth for the lower jaws.

Having resumed the laudable practice of making excursions to neighboring cities, the Portland Realty Board should cultivate amicable relations with new towns on the North Bank road.

Still there are a great many people who would rather put their savings into Portland real estate than in a postal savings bank at 2 per cent; likewise into fruit and farm lands.

In these days of making and breaking records there is the Linn County man who soon will celebrate his silver jubilee in the hopyards. Fame is of varied hue and many complexions.

Mrs. Besant says the name of the future Spiritual leader is Bodhisattva. If he ever materializes, the United States will abbreviate that title.

With Pinchot in Seattle and Ballinger in Kittitas and John Barrett presiding, the dove of peace is taking time to moult.

The mere idea of a family dog who swallows the family jewels on circus day is discouraging to sleuths who are paid to detect.

The hitherto classiness of the victim of appendicitis is liable to be bumped hard by the operation of skin-grafting.

Aviation is making more heroes and at a more rapid rate than baseball, or even the prizering in its palmiest days.

The junior Senator from Oregon says he is tired of hearing the state say: "Let George do it."

Can the oldest inhabitant remember pleasanter nights than Oregon is having these August days?

Mayor Simon won out in the Lone Fir Cemetery matter. Mayor Simon has that habit.

The Beavers are a few points ahead of the Colts, anyway, but it is a family matter.

Schively seems to have won on a technicality. They all do.

SHIP SUBSIDY A SKIN GAME.

How a Nation Is Robbed to Enrich Owners of Vessels.

PORTLAND, Aug. 27.—(To the Editor.)—Since my arrival in Oregon over two years ago I have been much interested in the editorials in The Morning Oregonian against ship subsidy. Another appeared this morning.

The subject is one of large proportions. I have made but a loose and general study of it, but, owing to the nature of my work and the rare opportunities which I have to gather data on the working side of a ship subsidy from first hand, I believe it may be of interest to place a view of it before the public.

I have gone over hundreds of ships' logbooks during the past two years that have entered this port. It has been strikingly revealed to me that a subsidy placed on a mileage basis is but a form of legalized robbery of the United States Treasury, that is, if it was adopted by this Government. A most notorious example of this I have been a constant observer of. The ships of a certain maritime nation offering a subsidy are very numerous in this port during the grain shipping season. This nation can point with pride to the fact that her flag flies in most conspicuous numbers on all the seas of the world, but it is an expensive boast and those who place the money in the treasury of this nation pay the bill.

Without an exception the logbooks of subsidized ships enlighten one on the dishonest methods adopted by ship owners to drain the public treasury. One versed in the subject of navigation will readily deduce from the pages of uninteresting figures that the voyages have been unnecessarily long, that routes have been chosen which are only excusable by the fact that each thousand miles of added distance brings in an additional pile of gold from the public funds to the private funds of the owner of the ship. One learns that it is very profitable to cruise the seas with no cargo. Because of this fact when there are cargoes offering, they can be bid for with a lower rate than any other unsubsidized ship can afford, and it is due to this fact that there are so many ships flying the flag of the subsidized nation. It is profitable to build and operate them even if cargoes are not to be had. During the waning of the subsidized season there are a startling number of wrecks of these fine ships. Their value has been paid for by the nation and now the insurance companies pay a little more. There is a hastiness to sell these vessels also. By the time the subsidy is no more, the magnificent commercial marine of the nation is back in its old place again, smaller in numbers and gathering smaller profits, being subject to the economic laws of supply and demand more. The only thing gained is a burst of maritime glory and a shipowners' full pocketbook and a corresponding reduction of the peoples' money which the consumer of life's necessities furnished.

If a ship subsidy is necessary it should be on an evaluation basis, evaluation of cargoes carried. There may be tricks in the money trade even then, of which I do not know, but I do know that the navigational tricks worked in a mileage basis are humiliating to the character of those profiting thereby.

JOHN M'NULTY.

GREATEST GRAFT IN HISTORY.

Indignant Protest Against the "Merry Widow" on the Pension List.

PORTLAND, Aug. 26.—(To the Editor.)—I wish to say, not in the way of cheap flattery to your paper to secure the printing of what is offered, but as a bit of truth on a matter of grave importance, that the note sounded by The Oregonian in this morning's issue on pensioning the "Merry Widow" who flumagiggles the old soldier is most timely.

Only yesterday an inmate of the National Soldiers' Home at Sawtelle, Cal., here on furlough, stated that a colony of women exists at Sawtelle, or near by, on purpose to marry the old veterans in the home for no further reason than the pension they now get, and in the confident expectation that the Government will ultimately place them (deserving souls) on the pension roll.

