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The Statesman has been established for nearly fifty years, and it has some subscribers who have received it nearly that long, and many who have read it for a generation.

CIRCULATION (SWORN) OVER 4,000.



THE MESSAGE

President Roosevelt has sent his annual message to the congress as provided in the constitution, and it is given to the public through the columns of The Statesman this morning.

The most important point in the message no doubt is that wherein the president discusses his oft-talked-of railway rate legislation program, and the "radicals" will no doubt be much disappointed that the message is not more radical in its discussion of this question.

The principal bone of contention, and the matter on which legislators are apt to disagree is as to where the power shall be placed or conferred. Many fear a proposition to make the state body the plaintiff-relator, the prosecutor, the jury and judge, at the same time, on the hypothesis that the plaintiff, even if he acts only as relator to the plaintiff de facto, has already granted himself the decision before he begins to hear the defense.

President Roosevelt's discussion of the question is of considerable length and is in line with his oft-repeated speeches on the subject, yet showing consideration of the body to whom he addresses the message. One thing that the president takes occasion to emphasize and one which will be re-echoed by the mass of the people, is that the kind of business prosperity that blunts the standard of honor, that puts an inordinate value on mere wealth, that makes a man ruthless and conscienceless in trade and weak and cowardly in citizenship, is a bad thing for the nation.

Asthma advertisement for Ayer's Cherry Pectoral, describing its benefits for various respiratory ailments and providing contact information for J.C. Ayer Co.

Advertisement for Hostetter's Stomach Bitters, listing ailments it treats such as Chills, Pneumonia, Dyspepsia, Indigestion, Constipation, and Female Ills.

proposed legislation. The president is right when he says that the problem is a great one and one meriting careful consideration.

The discussion of the labor question will be found full of interesting matter, and what the president says therein about the future citizenship of the country will meet a hearty response from the people generally.

The president advocates government control and supervision of insurance companies, and his suggestions on the tariff question show a desire to say a good deal that is suppressed. He at least admits that it is yet too early to attempt to outline a policy of revision of the tariff laws.

There is much sense in his statement of the value of war as a peace agent, and his berating of the "peace at any price" element that exists everywhere will meet the plaudits of those who have a full sense of pride in their country. He declares that his desire for peace is genuine and earnest, yet he is so well acquainted with the conditions of the world that he recognizes that it would be unwise to try to bring it about through the disarmament of the world at this time.

His declarations of the practical value of the Monroe doctrine will meet the patriotic chord, and there will be a fitting response to his statement that the Monroe doctrine must be made to fit and meet changing conditions. That is to say, that it is not a radical law to govern us only under certain conditions which might have existed when Monroe made the first declaration of the principles, but that it is a flexible doctrine, having a set principle for its base, but possessing a characteristic that will permit it to meet and fit all or any conditions that may arise on this continent wherein we as a nation may have an interest.

The president proposes various reforms in the army and navy, most of which seem to have the character of practicability, and he also devotes considerable space to the questions of land law reform, change in the civil service regulations and to the Philippines. What he says on this latter head will certainly commend itself to the congress if that body shows any spirit of fairness to our island possessions.

The people of the United States will be interested in his report of conditions ruling on the isthmus of Panama and will join him in his recommendation to the congress to make speedy appropriation of the money necessary to carry on the work there. His recommendations for an improved diplomatic and consular service will also meet the approval of the business world.

Taken in all the president's message differs little from those of his predecessors, except in the personality back of the message, which is recognized to be unique. Where he has said anything at all in his message every reader will understand there is nothing of "Buncombe" about it and that he means every word of what he recommends, making the recommendations because he believes their acceptance and adoption by congress will mean good for his country and its service.

THE RATE QUESTION AGAIN.

Congress no doubt will take up the question of railway rate legislation among the first subjects to be discussed in that body, and it would seem that a case for the legislation may be found fully embodying the president's idea regarding fixing of a maximum rate in certain cases, and yet at the same time avoid the proposal to give all power, both judicial and administrative, to one single body.

tain reasons, unless with a view of taking its place, a department of transportation should be provided by the government, clothed with the powers of the interstate commerce commission and to which all matters relating to interstate transportation might be submitted.

Then Judge Grosscup's idea of a transportation court composed of a certain number of judges, who should sit singly as a court of the first instance at such central points as the law might determine and jointly or en banc at Washington, as a court of appeal, to hear all transportation cases might be adopted.

The interstate commerce commission, or in its stead the department of transportation, could then appear before this court at any time and in any place as plaintiff-relator, and could act as the prosecutor of any case wherein it might feel that the case was at all warranted. On the decision being granted by the court, taking for granted that the decision should be in favor of the plaintiff's contention, then either the court itself or the interstate commerce commission might be clothed with administrative power to declare what should be a fair, just and equitable maximum rate, and this rate could then be declared by the court or the commission to be in force from a day to be fixed either by the court or commission. The railway company would then have the right of appeal to the transportation court sitting en banc, but pending which appeal the rate prescribed by the lower court, or the commission, under its decision, might be permitted to rule until the appeal were heard, and the railway had proven that the rate should not have been prescribed as above.

