

LEADER'S EDITORIALS

Now that the Conservatives are to power in England their warlike utterances, will doubtless be somewhat modified.

Bourbon Democrats are now taking great interest in mail matters and are very slow in making allowances for mistakes.

Those who voted for the nefarious fence law for Eastern Oregon will be duly remembered if they ever hob up serenely for office.

Lon Cleaver of the La Grande Gazette lays down the pencil to take up the forces. Mr. Snodgrass takes editorial charge of the Gazette.

Political friends—disinterested of course—of Judge Yocum of this county are said to be secretly at work in Union county circulating a petition for the removal of Register Swackhamer and the appointment of Judge Yocum.

It will be a great relief when this season's wheat is sacked for shipment. The LEADER has an abiding faith in the productiveness of this county and its special adaptation for grain growing, and never expressed a doubt about a bountiful harvest. But after being bored about the excessive drought, the liability of rust, and the thousand and one vague and groundless fears of chronic pessimists, it will actually be a relief to have a successful growing.

That distinguished citizen of Oregon, Hon. J. H. Mitchell, hastens to inform the dear people of his adopted State that there was nothing premeditated or prearranged in the evasions tendered him in Southern Oregon; that it was simply the spontaneous outburst of long pent-up enthusiastic affection, irrespective of party affiliation, of his ardent admirers. We are glad those who are glad of Southern Oregon have been relieved. The Oregonian should read them one of its ponderous homilies on propriety.

There is no relaxation in the demand for places under the government. Chiefs of departments and bureau staff find their time almost wholly occupied in considering applications for appointments. The Interior Department seems to be the objective point for most of the office-seekers. This must be a splendid place in which to study character. Hundreds of men and women in all their varying moods, attempting to appear at their best and probably appearing at their worst, are objects of interest.

The Living Church truthfully remarks: "Christianity is not responsible for fanaticism. The essence of evil is a destruction of the rational balance of things. In seeking to restore that balance, Christianity demands of its followers, moderation, temperateness, abstinence from extremes. Between excessive care for the body and exclusive concern for the soul, between willing absorption in the world and wretched indifference and pious fanaticism, as indeed in a score of other things, there is in reason, and in Christianity, a middle-ground, a point of divine equipoise, which it behooves man to seek and attain."

If prohibition does not prohibit, it, as the liquor leagues and their friends assert, prohibition increases the sale of intoxicating drinks, why do these same liquor leagues oppose prohibition? The Scott act of Canada almost amounts to prohibition. It is a local option law which is in force in sixty counties. The liquor men wish to have it amended. Why? Here is what the dispatch says: "If the amendment is not carried a large number of breweries will have to close, as already their sales have been greatly curtailed by the adoption of the Scott act in the counties in which it has been carried. The licensed victuallers and brewers are lobbying in considerable force." So it seems that prohibition does prohibit.

From Neptune down all marine potatoes and worthies have had a fancy for riding the dolphin, but it is doubtful if that frisky mammal ever had a harder rider than our new Secretary of the Navy. The report on the Dolphin submitted to Secretary Whitney by the naval board of inspection, if a true statement of facts, justifies the Secretary. The report, which is very explicit in its statements, says the ship is a fraud and sham. It has failed to make the contract speed, even under the most favorable conditions, and is so faulty in construction as to be unseaworthy. But if the Dolphin is a failure, it does not follow that a fraud was designed on the government, but may be only one more illustration of the fact that Americans do not yet know how to make a good sea-going iron steamship.

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