The Oregonian

Entered at the Postoffice at Portland, Or., as second-class matter.

REVISED SUBSCRIPTION RATES.

By mail (postage prepaid in advance)—
Daily, with Sunday, per month $0.85
Daily, with Sunday excepted, per year 7.50
Daily, with Sunday, per year 9.00
Sunday, per year 2.00
The Weekly, per year 1.50
The Weekly, 3 months ..... .50
Daily, per week, delivered, Sunday excepted 15c
Daily, per week, delivered, Sunday included 20c

POSTAGE RATES.

United States, Canada and Mexico—
10 to 14-page paper 1c
16 to 30-page paper 2c
32 to 44-page paper 3c
Foreign rates double.

The Oregonian does not buy poems or stories from individuals, and cannot undertake to return any manuscript sent to it without solicitation. No stamps should be inclosed for this purpose.

EASTERN BUSINESS OFFICES.

(The S. C. Beckwith Special Agency)—New York: Rooms 43-49, Tribune Building. Chicago: Rooms 510-512 Tribune Building.

KEPT ON SALE.

Chicago — Auditorium annex; Postoffice News Co., 217 Dearborn street.

Denver—Julius Black, Hamilton & Kendrick, 906-912 Seventeenth street.

Kansas City—Ricksecker Cigar Co., Ninth and Walnut.

Los Angeles—B. F. Gardner, 259 South Spring, and Harry Drapkin.

Minneapolis—M. J. Kavanaugh, 50 South Third; L. Regeisbuger, 317 First Avenue South.

New York City—L. Jones & Co., Astor House.

Ogden—F. R. Godard.

Omaha—Barkalow Bros., 1612 Farnam; McLaughlin Bros., 210 South 14th; Megeath Stationery Co., 1308 Farnam.

Oklahoma City—J. Frank Rice, 105 Broadway.

Salt Lake—Salt Lake News Co., 77 West Second South street.

St. Louis—World's Fair News Co., Louisiana News Co., and Joseph Copeland.

San Francisco—J. K. Cooper Co., 746 Market, near Palace Hotel; Foster & Orear, Ferry News Stand; Goldsmith Bros., 236 Sutter; L. E. Lee, Palace Hotel News Stand; F. W. Pitts, 1008 Market; Frank Scott, 80 Ellis; N. Wheatley, 83 Stevenson; Hotel Francis News Stand.

Washington, D. C.—Ed Brinkman, Fourth and Pacific Ave., N. W.; Ebbitt House News Stand.

YESTERDAY'S WEATHER—Maximum temperature, 74 deg.; minimum, 52. Precipitation, none.

TODAY'S WEATHER—Partly cloudy and occasionally threatening; westerly winds.

PORTLAND, SUNDAY, MAY 29, 1904.

CUMBERLAND PRESBYTERIANS.

The union of the Cumberland Presbyterian Church with the general body of Presbyterianism, now approved at Buffalo, can scarcely be called a reunion; for the Cumberland Church was largely an independent growth in the South and West of the United States, formed mainly on the general doctrines, but dissenting in particulars, from the historical and rigid Presbyterian creed. It sprang chiefly from a remarkable revival of emotional religion in the mountainous districts of Virginia, North Carolina and Tennessee toward the end of the eighteenth and the beginning of the nineteenth centuries.

From that region it passed rapidly, with the pioneer movement, into Indiana, Illinois, Missouri and Arkansas. It was an outgrowth of the nature and the situation of a people who, in the stage of intellectual development and social life then existing, proceeded with a freedom and spontaneity of religious action which the more formal methods of historical Presbyterianism did not allow. All the roots of the cardinal doctrines of the Cumberland Church were, indeed, in the old Presbyterian confession; but there was dissent from them in certain methods of church government, especially as to the respective powers of presbyteries and synods, and dissent also from some of the more rigid doctrines of Calvinistic theology, which the old Presbyterian Church had made its own.

The Cumberland Presbyterian Church grew, therefore, and flourished on its own basis; and it speedily became one of the most important of the religious factors in the great region over which it spread, along with the pioneer settlements. It still has had steady growth, though not in so great proportion, yet is stronger now in fact than any former period of its existence. It now extends from Pennsylvania to the shores of the Pacific, but takes its name from the Cumberland Country of Kentucky and Tennessee, where its first presbytery was held in the year 1810. The church now has about 200,000 members.

Union of the various Presbyterian denominations is now as marked a feature as their variance or disruption was in former times. With changing conditions of life and manners, old metaphysical speculation, fruitful source of ecclesiastical differences, tends to soften and to disappear. Education and life in various localities, even widely separate, move towards homologies, instead of towards increasing variations, as they did in the earlier years of our history. It is a movement felt alike in the creeds of politics and in the creeds of religion. More than anything else, it was a state of life and manners, and therefore of feeling and thought, in the part of the country where the Cumberland Church arose, that caused its organization on an independent basis, instead of keeping it within the old lines of Presbyterianism.

