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PORTLAND, SUNDAY, AUGUST 20, 1905.

THERE IS NO PEACE,

It is not possible for Russia and Japan to "get together." No observer who has taken in the whole scheme of differences between them has supposed it possible. The effort to bring them together has done credit to the humanity of President Roosevelt; but even President Roosevelt, with all his optimism, could hardly have supposed there was a chance of success

Briefly stated, the demand of Japan is that Russia shall withdraw from the Pacific shore of Asia, give up all into the remote interior of Siberia; and pay moreover a money indemnity to cover the cost of the war. To these terms Russia cannot possibly assent. not be compelled, to grant them, and she will not grant them. For, if Russia is not to hold her footing on the Pacific, she need not pay any Indemnity, for she has only to "go home" and pull her railroad up after her, and be forever out of the reach of Japan.

Japan deems the menace of Russia so great that now, when she has the advantage, she means to end it, once for all. She believes her own safety, perhaps her very existence as a nation. depends on extinction of Russian power in the Orient, Her victories, by land and sea, have placed her in position, she believes, to dictate terms which will give her security against further attempts on the part of Russia, Much of her work has been done. She has gone three-quarters of the way. She has rolled back, after bloody fighting, the great Russian armies. She has retaken Port Arthur-after one of the most difficult sieges of history. She annihilated the naval power of Russia. She has taken Sakhalin. She has invested Vladivostok. She confronts the Russian armies in upper Manchuria with armies which she believes will be able to destroy the remnants of Russian power on the Pacific. She believes herself in position to exact peace on her own terms-if not at the council board, on the theater of grim war. That she is resolved not to be put in this peril or to be required to make this sacrifice in war again is the keynote to her policy. She will give therefore one hundred thousand men more, or two hundred thousand, to have it out with sacrifice has been made, and now she wishes to finish the job.

That President Roosevelt can do anything at all toward bringing the parties to an agreement seems unlikely. The quarrel admits of no accommodation, because the war hasn't been fought out. If Russia is to be forced to retire from the Pacific, there never will be need of a treaty of peace between the belligerents, for they will be virtually beyond each other's reach. If Russin is to be expelled from Asia, Japan will never go to Europe to fight Russia. The war, then, may drag itself

UNITED STATES AND CUBA.

We are getting on well in our trade with Cuba. Official figures show Cuba is steadily buying that increasing quantities of goods from United States. The exports from this country to the and in 1904 were \$32,742,000, against \$25,703,900 in 1903. And the United States was far ahead of all other countries, Great Britain, which ranked second, in 1964, with Spain, the mother nation, \$200,000 behind the British. The Uffited States hat year furnished 42.5 per cent of the entire imports of Cuba, which also large purchasers of her products. such as sugar, tobacco and fruits, it may be said there is true reciprocity in this matter-even though the vast quantities of sugar we take from Cuba

make a heavy balance against us. In addition to the general trade both the United States and Cuba benefit

American capital in Cuban works of pit some of the men who are found great importance. Cuba's railroads, street transit systems and other undertakings represent vast sums of money which have been provided by capitalists of the United States, and these big interests in Cuba will naturally have a steadying effect. The new republic will make mistakes, but there is really little ground for apprehending that Cuba will do anything to disturb seriously the pleasant relations existing between the island and the people or Government of the United States. Time will come when Cuban interests will demand annexation of the island to the United States. For Cuba is not big enough to "go it alone" always.

A POINTER FROM THE BEES,

Mr. Bodine, superintendent of compulsory education for Chicago, in his remarkable address before the International Association of Factory Inspectors at Detroit, cited facts and ven tured upon prophecies of ominous significance if they are true. His remarks touched upon the invasion by women of vocations once followed by mer

It is curiously characteristic of the spirit of the day that almost at the moment when Mr. Bodine was utter ing his very radical thoughts in Detroit. Dr. Josiah Strong was speaking in Portland upon the problem of the city with equal vehemence, but with incomparably broader comprehension and deeper insight.

