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MONDAY, OCTOBER 14, 1901.

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THE BIBLE A LITERARY CLASSIC

In an address before the students of Whitman college, the Rev. G. W. Fender advocated the introduction of the Bible as a text book in the public schools, upon the ground that it is a literary classic. The Rev. Mr. Fender is in the right in this advocacy. The Bible is a classic. It contains products from poets as lofty in conception, as beautiful in imagery, and as finished in diction as any that have graced the page of literature. It has romance rivaling those of secular masters of the art of story telling. It has dramatic work that would charm a modern audience. It has history upon which is based all other history. And, in the teaching of the higher principles of living, it is the recognized book of ethics.

But, the Bible should be introduced in the public schools, not as a religious authority. No churchman has right to ask this. The public schools are the institution of all the people, theist and atheist, believer and agnostic. All have equal rights as to the constitution of the system of public education for which they pay in taxes for maintenance.

Furthermore, the Bible will make its own way when placed beside other literary works. It needs no bolstering up by the sometimes over zealous, who, in insisting upon its reception in the schools as a religious textbook, thus antagonize all who do not accept it as an authority on subjects pertaining to divinity. It should be in the public schools for just the reason why the works of William Shakespeare, of Sir Walter Scott, of Chaucer, of Dante, of any acknowledged writer of classical literature should be there. It should be studied for its beauties as a work of literary art.

When such a demand is made, no rational man will object, just as no rational churchman would protest against the study of some of the writings and addresses of Robert J. Ingersoll as models of rare English diction and products of rare eloquence in the expression of thought.

The man who has not read parts of the Bible has not been liberally educated. He is equally lacking in knowledge of the world's best literature if he has not read the plays of the Bard of Avon.

FACTS AGAINST SCHLEY

The Schley court of inquiry has proved these damning counts in the indictment against the old sea dog—that he licked the Spanish fleet under Cervera; that he lost not one ship nor one man in so doing; that he exercised his own discretion, technically disobeying orders, and thereby insuring victory; that Sampson was not present at the battle of Santiago, arriving after the action ended; that Schley said "Damn the Texas," thereby injuring the feelings of a monstrous engine of naval war; that he was somewhat stirred up and slightly agitated at the prospect of a big fight, and did not lie in a hammock and smoke cigarettes and allow the whole fighting business to take care of itself. And the inquiry has revealed the fact that there was a splendid agreement among the commanders of the other vessels to keep from Schley all knowledge and information that would aid him in conducting the greatest naval battle ever waged. These damning revelations as to Schley should compel that he be drawn and quartered and hung up piecemeal at the yardarm of the Brooklyn, his flagship; and that Sampson, who wasn't there, be given the credit of the victory.

If the inquiry, upon the presenta-

tion of the government's case in prosecution, have already shown these facts clearly, and careful readers certainly draw just such conclusions from the testimony of the prosecuting witnesses, what in the name of the god of naval warfare will be shown by the time the defense has concluded?

HANNA'S DOCTRINE.

If, as the New York Post's correspondent avers, Senator Hanna proposes to frighten President Roosevelt into a different course than that announced for the southern federal appointments, he will have reckoned without a just estimate of the man in the White House. Mr. Hanna enjoyed the confidence of the late President McKinley and could exert an influence upon him that will be lost when directed towards Mr. Roosevelt. Another essential element in the situation is the conceded pugnacity of the new chief executive. Threats will not drive him from the pathway he has mapped out.

Still again, Mr. Roosevelt is right in his southern policy, and will have the American people behind him. "I propose to appoint republicans in the south when fit republicans are available. Otherwise, I shall appoint democrats." This is the doctrine that is distasteful to Mr. Hanna. Certainly Mr. Hanna can justify his opposition only upon the Simon-pure argument of the political spoilsman, who says that a bad republican is better in office than a good democrat. Such a doctrine is not pleasing to the better element of our citizenship. It is for ward heeled and machine jobbers. It is repugnant to all others.

A VIEW OF BOER WAR.

Frederic Harrison drew a gloomy picture of the South African situation in presence of a large and thoughtful audience at Newton Hall in London the other night. Every seat was taken and every foot of standing room occupied. Contrary to expectations, no sign of opposition developed. Instead the assemblage manifested its sympathy with the orator. The applause was frequent and there were continual exclamations of assent.

Mr. Harrison asserted that England was being slowly bled to death while the government systematically suppressed the truth and diffused deceptive reports. He said: "Four successive attempts have been made in four successive centuries to accomplish what we are trying to accomplish in South Africa. All have failed. Philip II of Spain, in the sixteenth century, possessing unequalled naval and military forces and backed by the undivided patriotism of the Spanish people, tried for eighty years to subjugate Holland, only to bring disaster on his own country and to stimulate Holland to great feats of national progress.