But now, since on one side something of the old rigidity is relaxed, and on the other side changes have come through the necessary progress from a new society to a maturer one, there is opportunity and inclination on both sides to "get together," and the union is apparently to be effected almost without resistance. Yet this incident cannot be taken as a sign of an organic reunion of Christendom; for the basis of difference goes back to the Petrine and Pauline Churches, resting on tests of authority so different as to be irreconcilable. And yet the thought of very complete Protestant union would seem not to be an impossible one.

Look, for illustration, at the vast development of English political thought and life in America, in Australia, in India and in Africa. It would have been impossible once; for can any man believe that one hundred years back Maine, Florida, Texas and Oregon could have been kept together as a whole by any power short of an overwhelming despotism like that of Russia? Could these widely separated states of ours act as parts of one free political body if they had no means of intercourse one with another swifter than the speed of the horse? In the world of emotion of feeling, of religion, it is much the same. Quick communication, through modern scientific and industrial progress, has its effect on religious as well as on political action. Railways and telegraphs and printing are doing this stupendous work. Soon in all the world there will be no "isolated spots of mind."

PROHIBS ACQUITTED OF PERFIDY.

We have the solemn word, not to say the vehement protest, of several prohibitionists to the effect that characterization of the so-called local option bill as prohibition is untrue and unjust. Great is the outcry against this alleged perversion of their own purpose and of the law's intent. Such is the atmosphere of superior sanctity with which these large-minded and whole-souled persons surround themselves that to doubt their word on any subject would approximate the blasphemous. The disposition of all mere human men, therefore, would be to accept their statement at its face value, believe and be saved.

But the consequences of this horn of a painful dilemma are not altogether pleasurable. For throughout the lifetime of a generation, or at any rate since in 1884 150,000 votes were cast for John P. St. John out of a total of 10,000,000, or 1½ per cent., compared with 208,000 for John G. Woolley in 1900 out of a total of 14,000,000, or 1.4 per cent (thus has the prohibition cause marched boldly and irresistibly forward numerically and backward proportionately)—throughout all these years we have been hearing that prohibitionists look upon anything short of prohibition as the weak invention of the Devil with a big D.

Time and the newest dictionary would fail to set forth in any adequate terms the scorn your true prohib feels for those nominally Christian people who forget their principles so far as to compromise with the Demon Rum on any paltering and unholy basis like local option, high license, mulct laws or any other partial surrender to King Alcohol. The matter is one admitting of no compromise. Drink is an unmitigated evil and any concession to the saloon is equivalent to a league with cut-throats or sneakthieves. Whoever trifles or dallies or compromises with the fiend Intemperance is fit only to be cast into outer darkness where there shall be wailing and gnashing of teeth, unrelieved by any gleam from the prohibitionist's sunny smile or cheer from prohibitionist's amiable impulsive nature.

It is with mingled feelings of lostness and alarm, therefore, that we view the prohibitionist asseveration that local option as drafted by our Oregon prohibitionists, as observed in Texas as actual prohibition and as insinuated into the good will of Oregon temperance advocates not prohibitionists, is not prohibition at all, but only a weak counterfeit such as they have been branding as all perfidy and guile. We did not think our erstwhile stanch and true brethren and sisters of the Prohi camp capable of this lapse from fidelity and grace. Even yet we prefer to think them true to the time-honored absurdity of prohibition. They may be sly, but they certainly are not perfidious. Surely it would be erroneous to expect them, if "local option" should carry, to come down town with long faces on June 7 with the confession that the new law was not prohibition, but a compromise whose guilt lay heavily on their souls.

LET A SPEED LIMIT BE FIXED AND ENFORCED.

A correspondent recently spoke through The Oregonian in terms of unmeasured censure of the automobile, or rather of the owners of those awe-inspiring, mischief-breeding vehicles. His sentiment was an echo of the trouble that has followed the automobile across the continent and beyond the seas. These echoes repeat announcements of death and wails of disaster, freely mingled with scathing words of censure and protests, hot with indignation.

While admitting that there is a grave basis of truth for these plaints and protests, it must still be admitted that the automobile has "come to stay." This being true, it must be dealt with, not wholly as a menace and a thing to be railed at, but as something that, within proper limits, is not only to be endured but to be enjoyed. Its usefulness even must be conceded as an emergency chariot in times of stress, whether of peace or of war. It is the attitude of the owners of automobiles, generally speaking, that is especially irritating. He who owns a machine capable of making a high rate of speed is too apt to act as if he also owned an undisputed right of way over the public thoroughfares. Whether he races recklessly on city streets, tooting his horn, or bowls along over the country roads at a "clear-the-track-for-I-am-coming" gait, the attitude of the automobilist toward those who are traveling by slower methods is, to say the least, aggravating.