As a nation we are at the mourners bench, to borrow the dear old phrase of the circuit riders. We are under conviction of social sin and heaven is be sieged with our tears and grounings. Like Bunyan's hero we all want to flee. from the City of Destruction, but, also, like poor Christian, we do not know which way to go. The counsellors are multitudinous, the wisdom is slow to emerge. "Save the city," says Dr. Strong, "and you save the world." Mr.

Bodine seems to think that half the world is doomed, do the best we may, Fortunately that half is the one best leserving reprobation, the men. They are to be crowded by the women from all industries where skill and brains are exercised. They are to be driven from the cities to mines and farms and here their ultimate destiny is heavy, unintelligent manual labor. Mr. Bodine's prophecy is not without a basis of facts. School teaching and clerical work, the ancient and honorable calling of the waiter, spinning, weaving and shoe making are all falling to women, and this is to mention only scattered examples of what is going on throughout the world of industry. Stock-breeding they have followed with signal success. Their standing is no longer questioned in the ministry, in medicine and the law. They are captains of industry they have even founded trusts. So much must be granted.

But in the professions there is no sign of women replacing men. They compete with men, but thus far the competition is fair; they do not underbid. When they will offer the same service as men in the law, say, and for less money, then they will drive men out of the law as they have out of school teaching. In this calling and in the manual trades they have com peted with men unfairly; they have underbid; and men have lost the jobs not because women could do them better, but because they could do them cheap er. This is a bold thing to say, but it her possessions on the coast and retire is true and sooner or later we must

face the truth in all things. Admitting numerous exceptions, the woman worker is celibate as a class. In some vocations if she marries she loses Japan is to be censured for advancing her place. On the other hand, a man, above criticism and practically unthem; but Russia is not compelled, can- has a family to support. If he is not already, he is urged by an irresistible instinct to become, a bushand and father. For this he deserves neither praise nor blame. It is the way he is made. And on account of it he de mands more wages than a woman will accept for the same work, and often throws up his job sooner than meet her competition. If he accepts woman's pay, he must also accept cellbacy; as an increasing number of men do with social consequences which we deplore in the stews, but can never remedy so

long as the cause persists, The man thus crowded out of his vocation does not always retreat to a mine or a farm as Mr. Bodine seems to believe. He may find work where the pay meets his standard of what a man should earn; or he may degenerate into a tramp, a drunkerd or a criminal. Coincidently with the feminine invasion of men's employments, crime has increased five times as fast as the population and the per capita consump tion of alcoholic drinks in the nation has doubled. If, therefore, as many believe, the industrial emancipation of women is a blessing, it is one for which we pay a heavy price; though it may be, and probably is, worth all it costs. As for the final position of the male sex in our social economy, Mr. Bodine might have prophesied what it would be with more assurance of truth had he studied the civic arrangements of bees. In their peaceful and presumably bappy communities, all the work is done by females, degenerated to be sure, but still females, while all that is Russia now. The heavier part of the expected of the drone is a single act, simple but indispensable to the pernetuity of the swarm. Having performed it he is eliminated and the daily routine of life goes on perfectly well without him. Is there not a pointer here for our social reformers?

PAY FOR PREACHERS.

Much that is the most arrant nonsense still passes current under the name of solemn, even inspired, truth, Witness the following from a sectarian journal of this city:

Any man who would cease preaching be cause no salary is paid him is not fit to preach under any circumstances. If one is called of God to preach it is his duty to preach, even though he have to support himself as did Paul making tents. It may not be a man's duty to serve as a pastor some of our modern churches with all their exactions and requirements without salary; but it is necessary for every true man called of God to preach on the street corners if need be. But preach he must, whether will hear him or forbear,

This assumption is utterly foreign to the simple facts of ministerial life. Preachers like other men must be selling Cuba \$12,684,000 worth of goods clothed and housed and fed. The time has long passed when a man can place sundals on his feet and a leathern girdle about his joins and, thus equipped, walk the world, or even the wilderness finds here her best market. As we are as did John the Baptist as an evangeligt. Neither is it possible for the preacher in these days, to support himself making tents as did Paul and foilow the profession of the ministry. As to being "called of God to preach," people these days have their own opinion about that, too, many men being far too reverential to believe that God

Why this foolish assumption in regard to the value of the necessity of naterial things? Did not the Great Teacher declare the laborer worthy of his hire? And is it not a fact that no man values that for which he is not required to pay? And do not ninetenths of all preachers who occupy pulpits, regard the street preacher very much as the real estate dealer who sits in a well appointed office, looks upon a curbstone vender of town lots as a sort of pariah in the profession? Finally, is it not always well to credit the community in which one lives and makes his living by preaching or otherwise with some discernment?