This reference to a transportation court would do away with the possibility of a charge or declaration on the part of either party to the suit that the decision was ex parte or on ex parte evidence. As we have stated recently, "Many fear the proposition to make the same body plaintiff-relator, prosecutor, the jury and judge at the same time, on the hypothesis that the plaintiff, even if he comes only as relator to the plaintiff de facto, has already granted himself the decision before he begins to hear the defense."

Railway companies realize now that some legislation along these lines is to come, and as President Roosevelt has said in his message to the congress, it is in the interest of the honest carrier and the honest shipper that there should be some control over the dishonest carrier and the dishonest shipper. That railways can be brought to treat every man and every place exactly alike is rather more than can be expected, unless transportation were to be placed in such a condition and such a position that it would be deprived of its present flexibility and its present power to serve as the agent of development; because treating every person and every place alike virtually means a flat distance rate of so much per mile, and this it is pretty well recognized by shippers and rate makers alike is almost an impossibility and not in the interest of commerce. The president recognized this in a large measure in his message, and his appeals to congress to allow a certain power for "pooling" to the companies show this, he appreciating that by the granting of parallel lines, proportionate quantities of traffic is about the only possible way of preventing ruinous competition. The general public feels, of course, that its interest lies in the demand for regulation of transportation and is apt to estimate the extent of this regulation solely by its individual and personal interest; yet anything at all that would be detrimental to the railway service of the country that would make impossible reasonable income on capital invested in railway companies would work greatly to the detriment of nearly the entire public. It is this situation which has caused the president to recognize the greatness of the subject and also its delicacy. We believe the congress will be able to bring order out of the chaotic condition into which things have gotten in the transportation world, and we await the outcome with confidence and interest.

TO OPEN THE PHILIPPINES.

The future of the Philippine Islands should not be considered from the standpoint of a cheap labor country but from the standpoint of American ideals in accordance with American ideals. Those who want to keep out Philippine sugar and tobacco have no more right to demand that a tariff be placed on these articles when brought to the United States proper for consumption than have we in Oregon a right to demand the placing of a tariff on Alaska salmon or Alaska lumber. If the American government is not big enough to govern all of the United States and its possessions under one Magna Charta, then it is time the constitution were being changed.

The Philippine Islands are capable of remarkable development. Their fertility is well recognized, their natural productiveness, and in the high lands, their perfectly delightful climate, are known, and the same cloak of protection should be thrown around them that has been thrown around Hawaii, Alaska, the Pacific slope and all other portions of this country, which have been added to it as time has gone by.

"Glorious Kansas! Imperial State! In history, romantic and honorable; in geographical location ideal; in scenic effects, beautiful; in healthful climate, unsurpassed; in material possibilities, unlimited; in moral and intellectual advancement, magnificent. Gentlemen, there is absolutely nothing the matter with Kansas."—Gov. Hoch, of Kansas.

Glorious Hoch! Imperial chief! In temperament, romantic and honorable; in metaphorical loquacity, ideal; in scenic pulchritude, unsurpassed; in personal climate, warm; in oratorical possibilities, unlimited; in moral and intellectual advancement, a whirlwind. Gentlemen, there is absolutely nothing the matter with Kansas' governor.—Courier-Journal.

And the editor of the Courier-Journal—what of him? Mr. La Follette has finally decided to give up the post of governor for the senatorial toga. An uncertain tenure of the office of governor, with six years of absolute certainty as regards position in the office of senator was rather an unequal weight in the two sides of the scale; the senate was bound to weigh lower the other. The result is, while La Follette will be running the United States government, Wisconsin will have to look after itself because there is no other. La Follette is unique.

If anyone doubts that the holiday season is on it is only necessary to walk up and down Salem's business streets and gaze into the windows of the various stores. Christmas goods are there in great display. All that is needed for the children to be perfectly happy is for Santa Claus' representative in every family to have the price. If our Thanksgiving proclamations count for anything the children will be willing to repeat them on Christmas day.

It will be a sea level canal says one paper. It will be a high level canal says another. The president says that he will submit his ideas later and in the meantime all the equal commission demands is money to keep plugging. It would seem wise to pay a little less attention to the canal commission and theoretical plans and a little more to actual work of construction.

A MOTHER'S LOVE.

What is More Beautiful than a Mother's Love? "Who ran to help me when I fell And would some pretty story tell, Or kiss the place where I was well, My mother."