"In the seventeenth century Louis XIV of France took up the task that disenthroned French monarchy and almost wrecked France. He and Holland continued to flourish. George III of England, in the eighteenth century, tried the policy of insolence and nonconcession upon our American colonists, driving them out of the empire and bringing vast loss and humiliation upon ourselves.

"Napoleon III of France, in the nineteenth century, sacrificed 100,000 Frenchmen in an attempt to fasten French supremacy on distracted Mexico, but that country, despite its distraction, rallied to the standard of nationalism and set at naught the far mightier strength of the invader.

"This story teaches us unmistakably that our white people, however great and powerful, cannot politically annihilate another. On the contrary, small, hardy nationalities thrive under tyranny and attack, while their assailants either quit the struggle or sink into exhaustion and confusion.

"We must hold out something to the Boers besides subjugation, or no Englishman now living will see the end of the South African war. I warn my fellow patriots and I

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With the government that no such peril has confronted us since the Napoleonic wars. Whither shall we turn for men to pilot us out of our sore and narrow straits? I know not! Let us hope that the nation's language will call forth leadership such as this emergency demands.

Indignation at the government's ineffectual manner of making war in South Africa blazes forth nowhere more fiercely than among the industrial and commercial classes. With one voice the trade journals call upon the cabinet to act or abdicate. They hurl anathemas at the Cecil family and warn Mr. Chamberlain that only a vigorous and successful prosecution of the war can save his personal reputation.

However, these organs stand staunchly by the policy of British supremacy in South Africa and demand that the war be pushed to a conclusion with all possible haste, regardless of cost. They assert that the prolongation of the war is not only ruining South Africa but is killing the trade of Great Britain.

THE TWIN SEAPORTS

The following is from the Astoria News and is a rational discussion of the problem of the relation to be maintained between the two towns: "The first truth, in the problem of Portland's interest in using this port as her own, is that she can do so without any fear of making Astoria her commercial rival.

The central fact that establishes that truth is a geographical one—that all the water levels of the Columbia converge at Portland near the mouth of the Willamette river. On this great fact of nature is founded the truth, in transportation, that all seaport lines bound for Astoria, must, on the laws of gravity, pass through Portland. A line from Walla Walla, for instance, must come here through Portland. So, a line from any other point east or south of Portland—from any point in the inland empire—must on gravity pass through Portland, the great inland metropolis. Of course, a line from Ontario in south eastern Oregon might come through Salem to Astoria but on business principles, the freight line of such a road would go via Portland on its way to the seaport. The gravity route would compel that route as a matter of dollars and cents. Practically, then, all freight lines bound for Astoria, as the seaport, must go through Portland.

On this great fact in transportation is founded the law of commerce that a buyer in the inland empire, wishing to trade in Astoria, would have to pay a pro rata freight more than if he stopped in Portland. This rule, on continuous lines, is a settled one in railroading. The railroads do not have to give Astoria a common point with Portland in order to share in her traffic, which necessity is the foundation of the common point rule. On this rule, the Portland wholesale merchant would have no rivalry from the Astoria wholesaler for the trade of the inland empire. It shuts Astoria out of that business entirely. This applies to mercantile trading only. It means that the Portland merchants will have a monopoly of that inland empire so far as Astoria merchants are concerned. The question of the manufacturing trade for the inland empire is a different matter. So, too, as to the saw mill business. But as applied to the mercantile trade, it is clear that Astoria, as the seaport, could not become Portland's commercial rival.

From this premise, it follows that the commercial interests of Portland can use this port without any danger of rivalry from Astoria merchants. They should, therefore, look upon this port as their own and use it so that Portland's commercial supremacy in the west, especially in the northwest shall be assured. Its use by Portland would, as will later be pointed out, give her the lead of all other cities on the Pacific coast. It means passing on to that discussion, it will be proper to consider the manufacturing relations of the two cities including saw mill and other industries peculiar to this port.

Viewed from a mercantile standpoint, then, Portland and Astoria are twin seaports, having common interests and a common destiny.

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I had Catarrh about 15 years, and tried during the time everything I could hear of, but nothing did me any good. At last I came to the conclusion that Catarrh must be a blood disease, and decided to give S. S. S. a trial. I could see a little improvement from the first bottle, and continued it three or four months, or until I was cured. Have not taken anything for six years, and am just as well as I ever was.—M. MATHISON, Lapeer, Mich.

I had Catarrh so bad was entirely deaf in one ear, and all the inside of my nose and part of the bone sloughed off. The physicians gave me up as incurable. I determined to try S. S. S., and began to improve at once. It seemed to get at the seat of the disease, and after a few weeks' treatment I was entirely cured, and for more than seven years have had no sign of the disease.—MRS. JOSEPHINE POLKILL, Due West, S. C.

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