LOWER CAR FARES IN PORTLAND,

Seattle residents pay four cents for car rides. Some day the people of Portland will demand four-cent fares, but will receive answer from the Consolidated Company: "We can't afford it." Why?

Because the road is so heavily capitalized that lower fares probably would not earn enough money from the public to pay five per cent dividends on stock and interest on bonds. With the 'water" squeezed out of the \$6,000,000 apital stock, lower fares would yield egitimate dividends, but that's the reaon the stock was watered so that the fat earnings of the company might not

The water was injected by highly respectable and plous gentlemen of Portland, who paid the city never a cent for the street franchises, issued to build the car lines and then sold the franchises, the free gift of the people, Eastern investors for \$6,000,000, thereby binding the people for 27% years to pay dividends on a watered capitaliza-

The Eastern investors have paid their price, and naturally expect to get their returns. So let it be. But when the people of this city grow tired of payng five cents for a car ride when their neighbors in Seattle pay four cents, let them remember the men responsible for the public's thralldom. They who put their franchise graft through the City Council are now scheming to control the Legislature and the politics of the state, all the while posing as crierions of "righteousness" and benefactors of the public.

What their further franchise grabs re to be-that will come out later, The car lines in Portland are favored not only with the five-cent fare graft; their franchises are exempt from taxation. If the people of this city can't travel for four cents through their own streets on franchises which they gave away, their Assessor can reach the

franchises with texation.

The Bennington disaster as an in sident and a tragedy has passed into history. Its effects will be felt long n the homes that furnished the vic ims. But to the general public it has been superseded by the swiftly crowding events of the hour. The lesson, however, it is hoped, and believed, his

THE BENNINGTON LESSON.

A commission under the direction of the Navy Department is still working upon the matter in detail and it is carcely possible that the lesson will be lost to the navy and the country. Still it is urged apprehensively that the management of the Navy is strongly supported by tradition, custom and dignity, all of which resent criticism and change, The disceptive methods and efficiency of that valiant arm of the government are held to be changeable. "As it was in the beginning, is now and ever shall be," are words that fitly describe the traditions and customs of the Navy.

Secretary Bonaparte asked for a suspension of public opinion until after the findings of the official investigation now in progress are given. Accompanying this request was the assurance that no one in this connection would be whitewashed nor any one be made a convenient scapegoat. This request was proper, insofar as the accident that wrecked the gunboat was

as unaccountable as it was sudden The cause, however, was not from the first a'mystery. On the contrary, says the Independent, this disaster like several others that have taken place in the Navy of late years, "needs no investigation to disclose its underlying cause, nor will this obvious cause be made any plainer by the possible fixing of personal responsibility." This journal goes on to say:

Its well-spring is in the ill-considered Per inel Act of 1800 which abolished the corps sessed ever since steam became the chief notive power of warships, and substituted roung line officers of no special training or collisted machinists equally without experince in the management of warship engine The obvious and dangerous possibilities of that measure were argently represented to Congress. It was again and again showed to be fraught with disaster. It was pointed out that the calling of the mechanical engineer is wholly distinct from that of the sman-that the duties of sea officer and ea engineer were never combined, and that there is not a single steamship line in the world, much less a navy, where such amal-gamation has ever taken place, or where there is even a probability that it will take The navigating and engineer forces separate.