The Philadelphia Inquirer recently noted as an interesting coincident characteristic of the pompous automobilist the fact that recently, about the same time a social leader of New York was held up in the suburbs of Philadelphia and a social leader in the latter city was arrested in New York for running an automobile too swiftly. The New York man gibed at Philadelphia for being "too slow," while the Philadelphian sneeringly declared that Gotham was not holding up its reputation for "a swift place." Sarcasm did not save them, however, and both were fined. Of course both were highly indignant, and ignorance of the local law in the premises was urged in extenuation of the reckless pace that was set. No regret whatever was expressed by either. It is evident, says the journal quoted, that before long we shall have to concoct a corpus of automobile law just as has been done for corporations, railroads and other modern institutions.

The development of the horseless wagon will in due time correct some of the evils that now follow its use. It will be simplified, while lessened cost of construction and operation will bring it within the reach of people of moderate means. The history of the bicycle is suggestive upon this point. In the meantime public safety requires that the speed of these vehicles on the public streets and county highways shall be made to conform to the rules that govern other means of rapid conveyance.

The speed limit necessary to secure this end may seem low to the automobilist, but there is no danger that this limit will be reduced below the rate that public safety demands. Let us accept the fact that this most rapid of all means of private conveyance must increase in popularity as it decreases in expense. Ordinances minimizing the danger have already in many cities been enacted. An honest effort is being made to enforce them. As a sport or a fad, automobiling will have its day. In the meantime there is no better corrective for undue enthusiasm in this line than will be found in wholesome discipline applied impartially under properly restrictive laws. The ardent automobilist watching from the sidewalk another's machine speed by and noting the panic into which pedestrians on the crosswalks are thrown by the "teuf! teuf!" that announces its approach admits this, but is prompt to forget it when he himself goes out for a ride. Laws to control speed have been found necessary for the public safety. Why, indeed, should the speed of the automobile—"the rich man's carriage"—not be subject to the same restrictions that govern the speed of the street-car—the carriage of the masses?

HEARST FORTUNES IMPAIRED.

From the general tone of the San Francisco "special" announcing the perforced abandonment of worthy charities by Mrs. Hearst on account of her son's political expenses, there is room to apprehend a measure of exaggeration. The inclination to make the most of such stories is not confined to Shanghai, that Crete of the modern world, nor even to San Francisco, whence the Hearst tale emanates. It is fair to young Mr. Hearst to suppose that his political undertakings have been advanced largely upon his own exchequer, and not upon his mother's; and yet some diminution of the maternal store may readily be conceded, and as Mrs. Hearst is 64 years old, not given to vain display or riotous living, little distinction is to be made between their respective fortunes. What is hers, if not his now, will soon be his in due process of time. It will not suffer more in her hands than in his.

It is a serious question how much the world is gainer through such donations of rich men and women as are withdrawn from their more natural dissipation into the channels of trade of various sorts through their heirs. There is not a charity in the land, however worthy and unselfish, whose beneficence is not offset to some extent at least by the weakening of its recipients. All the luxuries and conveniences of living and of study provided by Mrs. Hearst in the various subordinate institutions she maintains at Berkeley as adjuncts to the university proper are the implements of help to the students using them, no doubt; but they would be of more help to them if they provided them for themselves. The men whose names are household words in the land are not the men nourished on free scholarships and free libraries; nor were the able and devoted mothers of these men grounded in womanly virtue and fiber at Hearst Domestic Industries, Pie Delmonto or Enewah clubs.

W. R. Hearst's Presidential ambition does not cost his mother any more real sacrifice, probably less, than many a poor woman makes to keep her boy in the grammar or high school. Rich men's sons, truly, are often spoiled by their silver spoon or bed of roses, but the disposition of parents to assist their children to realize their ambitions is not to be censured or eradicated. In equity young Hearst has a far more valid claim upon his father's millions than any of Mrs. Hearst's expectant beneficiaries. The employment of great fortunes in endowment of great educational institutions is undoubtedly the least harmful of almost all the avenues with which inordinate wealth seeks to palliate its existence and condone its origin. But the results at Berkeley or Stanford or Chicago do not compare to the disadvantage of the product turned out a generation ago in poverty-nurtured places like Dartmouth, Bowdoin, Amherst and Oberlin.

