

The Oregonian

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States: American history, government and institutions; and the modern history of Latin-America and the Far East. A man possessing all of these requirements might easily find better pay than is offered by the Government in the diplomatic service.

SALEM'S SITUATION.

The typhoid fever destination at Salem since for itself. There are, or have been, more than one hundred victims of the dread epidemic within two months, and nine deaths. It is not worth while for any one in Salem, in face of the deadly consequences, to say that the "water is pure," or to urge that Portland also has an epidemic of typhoid.

AN ANNUAL STATE FRUIT SHOW.

Mr. H. C. Atwell's proposal to hold an annual fruit show in the city of Salem, which every part of the state shall be represented, is wise and timely. As president of the State Horticultural Society he is in a position to estimate the benefits which would flow from such an enterprise and to enlist co-operation to promote it.

WOMEN AND THE DAIRY INDUSTRY.

If there is any public office in which women may work effectively, the dairy commissioner is certainly one. Given a woman of sound health, good judgment and an interest that amounts to enthusiasm in dairying as an industry, a woman who assesses cleanliness as a cardinal virtue, who is progressive in the sense that she is willing to let go of good old methods for those that are newer and better; who knows a good milk cow when she sees one, and who knows, by intuition possibly, that to get the best results in milk production and butter fat, cows must not only be well fed and sufficiently sheltered, but that they must be humanely treated; who has the courage of her convictions and is able upon occasion to voice them and we have material that cannot be improved upon for a dairy commissioner.

MR. TAIT'S FIRST MESSAGE.

President Taft's first message to Congress is an urbane discourse. He manages to express the opinions on most subjects which concern the Nation without vituperation or heat. Even in condemning the state guaranty of bank deposits, which he detests, he speaks with discretion of those who think the other way. They are mistaken but their error does not make them vile or criminal. Moderate as the President is in stating his views, he does not leave us in doubt as to his own. The message does not "trim," as some have anticipated, that it would. There is a crisp and clear recommendation at the close of every section. He does not content himself, for example, with a disapproval of the state guaranty scheme, but goes on to urge the establishment of postal savings banks as something safer and better. The principal argument which Mr. Taft makes for the postal banks is that they would encourage thrift among the poor. This is the weightiest thing that can be said for them, and it is the only one necessary to the production of cotton. On this fallacy there was attempt to found a nation, and the Confederate States of America came forth—bringing our Civil War. But the states that attempted to found a nation on this error now produce with their labor three or four times as much cotton as they ever produced with slave labor, and the principles of political and civil freedom, and those of moral and industrial freedom, have been vindicated over and over.

PRactical METHODS NOT WANTED.

Mr. Winthrop L. Marvin, who seems to have succeeded Alexander Smith as chief publicity man for the ship-subsidy seekers, has written a letter criticizing the plan suggested by Frank Waterhouse, of Seattle, for increasing our merchant marine at small expense. Mr. Waterhouse, being a practical business man, quite naturally presents the subject in the most practical manner, and with those of the theorists who have had the most to say about the subject. His letter, which was printed in The Oregonian a few days ago, recommended passage of a law giving Americans the right to buy tonnage wherever it could be bought at the lowest price, and enabling them to register it under the American flag. By actual figures, Mr. Waterhouse proved that the original cost of the foreign flag is compared with that of an American-built craft, was much less than it would be practically impossible for the Americans to secure a subsidy of sufficient size to equalize the difference.

THE HAND THAT ROCKS THE CRADLE.

Whenever the big stick is needed, the other fellow is the proper one to give the soft answer. President Taft found this out in dealing with Pinchot. Question is whether two Americans who grip up in a Central American revolution should expect the United States to avenge their skins.

THE STAR CAN ONLY HUMBLIBLY SUGGEST.

The Star can only humbly suggest that so far as it is aware no expert in any commercial or industrial ideal of the Manchester school of economists of the last half of the nineteenth century, we have substituted a system of regulating production and systematizing the law of supply and demand in a way which John Stuart Mill could never have conceived, to any other scientific economic principle. The laws are still there, but increasing intelligence has converted them from inefficient instruments of progress and prosperity.

THE POLICY OF SHIP SUBSIDY IS RECOMMENDED BY PRESIDENT TAFT.

The policy of ship subsidy is recommended by President Taft. It is a recommendation with which The Oregonian does not agree. It is a species of special legislation, for enrichment of the few at the expense of all. It is a hard graft on the industry of the nation, and the Matterhorn wreck, alone of this nature, is the "unavoidable" class. Dependent to a great extent, at all times on the whims of the wind, the sailing ship is absolutely at their mercy when a hard gale sets aside the motor and the navigator, and the Matterhorn is pounded to pieces by a force she could not withstand.

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eration bear the entire cost of an improvement which the Nation will enjoy for centuries, is unjust. Upon the whole, thoughtful readers will be impressed with the weight and serious candor of Mr. Taft's first message. In spite of its formal, arid and sometimes slovenly literary style, it is deeply interesting. It is interesting because it gives the honest opinions of an enlightened thinker upon a number of great questions, and still more so, because it reveals the President as a National statesman, instead of the narrow partisan of special interests.

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that "such an expedient would undoubtedly be active for the purpose," but expresses the fear "that Congress, which has shown itself reluctant to grant bounty or subsidy outright to American-built steamships, would be a great deal more reluctant to grant this to steamships foreign built, though of American registry. The difference in first cost, between American-built and foreign-built steamships would be so large that under such a plan as you suggest American owners would have a strong inducement to prefer foreign-built to American-built steamships."

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INHERENT RIGHT TO ASSEMBLE. Oregon Is Not Debarred From It, Despite Mr. U'Ren's Efforts. PORTLAND, Dec. 7.—(To the Editor.)—The local Democratic paper has time and again declared that the holding of an assembly by the Republicans for the purpose of discussing the merits of the prospective candidates for different official positions would not be "lawful," that it would be proceeding in direct opposition to the primary law, which measure, it is said, "prohibits" such a gathering.

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BUILT ON A LEFTOVER STRIP. This Two-Story House in New York Only 3 Feet 8 1/2 Inches Wide. New York Sun. A building, remarkable because it is only 3 feet 8 1/2 inches wide, stands at the northwest corner of Melrose avenue and East One Hundred and Sixty-first street, the Bronx. It is occupied as a tailor shop by its owner, Henry Ubelhor. It is 22 feet long and two stories in height, its upper story contained in a French roof.

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The policy of ship subsidy is recommended by President Taft. It is a recommendation with which The Oregonian does not agree. It is a species of special legislation, for enrichment of the few at the expense of all. It is a hard graft on the industry of the nation, and the Matterhorn wreck, alone of this nature, is the "unavoidable" class. Dependent to a great extent, at all times on the whims of the wind, the sailing ship is absolutely at their mercy when a hard gale sets aside the motor and the navigator, and the Matterhorn is pounded to pieces by a force she could not withstand.

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