It is well known that the increasing complexity of the propelling machinery in vessels of war increases the necessity of specially skilled men in the engine-room. As urged by Park Benjamin, through the columns of the Independent, the naval engineer should no be merely a skilled mechanic but an officer highly educated both in theory and practice of steam engineering. All of this and much more of similar import was urged while the bill above referred to was before Congress. But the pull or the pressure was too strong; the measure was passed and by it the most complex mechanisms ever embodied by man in single structures were deliberately put into the hands of persons unskilled in their management. Plainly stated, the motive power of our warships, on which their efficiency and, in emergency, our national safety depend, was given into the hands of tyros | beria, and boys. Quoting again from the In-

dependent: We have now affost a dozen battleships and half a dozen armored cruisers costing from \$3,000,000 to \$7,000,000 each, also some 20 protected cruisers and monitors of the sec-ond rate and 50 smaller cruisers, also gunbonts, torpedo-boats, auxiliaries, etc.; in brief, a world-power navy. For sea duty on these we have now left of the old edurated engineers just 63 men. Saving these, the engine-rooms are filled with mechanics and young graduates from Annapolis-not trained as a naval engineer And every ship of which they are of the machinery is in peril all the time.

enormously through the investment of made the mistake of calling to the pul- the chief engineer of the Navy Depart- frenzied by race hatred. This disposal of the imagination. The Canadian Pa- milk out of a red wagon! I know!

ment, of the Bureau of Steam En- of the negro race, which Mr. Dixon, gineering and, of the Navy Depart- a Christian minister, not merely conment itself, but it is a far more scath- templates without a shudder but ad- great grain empire. There is a suging arraignment of the politicians who, in the face of the most earnest and solemn protest, pushed this bill through or religious fanaticism. The depopu-Congress in 1899. It is an arraignment of official incompetency at a vital point, and whatever the verdict of the speclal commission upon the Bennington disaster, public indictment will be returned on this ground. The graves at San Diego are mute witnesses in the case and if the evidence adduced by the disaster does not result in the repeal of an ill-considered and dangerous law, Congress will be guilty of "deliberately sinning against the light."

THE DOOM OF CHICAGO.

Scientists of late have joined in doleful chorus in regard to the doom of Chicago, They do not, like evangelists in the doldrums, assert that the city one day will be submerged because of its wickedness. Their observations are made in the most coldblooded manner possible and then conclusions are worked out with mathematical precision. And this is what they find:

The level of Lake Michigan has risen a foot within the last year and at this rate not more than ten years will elapse before all the low-lying sections of the city will be submerged. Professor Cox, of the Bureau of Meteorology of the National Government, has given special attention to the re-markable phenomenon presented by agrees with Professor Maury, of Conbia College, and others that the lake region is tipping toward the Mississippi Valley. He thinks, moreover, that if the process noted is not checked by some counter movement of nature man of course being powerless-only a few years will clapse before all the present city of Chicago will be added the floor of the lake that now washes its shores.

How far eastward this tipping proesa extends, scientists have not defiincluded, the list of its waters westward will inevitably affect the flow at Niagara Falls, and Buffalo, if that city is soulless enough to exult in the menace that is over Chicago, will enjoy a short-lived triumph over its great shipping rival, since Lake Eric, being deprived of its source of supply would become but a shallow pond or swamp, and in the course of natural process,

This situation is not a matter for humor, though ghastly jokes have been based upon it. It is a physical fact which may, at no distant time, revolutionize the physical and commercial conditions of a vast region, Chicago, it is said, takes the matter philo sophically, resolved to eat, drink and be merry today though possibly submerged tomorrow,

The tipping of the earth toward the Mississippi Valley is a matter of tremendous import to a vast region outside of Chicago. While it is idle to attempt to assess the agricultural, commercial and industrial magnitude of such a disaster, it may be well to give ear to the facts as disclosed by the observation of scientists and regard the conclusions submitted by them, at least as possibilities. The prudent man, says omon, foreseeth the evil and hideth himself. The prudent man, being enlightened by the mathematical catculations of the scientist, may readily foresee the evil that menaces a great city and a vast region by a movement that would drain the great lakes into the Gulf through the Mississippi River, But how he can escape the consequences-or as the wise man has it. "hide himself" from the evil-it is hard