The privilege of spending his money on his family as he sees fit is perhaps the most powerful incentive to the exceptional man to enter into the colossal undertakings which alone give great possessions. The fortunes to be made in them gave us the Pacific railroads that brought forth Stanford and the mines that endowed Berkeley and diversified our journalism and politics with Hearst. Social and industrial evolution, like the steps of lower organic creation, has come along only through the advances made by the exceptional minds; and nothing could more effectively retard this advance than any restriction upon the power of the rich to dispose of their gains as they please.

"THE GREAT WHITE PLAGUE."

During three entire days of the late session of the Illinois State Medical Society in Bloomington the strong light of medical science and experience was turned upon the disease that is known and dreaded everywhere under the old name, "consumption," or the modern name, "tuberculosis." Elsewhere in The Oregonian of this date is published a careful report of the work of those days as given in the Chicago Tribune. It is only necessary to read this report to become convinced of the fact that we have entered upon an era in which the ravages of the "great white plague" will be much restricted.

Consumption, according to the findings here given, is both preventable and curable. All that is required to bring it under control is intelligent, associated effort. The keynote of the struggle is found in the words "beware of the beginnings." But even if, through ignorance, inattention or fancied security, this warning has been neglected, there is still, under the searchlight of modern science, a fair chance to discover and put to rout the insidious forces of the enemy. Dr. Preble, of the Northwestern University, contributed to the convention a paper in which encouragement, so sorely needed, was held out to the consumptive, saying: "It is not necessary to isolate the patient, nor should he be allowed to look upon himself as a source of unavoidable danger to his friends. Contact with tubercular patients can safely be continued for years, provided only that the sputum is properly disposed of."

It is, however, conceded and even urged that the key to success in treating this disease is to put the subjects under the right environment. All agree that the prime essentials in such environment are fresh air—outdoor air—clothing conducive to the comfort of the patient according to the season and climate, an abundance of nourishing food, a cheerful atmosphere and avoidance of fatigue. Manifestly the first step is to call the attention of the community—of evrey community—to these facts as demonstrated by the careful experiments of medical scientists within the past few yeafrs.

Practically everybody knows that medicine administered as a cure for consumption is worse than useless. Not only does it not destroy the invading germs or check their multiplication, but it weakens the digestive forces and thus lets down another bar to the progress of the disease. The open-air sanitarium, carefully planned and intelligently supervised, is the means by which the scourge can successfully be fought. Intelligent research has reached this conclusion, and in response to it sanitariums are being established in many states. Oregon is not likely to be long behind in this effort. Already, as is well known, a fund is being raised to establish an institution of this kind near this city. Fresh air may be had in any climate, if only proper means are taken to secure it. The weary and hopeless journey taken for "change of climate" by the consumptive is not necessary. Experience has proved in thousands of cases that it is ill advised. Upon the open-air sanitarium, easily accessible to patients, the speedy relief of sufferers in the incipient stage of the disease depends. Reasonable hope of cure of patients in the second stage is held out through the same means. An active, earnest crusade against the insidious foe is demanded. Let the watchcry be, "Beware of the beginnings," and let the warning be made available to our own people as early as possible by the establishment of the institution for which funds are now awaited, as soon as possible.

KLAMATH SWAMP LAND DECISION.

Secretary Hitchcock's ruling in the Klamath swamp land case is in keeping with his general policy of protecting the public domain from purchase and settlement. With the aim to circumvent fraud, which wholly possesses the Secretary, no good citizen can fail to sympathize; but in practice his uniform displeasure with all who might make useful application of public land is calculated to invoke a Rooseveltian laconicism about the hard heart and the soft head. Mr. Hitchcock stands up so straight that he leans backwards.

The Secretary is powerfully impressed with the Indian's prior right to the lands of the United States. That the noble red man was here before us and that his dispossession has rarely been achieved in accordance with the Revised Statutes will be generally admitted; but few will be disposed to follow the Honorable Secretary to the point, where logic would require him to go, of issuing a process of eviction for a large part of our 80,000,000 population, on the ground of the Indian's prior occupation. Nor so disposed have been former Secretaries of the Interior, like Noble and Vilas, whose numerous rulings adverse to the Indian in similar cases, we find gathered up in the comprehensive brief upon the present case, offered before the department, by William B. Matthews, the able lawyer who represented the State of Oregon in this appeal.