This business, infamous beyond description, should in some way be defeated. It ought to make the blood of every patriot who wore the blue and every life-long companion of such veteran tingle with resentment. Putting every woman who victimizes a silly old fool into marrying her on the Government as a pensioner—hundreds of thousands of them in the aggregate—would be the greatest graft in modern history.

Let The Oregonian lead the press of the country in preventing such a thing. The press alone can do it.

Is the G. A. R. willing to forfeit the last vestige of respect by demanding such a thing?

VETERAN.

Progress in Aviation.

Chicago Tribune.

The significance of the progress in aviation is not to be found so much in the flight of Bleriot across the English Channel, in the successful tests of the Wright machine, or in the forthcoming contests at Rheims, as it is in the less conspicuous events.

A New York firm advertises its ability to supply aeroplanes to order in 48 days. Another New York firm establishes an aerial garage on the roof of a building. A Dayton man buys a balloon as a present for his 18-year-old daughter. These and other instances, making due allowance for the element of fiction, indicate a growing belief in the general utility of aeroplanes and dirigible balloons and a growing conviction that they are adaptable for other than military purposes. The military idea has been dominant in all thus far attempted in aviation, but now the Wright brothers, the most conservative of the successful aviators, suggest the use of the aeroplane in carrying mails, and men of wealth are contemplating the possible use of the air as an exciting recreation.

The Direct Primary.

Indianapolis Star.

Here in Indianapolis, for example, we have nominated two men for mayor, neither of whom is fit for it; and the spectacle is presented of intelligent citizens of both parties trying to hypnotize themselves into the belief that Shank or Gauss is, in fact, a wonderful statesman, philosopher and publicist, whose transcendent qualities have in some mysterious way escaped notice throughout the 30 or 40 years he has lived and moved among us. Few will pretend to say that either candidate would have been chosen by a representative convention of his party; and it is not the whole truth that the newspapers are grieved because they did not impose nominees of their own choosing from both parties; for the papers in this matter, as in most, whatever their private prepossession or purpose, are compelled to reflect a sentiment which is generally shared by the most thoughtful and trustworthy elements in the community.

Silver Lining to the Cloud.

Kansas City Star.

Nevertheless, Kansas City's bank clearings are twice as great as those of any other city in the American Baseball Association.

PROHIBITION IN JOSEPHINE.

How the System "Works Wet" in a "Dry" County.

Grants Pass Observer.

It is a little over a year since Josephine became "dry," and in that time there has been more whisky drinking in the county than ever before. The prohibition leaders here know that, because they obtained a list of all shipments from the station agent, who was afterwards brought to task by his superior officers for giving the information. Anybody, man or boy, can send $3 to Portland and receive by express prepaid four quarts of whisky. This is very much cheaper than whisky could be bought in Grants Pass when the saloons were in operation, and it is probably safe to say that thousands of packages of intoxicants have been shipped to this city from other counties and states. That is not prohibition. Apart from the obtaining of liquors lawfully, there has never been a time during the "dry" period, when intoxicants could not be bought in Grants Pass by those who knew the ropes. New "blind pigs" were opened to share in the traffic, and for a time liquor was sold practically openly. The large profits induced the risk. The seller has no license to pay of consequence, and he gets double the price for drinks. Beer at 10 cents for a reduced glass pans out money quickly when trade is good, and it pretty regularly is in Grants Pass. There are, too, blind pigs doing business in the rural districts at the same profitable rates and no licenses to pay.

Prohibition in Josephine County has failed dismally. The sum of it is that drinking goes on just the same and the city loses $6000 license fees and the county $2000. In the saloon days minors had difficulty in getting liquor, and few succeeded. Under prohibition many minors obtain intoxicants without any difficulty. Half the people of the county hold the prohibition law in contempt, and it tends to breed contempt for all law. Men of average good character have engaged in the illegal traffic and criminalized themselves. A few have been punished, but the sale of liquor goes on and cannot be stopped. Prohibition makes criminals, and does no good, for those who want stimulants can easily get them, and those who do not want stimulants have no need of prohibition. Many people voted last year to bar other people from drinking while they fully intended to keep supplies for themselves. That is contemptible and hypocritical. There is nothing good in prohibition, and very many people who favored it last year do not favor it now.