NEGRO COLONIZATION,

The Rev. Thomas Dixon, author of The Leopard's Spots," revives the old scheme of negro colonization in Liberia as "the only rational basis" for solution of the negro problem. The matter deserves some attention, not on account of the weight or moderation of should, by competition, compel reguhis opinions, but because he represents a certain class of Southerners, for one thing; and also because of an increasing tendency in the North to acquiesce. from weariners or indifference, in the extreme views of reactionary negrophobes. As a matter of fact, the negro problem is largely overrated. That race numbers only 8,000,000 in the entire ountry, 2,090,000 less than our foreignborn population in 1900. Its annual increase is about 135,000, a little more than one-tenth of the number of foreign immigrants of late years. Their death rate, 30 per 1000, is not far from double that of the whites. More than three-fourths of all the negroes, 77 per cent to be accurate, live on farms. In no city do they form more than an insignificant fraction of the inhabitants. Washington, where they are most numerous, has but one in three; New Orleans has one in four, while New York City has only one negro in every United States by more than 70,000,000; in fifty years the difference will have increased to 136,000,000 at least,

Under these circumstances, to perceive an "approaching tragedy of ireconcilable conflict" between the white of imagination not very favorable to clear thought or accurate statement. But it is exactly that warmth of imagination which Mr. Dixon and many other Southerners possess, and their principal reason for expecting a race conflict is precisely the one which seems to the rest of us to make such thing doubly unlikely.

It is the progress of the colored race in wealth, education and self-respect which these extraordinary political thinkers are most frightened over What shall we do with the educated negro?" Mr. Dixon asks. "Do the ame thing with him as with the educated white man," the common sense of the country answers. "Give him a fair field and no favor and let him alone." But Dixon wishes to cart off the whole black race, rich and poor, illiterate and educated, willing and unwilling, to Li-

It is cruel, very likely, to laugh at the fits of hysteria a Southerner like Mr. Dixon falls into at the sight of a welldressed, prosperous negro; but how can one help it? As for the colonization Pacific Railway, places the wheat crop project, ludicrous as it is, the qualified Uncoln made it at one time almost re- last year. Conservative estimates do spectable; though, let it be remembered, not fall below 89,000,000. To the or-Lincoln never advocated colonization except for such negroes as freely de- intimation and still less knowledge of sired it. The monstrous proposal to tear 8,000,000 people from their homes and exile them to a foreign land would tive energy so wonderful presents poshave horrified that great and kindly sibilities of wealth and population that This is a tremendous arraignment of statesman as it must every person not soon retreat into the shadowy realm me 'cause I'm from the city.

parallel in the annals of brutal tyranny expulsion of the Huguenots, the exile of the Spanish Jews, were insignificant offenses against humanity compared with this tremendous scheme which Mr. Dixon's imagination plays with so ing freely whom he would transport to soon ask transportation to market. Africa: It is the entire race to the last

Individual. to Liberia free negroes only. William Upas tree." forth he consistently condemned colonization. Daniel O'Connell, the Irish Oregonian Publishing Company

had ever heard of. the gradual elevation of the lake and though he was puzzled to see how and bread and potatoes, and to pay funds and ships were to be found to taxes. That will do. transport them. Upon his recommendation, Congress appropriated \$100,000 in 1862 to begin the undertaking, and Lincoin actually made a contract with an Hayti, though nothing important re-sulted. Libcoln never particularly fav-trip at the expense of the Government. ored Africa.

In view of these facts it is interesting colonization "has never been tried." Certainly colonization as he wishes it has nitely determined. If Lake Erle be never been tried and, one may reasonably expect, it never will be tried, Lincoin's estimate of the expense of transporting negroes abroad was \$50 per head. For \$.000,000 people this would come to \$400,000,000; and this is the least item of the expense, since their property and business must be paid for unless we mean to rob them of their possessions as well as to exile them. But when one comes to figures, the folly of the whole project is too glaring,

> WATERWAYS AND THEIR OUTLETS. In the agitation for the control of railroads, the fixing of fares and freights on the reasonable basis, the enforcement of equal rights and privfleges, the public is apt to overlook comparative transportation by water. One of the chief considerations in cheap and safe railroading is that of grade, which in reality governs cost. But the water grade is the standard, and the more nearly the railroad conforms to that, the better does it fulfill

its essential function. The next consideration in transpotation is the relation of motive cost to freight and passengers carried. Here again the steamboat discounts the train. Another point is cost of maintenance, the liability to decay and deterioration and consequent accident. How better can this be escaped than n an open river? Contrast the cost of railroad and equipment with that of the steamboat which parallels its course. These simple observations being admitted, it is but natural that the open river should be the regulator fares and freights on the railroad wherever competition between them is possible. It is so in practice and all know and admit it.