Mr. Matthews shows, upon an examination of many such cases, that there is nothing in the nature of Indian tenure which at all stands in the way of such grants of lands occupied by Indians as the one made to Oregon by the act of Congress of March 12, 1860, under which the Klamath tract in controversy is claimed. Such grants are not and never have been uncommon, and at one period of the National history they were the rule rather than the exception; and he submits that the ground of the Land Office ruling—that the aboriginal tenure had not been extinguished—certainly does not afford any reason for denying the power of Congress to grant swamp lands to the State of Oregon. Let us reproduce two of Mr. Matthews' citations:

Attorney-General Caleb Cushing, 1856: It is the universal doctrine of public law, that the Indians are the domestic subjects of the particular European-American state in which they happen to be. It is a doctrine of our public law equally fundamental that the Indians do not hold a fee in the lands of their aboriginal occupation, but only as a usufruct, the fee being in the United States or in some cases in the several states. . . . That usufructuary occupation was capable of being extinguished by the United States and by them alone.

Supreme Court of Wisconsin, 1854: It is well settled that the possession of a tract of land by the Indians does not affect the validity of a grant by the Government to a state or to a citizen, made without the consent of the Indians. . . . The power of the Government to grant, and the capacity of the state to take, cannot be doubted.

A word might appropriately be added on the equities of the case. The swamp-land grant of 1860 antedated by four years the "treaty" subsequently negotiated with the Klamath tribe, and even if the state had not this claim of prior record, authorities have held that a formal "treaty" with these nomadic and savage tribes imparts no more validity to their aboriginal title than it had before. The area of the Klamath reservation is given at 872,186 acres, and as this claim of the state is set up to only 92,378 acres, there is left for the 1141 Indians reported in 1902 some 780,000 acres, or over 700 acres apiece. If this case is to be reviewed, as may be done, it would seem that some such moderate concession to civilization might be made as the enforcement of a land grant on a tenth part of this vast Indian hunting and pleasure ground.

MARYLAND'S CUE FOR ST. LOUIS.

The most immediate effect of such collapse as the Hearst boom has experienced and such diminution as attaches to the Parker movement by failure of several conservative state conventions to instruct for him, is to rehabilitate Senator Gorman as a Democratic possibility. Even without that increment to his personal ambitions, the astute Marylander's counsel has always been highly regarded in Democratic counsels. It is impossible to regard lightly, therefore, this utterance of the Maryland platform:

There is no rightful place under our system of Constitutional American liberty for the conquest, subjugation and government of alien races in remote islands of the sea, and for the dangers and evils that accompany colonial and imperial expansion, and we pledge ourselves to the adoption of all conservative and practicable measures to rescue the Government from the evil consequences of so deplorable a departure from the fundamental principles of the Constitution. To this end we demand, at the earliest possible moment, independence shall be granted to the Filipinos, with the same general relationship to this country as that now enjoyed by the people of Cuba.

This is a specious cloak for one very simple proposal. As to alien races, the Filipinos are no more alien than the Alaskans, or the Porto Ricans. As to remoteness, it is a mere term, for the Philippines are not as remote in any practical sense as Oregon was when created a territory in 1848. As for the "dangers and evils that accompany colonial and imperial expansion," they are no greater in the Philippines than in Porto Rico, Hawaii, Alaska or New Mexico. The view of "constitutional American liberty" which professes that statehood and full citizenship are natural rights of acquired territory and its inhabitants is a figment of partisan imagination, discredited by every step in our National expansion.

Stripped of its folly and dishonesty, accordingly, the Maryland demand is simply for abandonment of the Philippines. The suzerainty we exercise over Cuba by virtue of our geographical position is impossible of application to the Philippine Archipelago, which we must either rule with firm and omnipresent hand or else leave to its own devices. And on the issue of abandoning the Philippine Islands, the Democratic party is likely to make the same mistake in 1904 that it made in 1900; that is, if it follows Mr. Gorman's ideas, it will only array itself against the firm resolve of the American people to retain the Philippines, for their own good, for the honor and dignity of the Nation, and perhaps chiefly for the vantage point they give us in the world struggle for the trade of the Orient.

Among the things that events have brought to pass the last seven years and that the Democratic party thinks it necessary to censure and resist in justification of its own existence, none is more irrevocably secure than the entrance of the United States into Asiatic affairs. In the perpetuation and utilization of our position there, our occupation of the Philippines is of the first importance. It is an advantage that will not be thrown away, whether Republicans or Democrats are nominally in power at Washington; and to array itself against this factor in our National destiny is for the Democratic party to make as foolish and damaging a move as it made against the Union in 1864 and against the gold standard in 1896.

STARTING BADLY.

A young man named Walter F. Miles, of Pacific College, Newberg, who participated in the oratorical contest at the First Baptist Church in Portland on Friday night—the general subject being "Prohibition of Manufacture and Sale of Liquors"—in speaking of the opposition to the prohibition effort, said: "The editorial columns of our leading newspapers are knocked down to the highest bidder."

