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THE WEATHER

Washington, Oregon and Idaho—Fair.

OUR PECULIAR PROVINCE

There is not a single tenable reason why the Port of Astoria bill now pending for adoption by the people of Astoria should not be voted for by every citizen here.

Tillamook has her port charter from the State and is making excellent use of it, in the way of setting up improvements and carrying on the work of disposing its shipping.

The Port of Portland is stretching its long and powerful arm down the Columbia, armed with extraordinary facilities for negotiating our position and rights as a marine establishment.

PROVEN INCAPACITY.

If, to plunge a city into vast and unwarranted debt exceeding not only its charter latitude in this grave premise but transgressing the normal credit of the community and involving the integrity and business acumen of this people, then, indeed, the 'Citizens' administration has done excellently well.

If, to inaugurate and prosecute a long string of arbitrary and confiscatory street improvements, in a reckless and irresponsible manner, with a fair share of them showing distinct and indisputable evidence of having been deliberately, negligently done; if the coming record of a thousand deeds in delinquency on these improvements and the illimitable difficulties that will ensue in

Washington Letter

WASHINGTON, D. C., Dec. 1.—Waller Page, Director of the Office of Public Roads of the United States Department of Agriculture, who was named by President Roosevelt as head of the American Commission to the recent International Roads Congress at Paris, returned to Washington a few days since, firm in the belief that in some of the more scientific branches of highway construction the United States has nothing to learn from the Older Nations.

Among the many things which especially impressed Mr. Page during this European trip were the methods for regulating automobile traffic in France and England; the belief of a majority of the delegates in the Roads Congress that the automobile running at average speed is not detrimental to highways; the splendor of French hospitality; the discovery that many miles of very satisfactory highways in England have been constructed by mixing limestone and granite after the methods set forth in publications issued through the United States Office of Public Roads, and the amusing discussion now being carried on by English automobilists against horse traffic in city streets and upon suburban highways.

It is his belief that from the Congress itself at least one big result will flow—and credit for that must go to America. On a suggestion by Mr. Page, it was determined to create an International Bureau of Roads, similar in some respects to the International Bureau of Navigation. This body will consist of two or more delegates from each of the

that, in the end, far transcend the sum of any loss likely to inure from failure. As between fire and failure any normal man will quickly choose the hazard of failure; but to be robbed, openly, brazenly, without either of these climaxes, simply in course of payments made on a business basis, and because other and ameliorating companies and conditions are barred from the State, is an outrage that will not be countenanced here very much longer.

Mr. Rockefeller's theory of his millions is that, like Topsy, they just growed.

The kaiser is adding to his laurels by showing that he can be a good listener.

The latest estimate of this year's products on the farms is \$7,500,000,000. Does farming pay? If not, why not?

Our consular agents in Greece report that the olive crop is small. Uncle Sam's domain will fill the gap. The American olive is rapidly improving.

The publication of campaign contributions after an election will attract little notice. Their publication during a campaign can be used as a basis for slanderous misrepresentation.

So far as America is concerned, Count Boni de Castellane has greatly prejudiced the case of the duke of Arbruzzi. In matrimonial affairs the scion of some noble American alfalfa domain is preferable to any lord or duke.

When is an interview not an interview? It is hard to tell in the kaisers case. Nothing material that he wanted to say seems to have been suppressed.

Porto Rico reports the most prosperous year in its history. From the first landing of Uncle Sam this island seems to have resolved to wear a smile that won't come off.

29 governments represented at the Congress. Its purpose will be the collecting of all possible information on road work, the passing on it by a Committee of experts, and its distribution throughout the world.

The ultimate benefits of so far-reaching a move cannot now be estimated, but the world will some day carry a heavy debt of gratitude to the government whose highway representatives conceived the thought of such a Bureau, and brought to its support the delegates of every civilized country on the globe.

Credit must go to Mr. Page for the proposed erection of a memorial to M. Tresauget, the great French highway engineer who was the originator of the modern French system of road maintenance, and who began the building of the incomparable system of highways that has made France famous as a road-building Nation.

Asked what plans France had made for the visitors, Mr. Page said that he had been amazed at the manner in which the Republic had planned for the comfort and the entertainment of the delegates.

Among the functions was an elaborate reception at the Elysee Palace where the National delegates were received by President Fallieres. The sessions of the Congress were held in a vast auditorium at the Sorbonne; the various sections meeting in rooms especially furnished for their comfort and convenience at the Salles du Jeu de Paume in a corner of the beautiful garden of the Tuileries.

Beside the official reception at Elysee Palace, there was a special theatrical entertainment given at which a famous French actress recited a poem specially written for the occasion; a reception at the palace of the Minister of Public Works; another at the magnificent Hotel de Ville; side excursions to Fontainebleau and Nice; and a luncheon at the beautiful Palace at Versailles.

This latter function was of special interest to many Americans because of the historical associations lingering about the magnificent palace. The luncheon was served in the superb orange room, and when the delegates, to the number of over 750 had taken seats, the fountains which form the great decorative features of the superb apartments, were set playing, a tribute by France to the visitors, for it is only on rare occasions that the water is turned into this chain of basins.

At the reception at the Hotel de Ville the visitors were also treated to scenes of splendor foreign to American ideas of simplicity. A regiment of the picturesque uniformed Chasseurs of the French army were detailed to stand at attention, one on either end of every step of the grand marble staircase down which the delegates passed; and thence to double rows to the state dining rooms and grand saloons. Gratifying and impressive as were these examples of almost royal hospitality, the chairman of the American delegation found more of interest in the perfection of the system of roads with which the Republic is provided and in the systematic method of maintaining them to the highest degree of efficiency.

No better macadam roads are built in France that can be and are built in this country; but the maintaining of these roads is attended to with the utmost care, and for that reason the highways are invariably in such splendid condition that they excite the envy of American visitors.

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Page spent some days in England in the company of some of the famous highway engineers of the Empire, examining roads throughout England. It is his belief that England has arrived at near to the solution of dustless roads—the resolute day problem of all highway engineers—as any nation. Her engineers have given the use of bituminous materials for spraying macadam roads the utmost thought and care.

So firm are the highway scientists in the demand that these conditions not merely maintain but improve, that the first fight against the horse has been taken up by the automobilists.

When the motor car began to come into use, the teaming interests of the world were strong. They berated the automobile in unmeasured terms; said that it was a menace to the public and to the horse; that it endangered life and limb; in fact advanced every argument against it that from time immemorial has been advanced against the advent of every great invention or civilizing influence.

Mr. Page was especially impressed by the laws regulating automobile traffic in practically all portions of France and England. Unlike the laws prevailing in nearly every section of this country, the motor car restrictions of those countries are framed for the purpose of stopping reckless driving and the officers responsible for their enforcement are not restricted as are American officials. No speed limit provisions are incorporated in the laws of France or England. If in the judgment of an officer, a motor car driver is reckless even if proceeding at less than eight miles an hour, he is subject to arrest.

AMUSEMENTS.

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