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in by the correspondents since they discovered that in a fight with America the mikado would have the active aid of the Gumbur of Mars.

LET'S HEAR FROM GRANGES.

IT WOULD be particularly pertinent and in order for the granges of Oregon to express themselves not only on the subject of the improvement and opening of waterways in general, but just at this time in favor of free locks at Oregon City, and of such steps by the government or the state or both as the farmers think best to be taken. The farmers have a peculiar right to be heard on this subject, and they can speak effectively through the granges, as they have on other questions. A strong, earnest, well-expressed plea on the part of the granges should have weight in congress and in the Oregon legislature. All legislators are friends of the farmers, or say they are; so tell the lawmakers what you want with reference to this matter.

The granges all over the country are among the strong and reliable forces that are pulling for greater appropriations for rivers and harbors, and the Oregon granges can make a special plea for an appropriation for relieving the Willamette river of the freight toll at Oregon City.

And if the granges think the state should act in the matter let them say so, and say how. If the state did no more at present, it might at least cause a survey of the east side site to be made, with a view to making locks there, if purchase of the existing locks could not be made at a reasonable price. Perhaps the state should do a good deal more than this, especially as such action might influence congress to act in conjunction with the state. What do the granges think? Lawmakers in Washington and Salem should hear from them.

THE PATRICK CASE.

GOVERNOR HIGGINS has announced that he will commute Albert T. Patrick's death sentence to imprisonment for life. This will give Patrick's attorneys and friends prolonged opportunity to convince the authorities that he was convicted on insufficient if not perjured testimony. Patrick's alleged victim, a rich, decrepit old man, William Marsh Rice, has been dead over six years and two months, and Patrick was arrested within a month after Rice's death. All this time he has been in jail, and has several times been apparently almost "up against" the electric chair, but he will yet die a natural death. While in jail he married his former landlady, and her persistent efforts in his behalf have not been in vain. Among his attorneys have been ex-Governors Hill and Black, ex-Senator Lindsay, ex-Judge Olcott and others; and men prominent in public and private life, among them ex-President Cleveland, have urged the probable injustice of the sentence. Many physicians have united in an appeal for reversal or clemency on the ground that the evidence was not proof of his guilt. The principal witness against him, Rice's valet Jones, has been proven a man unworthy of belief. It is one of those cases where the probabilities of guilt are strong against the accused, yet admit of a "reasonable doubt"—though the courts have uniformly sustained the verdict against Patrick. If Patrick is guilty, he will have been severely punished; if innocent, no reparation for his long and perhaps life imprisonment can be made. Such cases are not infrequent and men are hanged or acquitted and the world never finds out the truth as to their guilt or innocence.

EUGENE'S OPPORTUNITY.

THERE is merit in the contention of the Eugene Guard in another article reprinted in another column. An ultimate aim with reference to the Willamette ought to be to render that stream navigable to Eugene. The possible in the line of making rivers navigable is unmeasured. What the hand of man has done in this respect is observable in the growth of the Great Lakes commerce from the little schooner of a few hundred tons to the 15,000-ton steamer. Artificial aid to the Thames has made London accessible to huge ocean-going steamers and lifted Manchester commerce from nothing to hundreds of millions annually.

In the case of Eugene not a lack of waterflow, but rather snags, shoals and other obstructions, possible of removal at little comparative cost, are the barriers to steamboat navigation. When the Oregon City locks are made free, it will be of vital importance that the navigability of the river shall extend to Eugene so that important city may share in the benefits of the removal of the 50 cents per ton differential which the lockage fee gives the railroads. If plans for such an improvement are not at hand, provision should be made at once by congressional appropriation for an immediate survey. The Eugene people should be leaders in the enterprise, and, in speeding it they ought to be clamorous advocates of an open Willamette as a first step toward an improvement which, as the Guard well says, means so much to the future Eugene.

And in all the message not a word about the tariff! Does the president really suppose the subject can thus be suppressed and put out of the people's minds.

The president's views on injunctions are very reasonable, if not very specific. He thinks injunctions have been far too often sought and granted.

A Little Out of the Common

THINGS PRINTED TO READ WHILE YOU WAIT.

Beginning of Steam Navigation.

D. Warren de Rossy, Shawmut, Pennsylvania—The value of steam in navigation was demonstrated by Denis Papin in a model steamboat on the Fulda, near Cassel, in 1771. This was soon destroyed by a mob of boatmen. Jonathan Hulls of London, England, set forth the idea in a patent obtained in 1784. Bernoulli experimented with a steamboat using artificial fins, and Genevieve with one using the duck's foot propeller in 1787. In 1785 M. Ferrier navigated the Seine with a small steamboat, and in 1788 Claude Comte de Jouffroy constructed an engine which propelled a boat on the Saone. In America James Rumsey of Shepherdstown, Virginia, invented a steamboat propelled by a steam engine expelling water through a horizontal trunk opening in the stern in 1783.