Mr. Miles, a young man, is starting very badly. Allowing his mind to be filled with the idea that "everything among men is venal and only awaits a purchaser," there is danger that he is preparing himself for a fall, at an early opportunity. One who holds an idea of this kind, it may be feared, holds the soil if not the seed of corruption in himself. Mr. Miles, for his own good, cannot correct himself too soon. He is on very dangerous ground. Just so soon as one has persuaded himself that "every man has his price," he will have his price for himself.

Honor is general among men and women. Comparatively few are mercenary or venal. This is a fact of human nature, and the honor of human nature requires belief in it. Not less is belief in it required for maintenance of one's own moral dignity. Suspect the man, always, who suspects everybody else.

As to "the leading newspapers," they are always above and beyond purchase or price. The moral condition of their existence, on which the business condition is built, requires it. Even the aphorism "Honesty is the best policy" is too low a moral maxim for them. Nothing could induce a great newspaper to part with its independence. As matter of fact, moreover, every such newspaper earns money enough to be independent of all who would buy its utterances. Even were it not so, its independence is worth infinitely more to it than money, and it would die before it would debase itself.

Beware always of the man who thinks others—men and women—up for sale. Be sure he stands on very slippery places himself.

THE MODERN NAVY ON TRIAL.

Are the new naval machines—the ponderous battleships and swift cruisers—likely to prove too much for those who are charged with the duty of operating them? Is the destructive enginery of war, subsidiary or auxiliary to these mighty ships, as represented by submarine and torpedo-boats, too much for their formidable superiors when impelled by the fever of war to feats of daring? Judging from the record of naval disasters in and about the harbors of Port Arthur and Vladivostok in the last few weeks, these questions might be truly answered in the affirmative. What is called modern naval equipment, the power that is clad in steel, propelled by steam, belches twelve-pound shot through the potency of smokeless powder, sweeps the sea far and near by electric searchlights and feeds on high explosives, seem to have developed into a veritable two-edged sword of relentless power and uncertain temper, turning without a moment's warning to rend the agency that is supposed to control it.

In evidence of this double-dealing power of the modern naval equipment we had but now a harvest of death upon one of our own battleships engaged in target practice, while notes of disaster from far-off Eastern waters have been sounded that have filled the nations with apprehension and worked dismay alike to Russia and Japan. With the Petropavlovsk sent to the bottom off Port Arthur by an explosion of her own or the enemy's mine; the Hatsuse meeting a similar fate in the same waters, and numberless smaller craft destroyed by their own power or that of explosives that were placed for their destruction, or in process of being placed for the destruction of the vessels of the foe, it looks like the great force that has been evolved from human ingenuity working upon the forces of nature is a veritable "boomerang" the control of which has by no means been reduced to an exact science.

In the smaller things of life a warning has often been sounded by wise men against the danger of evoking a power that, once launched, speedily passes beyond individual control. Human ingenuity passed this danger line when it invaded the realm of nature, sought out and combined its mightiest forces in explosive compounds and gave these into the hands of adventurous men to harness to the chariot of nations. These elements under control are faithful servants working energetically the master's will. When by mischance they become even for a moment masters, they prove to be the most relentless of foes. This being true, the world looks on apprehensively while practically the first great game of war is being played with the modern navy as the deciding power. Will this giant be equal to the task to which it has been set, or will it generate the forces that lead to its own destruction? We shall see.

A LESSON IN ROADBUILDING.

One of the many interesting features of the late session of the State Grange at Corvallis was the illustrated lecture given by Professor Hyde in the chapel of the Agricultural College on the subject of good roads. The audience was large and attentive, and was composed in the main of people who have what may be called a personal interest in the subject. The theme was indeed a particularly appropriate one, since of all classes the farmers of the state are the most deeply interested in the intelligent construction and proper maintenance of good roads. Other people may use the county roads—the farmers must use them.

The wastefulness of bad roads has been often shown. Loss of time, unnecessary strain upon horses, vehicles and harness, and inability to reach the markets with seasonable products at a time when some of them bear the highest price, are some of the things that contribute to this waste. The isolation of the farmer folk in the Winter season is another count in the indictment against old and still prevalent methods of roadbuilding in Oregon. This represents a hardship that must be felt to be understood, and it may be added that a large majority of the rural dwellers of the state understand it only too well.

Against the prevailing idea that bad roads in Winter are a necessary result of our rainy season intelligent protest has often been heard. The best of material for road construction is very generally available in the state, and there are very few districts in which this fact, combined with intelligent methods in roadbuilding, the prime essential of which is proper drainage, will not put the practically impassable Oregon road of midwinter and early Spring entirely out of commission.