On this basis it is just as logical, just as demonstrably right, for the people of the United States to demand from their government improvement of waterways, and fostering of river navigation, as it is to require control and regulation of railroads. For an alternative system of transportation which lation and reduction of fares and freights through the wide districts affected by waterway transport, how much should we be willing to pay, especially when such a system would be directly on national routes? Yet those possibilities exist now. Many river systems could not be

opened without excessive and unreasonable cost. The first question, therefore. In that facts on this head he extablished. But this having been accomplished it should be no longer a matter of petition, and appeal, and influence, to get the work done by the hands and the purse of the nation. The people at large surely have a right, an undeniable right, to the improvement of their waterways just as plainly as to the control and regulation of their raliroads.

How much more conclusively does all this reasoning apply to harbors and estuaries? Even were it logical to arseventy of its population. The whites gue that interior waterways are of today outnumber the negroes in the merely local interest, the right and duty of the nation at large to open, and keep open, the outlets and inlets of commerce with the great world outside this continent, is past dispute. Nor is this question now one of East and West. The Pacific is even as wide a and the negro races requires a warmth highway of American commerce as the

> At the seventh annual congress of Zionists held in Basie, Switzerland, last month, careful consideration was given to the offer of Great Britain of a tract of land of 5000 miles in East Africa for a self-governing Jewish colony. A committee had been sent to Africa to investigate the matter, and reported that the place was not adapted to the purpose for which it had been donated being swampy and unhealthy and accessible only by pagsing through a dense jungle infested with savages and feroclous beasts. After a long and heated discussion, the Zionists declined the gift with thanks. It seemed to some of them a national plan merely to get rid of Jews without the stigma of murdering them outright. The incident proves that there are times when it is proper to look the gift horse in the mouth, the Scriptural injunction to the contrary not withstanding:

President Whyte, of the Canadian of the Canadian Northwest this year approbation of such men as Clay and at 100,000,000 bushels, against 55,000,000 dinary mind, these figures convey little the vast bulk of wheat that the broad areas of Manitoba yield, A produc-

cific Railway was a moving factor in the occupation and development of this vocates with passionate zeal, has no gestion in this development that supports the demand for the construction of railroads in Southeastern Oregon. lation of the Palatinate was a trifle; the The railroad pushed ahead in and through Manitoba and brought fallow lands in touch with the markets of the world. The response to the invitation and opportunity is found in the inconceivably large figures that represent gally. It is not merely those consent- the enormous bulk of wheat that will

Little Billy Ladd, who inherited his The Colonization Society, organized father's property, and therefore is a at Princeton in 1811, purposed to ship great man, moves his so-called newspaper, subsidized with money got from Lloyd Garrison approved of it at the franchise grabs, to vilify The Orebeginning of his career. In 1822 he gonian. He does it through nameless made a speech advocating the project, subs and scrubs and jours whom he though he remarked even then that it can hire; but it deceives nobody. Litwas merely "plucking leaves from the tle Billy Ladd is great-in his an-Six years later he had cestors. Through his nameless hirepenetrated to its real object, which was lings he takes particular delight in to get rid of the influence of the free attacks on The Oregonian. But it negroes upon the slaves, and thence- doesn't signify; it doesn't matter. Never before was the business of The patriot, said of the society that it ad- parable with its business of today. Litvocated the most ridiculous scheme he the Billy Ladd would better operate his little tin-cup The abolitionists were divided upon Oregonian alone. He and his group will the subject. Henry Clay and most of work up no more \$6,000,000 franchise the liberal-minded Southerners of his grabs in Portland. They print their day approved it. Lincoln, appalled at monopolistic, plutocratic, holler-than the hosts of helpless negroes whom the thou organ in vain. The Oregonian is events of the war were turning loose not making this year any six millions upon the country, saw in colonization of dollars, as franchise grabbers do: a temporary and partial remedy, but it is making enough to buy beef