A mother's worries are many. She sometimes forgets her own bodily discomforts because of her overpowering love for the child. She becomes broken down, sleepless, nervous, irritable and feels tired from morning until night. Many mothers of experience can tell you that at such a time they have been relieved, benefited and strengthened and put into proper health by taking a prescription which their mothers had told them was the best woman's tonic and nerve to be taken at such times. Dr. Pierce's Favorite Prescription has enjoyed an enviable reputation for over a third of a century. In all that time it has sold more largely in the United States than any other tonic for woman's needs, and to-day its sales are greater than ever. Dr. Pierce made up this prescription from native medicinal roots without the use of a particle of alcohol and for the single purpose of curing those diseases peculiar to women and when there is a lack of womanly strength to bear the burdens of maternal duty. How few women, come to this critical time with adequate strength. The reason why so many women sink under the strain of motherhood is because they are unprepared. Is preparation then required for motherhood? Yes, says the young woman. And every experienced mother answers—"Yes." "I unhesitatingly advise expectant mothers to use Doctor Pierce's Favorite Prescription," writes Mrs. J. W. G. Stephens, of Mills, Va. The reason for this advice is that Dr. Pierce's Favorite Prescription is the best preparative for the maternal function. No matter how healthy and strong a woman may be, she cannot use "Favorite Prescription" as a preparative for maternity without gain of health and comfort. But it is the women who are not strong who best appreciate the great benefits received from the use of "Favorite Prescription." For one thing its use makes the baby's advent practically painless. It has in many cases reduced days of suffering to a brief few hours. It has changed the period of anxiety and struggle into a time of ease and comfort.

A DUTY WOMEN OWE THEMSELVES.

"Good actions speak louder than words," so, too does the testimony of many thousands of women during a third of a century speak louder than mere claims not backed by any such record of cures. Miss Emma Petty, 1126 S. Olive Street, Indianapolis, Ind., Past Vice-President, Daughters of Pocomantas, Minneola Council, also Organizer, South Baptist Church, Indianapolis, writes: "For several years I suffered with leucorrhoea, which was a serious drain on my vitality, sapping my strength and causing severe headaches, bearing-down pains and a general worn-out feeling, until I really had no desire to live. I had many medicines recommended to me and tried until I took Dr. Pierce's Favorite Prescription. In two months I was much better and stronger, and in four months I was well. I have had no more disagreeable discharge, no more pain; so I have every reason to praise 'Favorite Pre-

AT THE TICKET OFFICE.

The other night before the play began, A college dude was found among the throng; A slight mustache beneath his nostrils ran; 'Twas clear he had not owned it long. He gazed at all the girls, and then his glance Was fixed upon a lady young and sweet; She tried to get a ticket, but no chance; The hoodlums rough, had shoved her off her feet.

A veil concealed her face and curly hair; She wore her dress with such becoming grace That Dude desired to know the one so fair, Although he could not see her charming face.

And so he asked if he might take her in, As she did not seem to have a bean quite near. She gave consent by tilting at her chin; Then through the door I saw them disappear.

The dude was sure that he had cut a dash, By netting in the beauty of the night; But when she raised her veil the dude so rash Was paralyzed with horror and afright.

Instead of ruby lips and violet eyes, And waxen features tinted like the rose, He saw a face as black as midnight skies, On which there lay a flat and ample nose.

She turned her rolling orbs upon his face, And sneered, as she tumbled to his fate; But down he fell, and then with hurried pace He vanished, like a shot from off a plate.

—Jay Aitch.

THIS DATE IN HISTORY.

- December 8. 1437—Sigismund, emperor of Germany, died. 1661—English parliament ordered the body of Oliver Cromwell hung at Tyburn. 1746—Charles Ratcliffe, earl of Derwentwater, executed. 1848—David Catter made the first deposit of California gold in the United States mint. 1854—The Immaculate Conception declared by the pope. 1881—Many lives lost in the burning of the Ring theatre in Vienna. 1903—General Reyes elected president of Colombia. 1904—Three Russian battleships sunk at Port Arthur.

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Advertisement for CASTORIA for Infants and Children, featuring the signature of Charles H. Fletcher and stating it has been in use for over 30 years.

TO THE OLD HOME

If you are going home—to your childhood's home—this year, remember that the NORTHERN PACIFIC leads to everybody's home. You can go by way of St. Paul to Chicago, or St. Louis, and thence reach the entire East and South. Or, you can go to Duluth, and from there use either the rail lines, or one of the superb Lake Steamers down the lakes to Detroit, Cleveland, Erie, and Buffalo—the Pan-American City.

Start right and you will probably arrive at your destination all right, and, to start right, use the Northern Pacific and preferably the "NORTH COAST LIMITED" train, in service after MAY 5th.

Any local agent will name rates.

A. D. CHARLTON Assistant General Passenger Agent, PORTLAND, OREGON.

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