Multnomah County has built within the past ten years many miles of good roads. The hill roads in the eastern sections of the county, having all the advantage of good drainage, are especially excellent. It has taken labor and money to build these roads, but the returns on the investment in the pleasure of using them are steady and satisfactory. Nor has the outlay been greater in the long run than was that of former years, in which, without any special system or the use of suitable material, the roads of the county were stirred and patched and made to do makeshift duty. There is a maxim that is frequently on the lips of careful instructors of the young which may be with profit applied to roadbuilding. "Whatever is worth doing at all is worth doing well" applies here in practical, forceful way. Our friends the Grangers, who listened to Professor Hyde's lecture, will no doubt act upon many of the suggestions made by him for the betterment of the public highways in their respective localities. If no other benefit were likely to be derived from this convention, this one would fully justify these representatives of the greatest, oldest and most essential of industries in laying aside their customary labors for a week and meeting together for a discussion of ways and means.

Object-lessons in Oregon roadbuilding have for years been too dismal to contemplate. That they have been viewed under stress of necessity by the farmer struggling to keep his team afoot and his vehicle from being overturned while his wife held on for dear life to the basket of eggs in her lap is true, but one cannot for a moment imagine that the object-lesson thus presented has been enjoyed. The report on good roads at the next annual meeting of the State Grange will be awaited with interest, and if it does not contain some evidence of improvement in this line in at least some of the localities that were represented at the late session of that body, The Oregonian will be both surprised and disappointed.

Union County has troubles of its own. Not to mention the regular political battle that it shares with the people of the state generally, it has a county seat fight on hand which bids fair to be a hotly contested one. Union is the county seat and wants to remain so. La Grande objects in its own behalf, and will push its objections at the polls with what influence it can muster. A contest of this kind is usually to be regretted, since the local animosity that it engenders does not subside with the decree rendered at the ballot-box. The distance between the rival towns in this instance is but a few miles. It practically makes no difference, so far as the convenience of the people is concerned, whether the Courthouse, tax-collecting and other official machinery is at the one place or the other. One place enjoys the county seat; the other wants it. It is impossible to decide such a case on its merits. The voters will, of necessity, render the decision upon personal preference and leave time to heal the breaches in personal, commercial and political friendship that have been opened and left agape by the contest.

The Brotherhood of Locomotive Engineers has again been sorely smitten by the sudden death of a man high in the councils of the order. The death of T. S. Ingraham, grand engineer, which occurred without warning as he sat at his desk in the convention at Los Angeles last Friday, was a duplicate in many respects of that of Chief Arthur a year ago. A member of the order since 1865, its grand engineer since 1873, he had been closely identified with its workings for nearly half of his 67 years. His active life came to a sudden end while yet he was in the industrial harness. The brotherhood in convention assembled held memorial services for Chief Arthur a few days ago. It is said truly that the order has been doubly smitten by death in recent months.

Professor Robinson's selection as Republican nominee for Superintendent of Schools, made by the county convention in spite of his previous affiliations, is a marked tribute to his efficiency. His services to the schools of this county and to the state have been notable, and his acknowledged eminence and accomplishments are so great in his profession that he is in demand at educational conventions in neighboring states for instruction and advice. We hope to see Mr. Robinson's faithful labors recognized by a very large vote at the June election.

Those who insist on separate city elections doubtless are right. They distrust the people, don't want a full vote, and think there would be better show for their clique to "run" the city if elections were held in off years, when there is no general interest. As a way of shutting out the voice of the people it's all right. In this way some of those who made the charter might be elected.

The Eugene Journal, a paper that is not supporting Mr. Hermann, has this remark: "Some people may not believe it now, but will be convinced later on, that the bitter attacks on Hermann in some of the papers and orally are making him votes faster than anything he could say or do would." Undoubtedly a correct judgment.

While Alexieff and Kuropatkin are quarreling as to whether they shall give battle to Japan or retreat and save losses, the enemy grows busy enough to lessen the pressing necessity for a decision. If they can't agree, it's no great matter. Kuroki may save them the trouble.

NOTE AND COMMENT.

Ballinmushy.

(A Neo-Celtic Ditty.)

Oh now I'm London town in, and a fair town it is,
And the rich shops are splendid, though tightly they are barred,
But, oh, my heart it beats now, my blood is all a-fizz—
While I stumble on the pavements hard
I long for Ballinmushy and its sweet, soft mud.

I will arise and go now, to Ballinmushy go,
And I will paddle much there, as paddled have I oft,
For London's all macadam, or asphalt, row on row,
And me longing for the main street soft
Of old lone Ballinmushy and its sweet, soft mud.