The road from here to Woodville, in Jackson County, is hedged with empty bottles. Thousands of dollars go to Medford for liquors. Gold Hill gets a share. People in the southern part of Josephine County now trade in Medford who never traded there before. The sawmills are closing down and the workmen scattering with full purses. Many of them will go to Medford for a good time. Grants Pass loses revenue, loses trade and gains nothing but new evils. The Observer's forecast has been abundantly verified. Prohibition could not be enforced in Canada, where laws are strict, and it cannot be enforced in this country where laws are loose. Under it the old evil continues in worse form and other evils are induced.

KING EDWARD TAKING THE CURE.

Worn Out After a Strenuous Season of Social Festivities.

By the Chief European Correspondent of the Laffan Bureau.

King Edward is enjoying a much needed rest at Marienbad after what has probably been the busiest season he has ever known. Not only have visits from the Czar and the Russian Duma added to his social duties, but he has fulfilled an unusual number of engagements in London and the provinces.

In Lancashire, Gloucester and Birmingham many of his subjects saw him for the first time since he has been King of England. At Epsom a tremendous crowd cheered his victory in the Derby race, and at Wellington and Rugby schoolboys heard him speak on the duties of citizenship. He has opened museums, reviewed artillery companies and boys' brigades, inspected hospitals and attended many dedication ceremonies.

As to the state functions of the season it is impossible to do more than hint at them. There were the usual levees, investitures, receptions and balls, and in addition the press delegates from the colonies and a delegation from the Turkish imperial parliament were entertained. With all this the king did not omit visits to his friends.

He made 14 week-end visits to country houses, three of them to Americans, Lady Paget, the Whitelaw Reids and Mrs. Lewis Harcourt having been among his entertainers. He dined with many of his friends in London also, and found time to appear at the opera at Convent Garden seven times, and the theaters nine times, which included the matinee performance of "His Borrowed Plumes," by Mrs. Cornwallis West. He attended two fashionable weddings and countless bridge parties, besides gala days at the horse show and other public affairs.

Now after this whirl of business and pleasure the king is leading the simple life at Marienbad, rising at 8 A. M. to drink the waters while walking to the golf course, after breakfast giving three hours to correspondence and state matters, then after a simple lunch more walking, a little croquet, more waters, an early dinner and bed at 11 or thereabouts.

Reflections of a Bachelor.

New York Press.

Before a man asks a girl to marry him she asks him to ask her.

What makes a man interesting to a woman is she just pretends he is.

The deeper a man is in debt the still deeper he would go if anybody would let him.

A man seems to think home is a place to go and get even for all the disagreeable things that have happened somewhere else.

There are precious few of us who wouldn't rather do a little thing and be praised for it than a big thing and not be.

Lynch Law in a Nutshell.

Louisville Courier-Journal.

The principle laid down in mob murders has been that "there are cases in which citizens may take the law into their own hands." That doctrine is, of coure, subversive of order and provocative of general outlawry. Followed to its ultimate analysis—and it is so followed, as the record of mob murders will show—means that wherever and whenever three or more men wish to kill another they may do so.

A Wise Landlord.

Springfield Republican.

He was bound to come, the landlord reported from St. Louis, who is opening tenements which shall be rented only to families with children. And he is a wise landlord, while his brother who admits only childless families is blind, for what is to become of the appreciation of land values if a policy of race suicide is encouraged?

Total Depravity.

Washington Star.

"I suppose you have a wife and eight children," sneered the heartless man.

"Great Scott, no!" answered Plodding Pete. "If I had, don't you s'pose I'd be home makin' 'em work?"

Life's Sunny Side

A young man in his shirt sleeves drew a crowd about the window of a downtown men's furnishing store one day last week to watch his operations with a green tie and a turndown collar. The point was that he could slip the tie under the turnover without unbuttoning the collar and then pull it out and in, right and left, as if it were running over a pulley. The men in the crowd looked on with amazement and joy.

"Why is he trying to choke himself with that tie?" asked a pretty girl of her escort.

"He isn't," was the reply. "He's a demonstrator for the Society for the Suppression of Profanity."

* * *

At a country fair out in Kansas a man went up to a tent where some elk were on exhibition and stared wistfully up at the sign.

"I'd like to go in there," he said to the keeper, "but it would be mean to go in without my family, and I cannot afford to pay for my wife and seventeen children."

The keeper stared at him in astonishment. "Are all these your children?" he gasped.

"Every one," said the man.

"You wait a minute," said the keeper. "I'm going to bring the elk out and let them see you."—The Argonaut.

* * *

At the afternoon session of the prohibition convention the delegates, among whom the women greatly predominated, were extremely enthusiastic over the cold water issue and every resolution in furtherance of the prohibition cause was upheld aggressively and unanimously.