The Providence Journal thinks Secretary Wilson was indiscreet in trying to explain why he sent his son adventurer to transport 5000 negroes to Jusper on a mission to Alaska that But for this attempt, few would have given the matter any attention. It is to read Mr. Dixon's statement that perhaps true that the Secretary of Agriculture might have obtained, at the cost of a few cents in postage, from government representatives already in Alaska, all the information contained in the report that his son turned in, accompanied by a long expense account. It is cited furthermore that while the young Mr. Wilson was making his pleasure tour of Alaska he was drawing salary for duties supposed to be performed in Washington. The public, however, is a cheerful, even stolid pardon bearer and has, withal, a short emory, "Hence petty grafts of this kind, illustrating nepotism and official greed, do not greatly move, either to contempt or indignation,

> The peace conference between representatives of Russia and Japan seems to have been premature. Russia, though having "suffered reverses," as Mr. Witte acknowledged early in the conference, had not been whipped until it was ready to cry "enough." Russia does not, indeed, admit that it has been worsted in the great game of war and is astonished, seemingly, that Japan thinks liself victorious. Under such circumstances the terms of peace offered seem monstrous. Any schoolboy, who, though down and at serious dis advantage in an encounter, is still full of fight and anxious to deal blindly any number of blows to the fellow on top, can sympathize with and under stand Russia's deflant spirit at this time. Whatever the soldiers affeld or He told how he'd go to the city some the sallors affoat may think, it is plainly evident that, in the estimation of the officials of the Empire, Russia has not been whipped.

> The thrifty hopgrowers who refused 31 cents per pound for their product last Fall, because the consumers "had And he talked about that till his voice to have 'em." are now unable to secure 20 cents per pound. The situation admits great possibilities for speculation as to what caused the slump. Did the world drink less beer? Did the brewers substitute; something besides hops? or was there a flaw in the line of reasoning which made it seem that the consumers "had to have 'em? About all that the grower can get for the missing II cents per found is some excellent food for thought, and ever that will not pay the pickers.

The new system of transporting insane patients from and to the insane asylum at Salem has been in operation three months and on the score of econnew law provides for escort by asylum attendants for the insane, instead of sheriffs and deputies. As a matter of humanity and common decency insane women should be in charge, during the journey to the asylum, of com petent persons of their own sex. The improvement in this particular will be largely a matter of unwritten history, but it is no doubt the chief feature to be commended

Acclamations over the national as sembly authorized by the Czar need not be excessively jubilant. It is a "consultative" body merely; and this means, in the long run, that it will be a cipher. The Czar can give it significance when he likes; at other times it will be of no consequence. He is to organize the lower house himself. In fact, t has all the appearance of one of those imitation reforms with rulers when hard bested please the imaginations without much increasing the liberties of their people. The South has grown in grace since

the days when it resented Federal control of local conditions so hotly and was ready upon the elightest pretext to fight for state sovereignty. Witness the willingness with which Louisiana and Mississippi accepted Federal control of vellow fever within their limits. Back in the state of Maine, they are scouring the country for \$50,000 to build

monument to Thomas B. Reed. Only \$15,000 had been secured at last ac counts. Tom would not have permitted his friends to be thus dunned. What prophet six mouths ago could have foretold that there would be a demand for Federal supervision of life

young man's folly can not easily be And it has been but a few years since the man whom Mr. Witte represents at personal character. Portšmouth proposed universal, per

manent peace. The Czar is to convoke a douma or national assembly-no doubt a "packed convention" of bureaucratic delegates.

He Wasn't Green.

Washington Star. Parmer-Wanter see me milk ther cow? The City Boy-Au gwan. You needn't kid Dey gets him!"

OREGON OZONE.

The Plea of the Poets. O Mr. President, dear Mr. President,

Won't you review my books? cannot get noted, or copied or quoted, Elther by hooks or by crooks.