Nine piglets will I have there, eight young ones and a dam,
And in the gentle main street they with me shall wade,
And when they've very fat grown they'll make good Lipton ham,
And my landlord will I fix with trade,
And long love Ballinmushy with its sweet, soft mud.

The Modern Way.

Miss Lizzie Jenkins served coffee to the firemen employed in fighting the flames at the Smith hair factory.

Miss Jenkins is now known as the Albina Joan of Arc.

* * *

Bill Sharkey, of Sellwood, succeeded in borrowing a dime from Grocer Rutabaga last Saturday.

Bill has been proclaimed the Napoleon of finance.

* * *

In a debate between the Oregon City Literary and Dancing Club and the Clackamas Euchre and Poetry Association, Thomas Dingbat declared that local option wouldn't opt if his optic were opticking properly.

Mr. Dingbat is hailed as the Rupert of debate.

* * *

William Rheingarden, the popular Mount Tabor blacksmith, assisted a lady from her buggy yesterday.

William is known as the Plumed Knight of Mount Tabor.

Red Gods or White?

When the sun is high
And the sky is blue
And a May-day haze
Enchants the view,

And a breath of air
Says in your ear,
"Oh leave your desk,
The Summer 's here."—

Well what on earth
Is a man to do,
When the sun is high
And the sky is blue!

Don't mix up your vote for queen and your vote for Sheriff.

The strawberry is the boss of all berries, and not a straw boss at that.

"Is Reid a Scotchman?"

"Scotch! Why he wears plaid underclothes."

Secretary Hay was presented with a bill for his stay of less than a week in St. Louis with three friends, at one of the hotels. The bill was $777, or about $195 for each person, quite a comfortable amount—comfortable, that is, for the hotelkeeper.

One of the readers of an English newspaper sends it the following extract from a serial story he has been reading. It shows extraordinary agility on the part of the "stranger."

The stranger grunted, and I noticed that he smiled faintly for the first time, but just at that moment he turned, and, catching sight of my back through the half-opened door, started slightly.

A half-masted ensign is usually enough to bring a boat from any ship within the range of vision. A report was recently made to the Marine Department at Victoria that the flag at the Egg Island lighthouse was being flown at half-mast, and much anxiety was caused thereby. The Dominion fishing cruiser Kestrel was hurried to the spot, and with great difficulty the captain made a landing through the surf. He found that the keeper wanted to send some eggs to Vancouver!

Two criticisms of "Anna, the Adventuress," have been dug up and presented to the public by the San Francisco Argonaut. One is from the San Francisco Chronicle, and the other from the New York Sun:

The story is full of intensely dramatic scenes, and the plot keeps the reader's interest on the stretch to the very end. The dialogue is bright, and there is much epigrammatic wisdom packed into the speeches of several of the characters. Taken as a whole, it is one of the strongest novels of the new year.

As absurd a farrago of nonsense as we have seen for a long time is offered as a novel by E. Phillips Oppenheim (who has done very respectable work) in "Anna the Adventuress." The people are clumsy caricatures, and the incidents such as even the best good-will will find it difficult to swallow.

There have been many things sold on the mail-order plan. Perhaps the newest is church membership. The First Unitarian Church, of Orange, N. J., is credited with the institution of this novel method of adding to its numbers. Every Monday morning, it is said, a printed sermon will be mailed to each member of All Souls, as the church is to be known in future. Every month the pastor will write a personal letter to each member. There's a whole lot to be said for this scheme. For one thing, if a man thinks sermons are likely to do him good, he can read the printed one at any time without the inconvenience of giving up his Sundays to church-going. He can play golf, if he pleases, all Sunday morning and yet not miss a word of the sermon that others have heard in sweltering discomfort.

Robert Bridges, an English poet, is kicking—if poets "kick"—that an American Robert Bridges has caught the hem of Fame's garment by editing a selection from President Roosevelt's writings. It is not so long since the English Winston Churchill and the American Winston Churchill were becoming hopelessly entangled in the public mind. It is not unlikely, however, that the Englishman will become Sir Winston Churchill or the Baron of Whitechapel or something of that kind. But there is slim chance of that for a poet. Lord Tennyson was the laureate, and, besides, he was of greater poetic fame than Mr. Bridges. W. L. Alden, however, suggests, in the New York Times, a plan to avoid confusion. He would have the English Bridges affix U. K. to his name and the American U. S. A. Mr. Alden evidently does not know that the American would be taken for an army officer, which might be a serious matter for a writer. Why not follow the example of Mr. Barnes, of New York, or Carroll, of Carrollton? Let the poet be Bridges, of Piccadilly and the other be Brooklyn Bridges, two euphonious titles. Or they might follow the example of some Portlanders and affix a date to their names—"1905."

WEXFORD JONES.