

MEDFORD DAILY TRIBUNE

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TODAY'S WEATHER PREDICTION.

Fair and cool tonight. Warm

A rare and salubrious climate—soil of remarkable fertility—beautiful scenery—mountains stored with coal, copper and gold—extensive forests—streams stocked with speckled beauties—game in abundance—a contented, progressive people—such is the Rogue River Valley.
 Average mean temperature..... 55 degrees
 Average yearly precipitation 21 inches

"TO MAKE A RECORD."

"To make a record," is the first effort of every worthy employe or salaried man. Upon his record depends his future.

Wall street magnates, who control railroads and multitudinous corporations, only look for one thing from their employes and assistants—dividends. All else is sacrificed.

Knowing the rapacity of Wall street, knowing the narrowness with which business is conducted—viz.: immediate profits, development of large areas are retarded and thereby far greater dividends in the future prevented, in the scramble for the penny in sight.

Upon dividends produced under their management depend the positions of railroad chieftains. If a proposition for expenditure is left to the subordinate, self-protection requires its rejection. He cannot afford to take a chance, and he is always safe erring upon the side of conservatism.

Once in a while there is a far-seeing genius in command of a railroad system, who fully realizes that every bit of territory tapped must eventually yield golden returns. Such a man is James J. Hill. He himself shoulders the responsibility for extensive extensions—a responsibility too great for subordinates—and hence his name of "Empire Builder." But empire builders are rare.

Every individual manager desires to make a record for economy. Extensions swell the expenditures, without immediately increasing receipts. Therefore self-protection causes their rejection. The fact that next year's earnings will be greater because of this year's expenditures doesn't help the man whose position depends upon this year's results.

Mr. Harriman takes no chances affecting the dividends of his system. He has spent millions in rebuilding old lines, which tapped a developed section, where the dividends were already in sight. But extensions into new territory, which had the element of chance, have been rejected. He builds into a developed section, like Puget Sound, where a certain tonnage is ready, but taboos a line into such a region as central Oregon, where the tonnage is problematical.

Harriman's system is a safe and sure one for dividends. By it he has worked wonders in making money—lossers profit-payers. But Harriman is not a pioneer, and what their chief dare not risk, no subordinate in his employ will venture. So we have the desire to "make a record" in dividend-paying retarding the development of a state.

If others will not act as pioneers in Oregon's development, the people themselves must. If private corporations will not build railroads, which make possible the opening up of large areas of productive territory, then the people of Oregon themselves must.

The proposition of state-aided railroads and district owned railroads is entirely feasible. The road once built, can be leased at a profit and operated either by Harriman or others, only too glad to avoid the initial investment and its element of chance.

If the district plan had been in operation, the Rogue River valley could long ago have built the road to the timber belt and the wealth and prosperity of the valley have been materially increased. And there is no reason why such a plan should not be made possible to open up regions rich in resources, upon which those now in charge of railroad destinies, dare not take a chance in their desire to "make a record."

THE TARIFF.

Probably no tariff bill ever enacted has aroused so little interest as the present bill now before congress. People, at least in the west, are absolutely indifferent to the result. Nine-tenths of them don't even read the news concerning the progress of the bill.

Why should people be apathetic regarding a measure that concerns the pocketbook of every individual? The truth is they have become so used to being robbed to enrich special interests that they look upon it as a matter of course—only hoping that the tariff robbers will considerably not take more than the traffic will bear.

The tariff discussion in the senate is a sickening farce. It is known beforehand what the result will be. The debates are only grandstand plays to strengthen the position of certain statesmen in their localities—to befuddle constituencies and to hornswoggle the multitude.

The protective tariff is nothing more nor less than a gigantic graft, whereby the rich are made richer and the poor poorer. It is a diversion of the earnings of the many into the pockets of the few. It is the poor consumer that always pays the tax and each revision sees the protected manufacturer growing still richer.

The old slogan of protection and prosperity has been discarded—the panic of 1907 showing how much of a sham it was. Prosperity does not rest upon taxation, and the man who would tax himself rich is like the man pulling at his bootstraps to lift himself over a fence.

The tariff sandwich is a strip of fat, juicy meat for the special interests between the dry crusts of breath for the many. Poverty, not wealth, is taxed by it. The spread-eagle flub-dub about protection for American industries and workingmen, thrown out to lull the ears of the unthinking multitude, is but sounding brass and tinkling cymbal—the tintinabulations of old tin pans.

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