Now Mr. President, good Mr. President, Please, won't you come to my ald? Boost me a little-just one Jot or tittle, Then will my fortune be made (Signed) ALL THE POETS.

Jack Was Very Wary.

The Souvenir Lover and the Noise Hater were passing through the Manufactures building at the Exposition The Souvenir Lover carried an armful of junk. She bade the Noise Hater, who was her husband, pause with her at a booth from which several megaphonic funnels were pouring forth last year's songs in cracked voices.

"Oh, Jack!" she cried, "just look at that sign; it says, 'Register Here and Get a Chance on This \$75 Phonograph, with Fifty Choice Records.' Let's register.

'Not if I know it," said the Notse Hater, preparing to move away. "Why not dear?"

Because-we might win the blamed thing."

The Joke Turned.

Friday evening a crawfish dinner was given by a party of Portland people in mor of a visitor from the East. Just before the hour for the assembling of the diners the lady in charge of the affair met a gentleman whom she wished to invite.

"Oh, I'm so glad to find you!" she cried; "we're going to have a crawfish dinner, and I've been trying to catch you all day." "You are going to have a crawfish

dinner? "And you have been trying to catch

me?" "Yes, sir,"

"Now, madam, since you have caught me," said the gentleman, "how are you going to serve me-h-ot or cold, botled or scrambled?"

The victim of the intended joke surveyed her tormentor scornfully for a second and said, coldly;

"I think we'll have to serve you cold, for if we boiled you our guests would be disappointed, inasmuch as we have assured them that they will get crawfish.

"And why so, pray?" inquired the joker, somewhat puzzled. "Well, you see, they would mistake you for a lebster."

McSwack's Lack.

Silas McSwack was a wonderful man, Built on a somewhat superior plan. When Si was a boy His particular Joy

Was talking of things he was going to He never got busy, somehow, though

It's true He had some ideas of marvelous force And talked about them till his talker

was hourse. Oh, a thinker was Si, and a dreamer was Mack-

But never a doer was Silas McSwack. Young Si sat around on a barrel or box And talked to the grocer-a patient

oid ox: And make so much money 'twould

cripple a dray To haul it around,

Yes, Silas was bound To leave the old town and get gorgeously rich.

got a stitch He was going to do, Yes, guing to do, But somehow he didn't, although it is

His notions were great; yet a sort of a lack

Of deeds was the trouble with Silas McSwack When Silas was thirty his voice was

so strong It sounded as loud as the old dinner gong At the Railroad Hotel, where as usual

Sat watching the trains go a-thundering by:

But get on the train He did not-though 'tis plain He intended to do it and go und get grent.

He talked of the time when the pride of the state He would be, and the natives would welcome him back. He was going to do, but he didn't-

not Mack. In time-as was natural-Silas grew But still he talked on in his wonderful

way. Though his voice it was cracked And his talking it lacked More or less of the vigor it had in his prime:

was waiting-was biding his time. And his time came at last, and they

carried him off in A hearse, and the township provided the coffin He departed at last, but he didn't come

back: And there's where he falled-poor old Silas McSwack! ROBERTUS LOVE.

Southern Praise of Roosevelt.

Richmond, Va., Times-Dispatch. One day we see him as President of the United States, receiving the plenipotentiaries of Russia and Japan and performing the highest functions of diplomatic Gov. ernment with all the pomp and circumstance of high official life; the next day we find him as a simple, faithful Christian man, standing before a little gathering of 200 persons, how to live here and how to prepare for the life hereafter. The man is an inspira-tion and he is doing a work of civic rightsousness which few men in that position have done since the Republic was found-It is worthy of note, espe insurance business? The result of one ed. a Democratic newspaper which is radi-cally opposed to the President's politics and which fought him with all its might in the last campaign, is not only willing, but gratified to pay this tribute to his

In Extremis.

First Official—Say Bill, Higginbotham of the canal board is in trouble. They say he stole up a ship-load of dredges, set fire to a lodging-house, beat his wife senseless, and poisoned a couple of au-ditors. I'm afraid he'il lose his job. Second Official-Oh I guess not. That'll Well, the President has exonerated

"No! Gosh, is it as bad as that?"