Toward the end of the session the speaker of the day was announced. This gentleman had recently returned from abroad, where he had been recuperating from his arduous work on behalf of temperance. Smilingly acknowledging his tumultuous reception, this speaker at once plugged into the pleasant events of his foreign trip.

In the midst of this interesting narration a lady delegate from a rural district sprang to her feet, her eyes blazing.

"I protest against such goings on as this," she cried, glaring at the narrator. "It's a shame. I——"

"Sit down!"

"Let him proceed!"

"I won't sit down!" declared the irate delegate, sending a scornful glance at her fellow members. "I say it's a shame, a disgrace and deplorable thing for that man, who poses as an apostle of temperance and a hater of ginshops, to stand up there and deliberately tell us that on his way across the Atlantic he spent many delightful evenings in the ship's saloon."—Brooklyn Life.

* * *

The other evening Miss Y., a maiden lady of uncertain years, suspecting the cook was entertaining her beau downstairs, called Martha and inquired whether she did not hear someone talking with her.

"Oh, no, ma'am," cried the quick-witted Martha; "it was only me singing a psalm."

"Very good," returned Miss Y., significantly; "you may amuse yourself with psalms, but let's have no hims."—New York Herald.

* * *

Rose O'Neil, artist and author of "The Lady in the White Veil," is personally noted for a charming readiness of speech, and every woman knows what a very present help that is in time of trouble. Shortly after the young American first went to London—and her friends are delighted to tell the story—she met an Englishman who prided himself on his brusque speeches, and who had heard quite enough, apparently, about the young visitor's talents and charm. Turning to her he said in a thundering voice that might have been an echo of Dr. Johnson's: "If you are the cleverest woman in America, how long will you last in England?"

"Conundrums?" she rejoined. "If you are the rudest man in England, how long would you last in America?"

"Ah," exclaimed one listener delightedly; "'tis because she has the Irish in her name, and the Irish have the way with them!"—Pittsburg Chronicle Telegraph.

* * *

An Irishman was sitting in a depot smoking when a woman came and sitting down beside him remarked:

"Sir, if you were a gentleman you would not smoke here."

"Mum," he said; "if ye wuz a lady ye'd sit farther away."

Pretty soon the woman burst out again. "If you were my husband I'd give you poison."

"Well, mum," returned the Irishman as he puffed away at his pipe, "if you wuz me wife I'd take it."—Kansas City Independent.

And the Ark Not Ready.

Richmond Times-Dispatch.

This time a year ago over 150 miles of freight cars were standing idle in America. But 12 months works miracles in this land, and today the elevators are bursting with wheat, the banks are overflowing with currency, and even the pessimist sees that a car shortage is impending. The railroads knew this was coming, but in the hard times from 1907-09 they were unable to borrow the money for purchasing necessary equipment, and now the flood has come, and the ark is not ready. When James J. Hill said that it would take $5,000,000,000 to build the tracks and purchase the equipment necessary to carry on America's business, few believed and many mocked. The optimism of two years ago has become an assured fact of today, and the car shortage may well have the effect of causing the loss of a large part of the profits that ordinarily would come from this year's bumper crops.

When the Sun Stood Still.

SALEM, Or., Aug. 24.—(To the Editor.)—The Bible says, in Joshua, that the sun stood still. A local authority upon astronomy says that the Bible is correct and that the sun did stand still about four hours. In proof of his assertion he says that no astronomical calculation is correct or can be correct without allowing for the period of time the sun stood still. The writer is unable to verify this statement. Could you assist an interested subscriber? Where can I find a discourse upon this subject? F. W.

One cannot help but wonder that F. W.'s credulity equals his informant's ignorance—or inveracity.

Greatest Woman in All History.

Boston Traveler.

It is safe to say that there are no suffragettes in the town of Cawker, for here is a report of the Woman's Debating Society:

"Who may rightly be said to be the greatest woman in history? The answer that was awarded the prize was this: 'The wife of a man of moderate means, who does her own cooking, washing and ironing, brings up a family of girls and boys to be useful members of society, and finds time for her own intellectual and moral improvement is the greatest woman in all history.'"

Murderers Lack Originality.

Baltimore News.

There is absolutely no originality in the makeup of the average murderer. After confessing, he invariably "calmly lights a cigarette." Some one would make a decided hit if he would take a chew of tobacco or call for an ice cream cone.

Education That Falls.

Baltimore American.

The education which develops a woman toward masculinity is as much a failure as that which develops a man toward effeminacy.