

Medford Daily Tribune

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MR. HARRIMAN'S SIDE OF IT.

Recently there has been a great deal of discussion in the Oregon dailies regarding the broken promises of Edward H. Harriman, in regard to the construction of railroads in Oregon and bettering the service upon those lines already constructed. The papers have had their say; they have told their side of the story. Hence it is interesting to recall what Mr. Harriman said recently before the American mining congress upon the construction of railroads into undeveloped sections of the country. He said:

"No man who has not participated in and watched the pioneer work of the railways in opening up the new country of our middle and western states has any conception either of the enormous task undertaken and accomplished by the early railroad builder or of the work accomplished by these pioneer railway lines in the rapid westward extension and in the subsequent development of this great country. The railway construction across the plain and desert, with no immediate freight or passengers in sight—this opening up of vast sparsely settled regions and awaiting the coming of passengers and freight—has required not only a faith on the part of the thousands who risked the investment of their money in the future of undeveloped and in many cases of undiscovered resources, but has also required their confidence in the future fair treatment by the American people of these railways as the development of the country proceeds.

"Fortunately there were people willing to take the extreme hazard of investing their capital in railroads which were built not to handle traffic already existing, but to create traffic by making it possible for people to live and prosper in undeveloped parts of the country.

"Many of the original investors lost a large part of their capital. The risk was greater than they thought. But while these investors lost, the country profited. The early trans-continental railroads and the lines that were built after them made freight rates that enabled the farmers of Kansas, Minnesota and of the Dakotas to sell their wheat at a profit in all the markets of this and other countries, despite the relatively long distances that it had to be hauled. They made rates that enabled the people of the Mississippi valley as well as the people in the western states, to use, at reasonable prices, the lumber from Oregon and Washington. They made rates that enabled the people of every town and hamlet in the country to obtain the fruits of California and Oregon at a cost but little above that on the Pacific coast. They have transported coal and other heavy mineral products for distances so great and at rates so low as to be inconsistent with economic management of the railroads but for the fact that at those distant points these crude materials had developed new industries, which have in turn been the means of increasing traffic of a higher grade.

"The supplies of these raw materials and cheap railroad transportation have been, and still are, the foundation of the wealth of this great country; and on no other foundation could this prosperity have been builded or be maintained.

"In many parts of the country new territory is still being opened and its development made possible by the construction of railways. But even while this pioneer work is still in progress in the larger part of the country, the struggle on the part of the railways during the past few years has been, and is now, to keep pace with the rapid growth and the rapidly increasing needs for larger, faster, and in every way more ample transportation facilities."

WHAT PAPERS SAY

STATESMANSHIP: BILLS.

(Portland Spectator)

Opportunity makes the thief, just as opportunity makes the statesman. When the grocer leaves his goods exposed, and a starving man comes along, the inevitable happens. When a great man, stuffed with ideas for adding to the sum of human happiness, is elected to the legislature, the inevitable happens again; he becomes a statesman. Opportunity has developed two statesmen in this session of the legislature. Senator Dan Kellaker, possessor of the people's rights, and author of that bill for the mitigation of suffering among travelers—the nine-foot bill measure—and that Farrell, guardian of our liberties, and supporter of the most important legislation that has ever been offered for the benefit of the nation—the 10-inch bill.

Careful scrutiny of laws passed by state and national legislatures fails to reveal two measures of more importance to the public than this providing that we shall sleep between nine-foot sheets, and that prohibiting us from wearing hats of greater length than 10 inches. To those of us crowded with business, and who have vainly tried every means of saving ourselves from repeating the multiplication table backward to counting a million sheep jumping a fence, the nine-foot bill offers a new and

whimsical variant; when the record multiplication table and the hopping sheep prove inefficient, we can still hope to win sleep by sitting and carefully measuring the sheets. As for the 10-inch hatpin bill, it is a wise, patriotic and statesmanlike measure. Compared with it, bills designed to preserve the forests of the state, or to reclaim swamp or arid lands, or to provide for good roads, are vain and useless measures, that merely take up the time of the legislature and cost the taxpayers money.

The author of the nine-foot hatpin bill and the 10-inch hat bill, having had the opportunity to become statesmen, suggest another. And this one, too, is an engaging kind of law, something to laugh at, laugh at.

LINCOLN CELEBRATIONS COMMENCE IN ILLINOIS

CHICAGO, Feb. 10.—In Chicago and throughout Illinois today the celebration of Lincoln's death began formally and will reach a climax next Friday, the fifth anniversary of the birth of the great emancipator. Several memorial meetings were held today in various parts of the city, and a private reflection of the city's and a private reflection of the city's was placed on exhibition.

The present advanced stage of civilization in Alaska may be shown by a comprehensive exhibit at the Alaska Yukon Pacific exposition at Seattle in 1909. Arrangements are being made to procure such an exhibit from King Menick of Alyeska.

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