John Fitch of Philadelphia launched a steamboat worked by vertical paddles, six on each side, on the Delaware river in 1790. The first practical steamboat, the tug Charlotte Dundas, was built by William Symington, and tried on the Forth and Clyde canal, Scotland, in 1802. Robert Fulton, in connection with Chancellor Livingston, United States ambassador in Paris, built a steam paddle boat, 60 feet long, which was tried on the Seine August 8, 1801. John Stevens of Hoboken, New Jersey, built a steamboat with twin-screw propellers and an engine supplied by a fusibler in 1804.

Fulton's steamboat, the Clermont, 90 tons, ran from New York to Albany in 32 hours in August, 1807.

Shakespeare and the Lemon.

From the New York Times. Those who regard up-to-date American slang as being the very quintessence of modern wit will be pained to learn that one of their most cherished and overworked expressions, the reference to the "lemon," is at least 300 years old, being found in the works of no less a writer than the immortal Shakespeare himself. In act V, scene II, of "Love's Labor's Lost," where the pageant of the Nine Worthies is being played before Biron and his merry companions, who "loak" the actors to their heart's content, the following colloquy occurs:

Armando (impersonating Hector in the pageant)—The armpit of Mars, of lances the Almighty, gave Hector a gift—Dumain (interrupting)—A gift nutmeg. Biron (ditto)—A lemon. Longaville—Stuck with cloves. Dumain—No, cloven.

It seems to me that the authors of our slang expressions might at least give credit where they received their inspiration.

Cesare Lombroso's Birthday.

Cesare Lombroso, probably the most famous alienist in the world, was born in Verona, December 4, 1835, was educated at the University of Turin, where he has been professor of psychiatry for

ed, and that they should be limited to extreme and manifestly necessary cases, but that this remedy should not be abolished, and people generally will coincide with this opinion.

It is still intimated that Secretary Shaw entertains designs on the Republican nomination for president. What a tremendous bump of egotism that man must have.

After the colored people have read the president's "roast" of lynchers they may be almost willing to forgive him for firing the colored battalion of soldiers.

The Salem Journal wants a new name for the proposed Willamette valley electric railway lines. Why not call them the twenty-first century lines?

If it were certain that the Japs would take the Philippines, it might be well to go to war with them to that extent.

It is announced that John Alexander Elijah Dowie is insane, but there certainly is nothing new in that.

Senator Foraker continues to believe that this country will not be happy until it gets him for president.

Oregon's delegation in the lower house of congress is inconspicuous by its presence.

35 years. His fame rests chiefly upon his investigations regarding criminals and their mental qualities, peculiarities and defects. On this Lombroso is undoubtedly the greatest living authority. The celebrated alienist has been honored by medical and other scientific societies of Europe and America, and his writings have been translated into many languages.

December 4 in History. 1642—Cardinal Richelieu died. 1782—Washington bade farewell to his officers. 1785—Thomas Carlyle born. 1828—Earl of Liverpool, British premier during the war of 1812, died. Born June 1, 1750. 1861—John C. Breckenridge expelled from the United States senate. 1896—King Kalakaua of Hawaii landed at San Francisco.

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He Ended the War With Spain

Opinions differ respecting the military genius of the late William R. Shafter, but even those who deny him the possession of great skill cannot deny that he took Santiago de Cuba and ended the war with Spain. In war as in peace it is results and not theories that count, says the Chicago Chronicle.

General Shafter was not a diplomat nor an army politician. Up to the beginning of the Spanish war he was unknown beyond the limits of the regular army. He had no "pull" and he was neither aggressive enough nor adaptable enough to further his fortunes at his own department. When he was placed in command of the Cuban expedition it was not his prominence but his lack of it that won him the assignment. He was regarded as a man who would go ahead and do what he was ordered to do without cherishing any hopes or expectations of political reward.

The event justified the judgment of those who selected him. Shafter embarked his army upon a truly a most perilous adventure without interposing any difficulties or offering any suggestions. He was told to go ahead and take Santiago and he went ahead and took it. He was told to go ahead and take the city and he did so. He was told to go ahead and take the city and he did so. He was told to go ahead and take the city and he did so.

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BIRDSEYE VIEWS OF TIMELY TOPICS

SMALL CHANGE.

But there can be no trial basis. Trial divorces are already quite frequent. Well, there's nothing the matter with good turkey hash. A perceptible decline in paper railroad building is noticeable. It certainly is time for Harry Thaw to get another additional lawyer.