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PORTLAND, TUESDAY, APRIL 25, 1905.

"PUBLIC UTILITIES" IN PRACTICE.

Government undoubtedly operates public transportation lines. In some countries it is doing so. In principle there is no difference between government control and operation of municipal tramways or street lines and control and operation of main railroad lines, by the same authority.

In many countries governments have extended their functions very far in these directions. In Italy, for example, government control and operation extend by all the railroads, in Belgium and Hungary the conditions are similar; and so to an extent throughout Germany. In our country the policy is to begin with street-car lines; and many think it will be carried and ought to be carried into effect upon all the railroads of the country. The "net of the tide" is certainly in this direction now.

It is said to be favored largely by the farmers and other producers, and by the wage-workers of the country. How far this is true no one yet can say. The motives of these various classes will, however, be found to differ widely, and much revision and even reversal of opinion is likely to occur among one description and another of these people. The farmers may adhere to the idea, for the purpose of getting, as they hope to expect, a larger share of the market. Yet when they see that the whole nature and character of government would be changed by it, they may not.

It would follow as a leading and inevitable consequence of this arrangement that railroad men would be Government employees—not less so when a city "takes over" its carlines than if the higher Government should take control and operation of the greater railroads. Consequently what is doing now in Italy is the exact parallel of what was going on a year ago in Hungary. The railroad workers struck, or quit.

But the police and military forces are employed to keep them away from the roads, and to prevent them from interfering in any way with the roads, with the men, or with the operation of the roads. All crowds of strikers or ratepayers are dispersed by the military or police, often with bloodshed.

Upon the heat and fame of the exultation at Chicago over the victory for public ownership the Chicago Tribune essays to sprinkle a little cool and cautious counsel. It urges that the ownership of railroads by a government imposes upon it a greater measure of responsibility; that it becomes the duty of the government, which it will perform, if efficient, to see that the roads are operated under all circumstances; that while a private company may plead a general strike as an excuse for its failure to move freight or passengers, a state, with its unlimited power, military as well as civil, cannot properly make such; that whatever interferes with operation of the roads of the state is a blow at its dignity and authority, and may be treated as treason.

All this the Belgian government, which owns most of the railways in the kingdom, understood when it used the army to quell a general strike on the roads. The same in Hungary a year ago. The same in Italy now.

In Italy, the Tribune continues, "the employees on the roads owned by the state have begun a general strike, in the hope of compelling it to drop a pending bill prescribing the duties of the employees in a way which does not satisfy them. The army is to operate and protect the lines. The railway battalions will do one and the infantrymen and cavalrymen the other. The government will not permit itself to be intimidated by men in its employ. Their right to quit work if the conditions of employment do not suit them is not questioned, but if they leave there will be no interference with those who take their places. So, if the United States were to take over the steam roads, no interference with their operation by strikers would be permissible.

If the old employees went out, the Government would have to hire new ones at once and protect them effectively. It would not negotiate or arbitrate. It would keep the trains moving."

In Chicago similarly. If the City of Chicago were to undertake the operation of street-car lines, and if by a strike or the threat of one employees should attempt to get higher wages or shorter hours, or to defeat an ordinance they were opposed to, no Council which respected itself and had popular respect would back down. It would be the duty of the city authorities, if there were a strike, to get new motormen—using policemen who knew the trade if necessary—and to keep the lines open. If there were not enough policemen it would be the duty of the authorities to apply to the Governor for assistance in suppressing the revolt against law and order.

The United States is densely populated with politicians and others possessed of excessively busy brains, and working at the trade of "reform," in season and out of season, with almost "quadrumane activity"—to borrow a term from a great writer—who are anxious to get all "public utilities" into municipal or state or national ownership. In the name of the people.

Of course, these gentlemen wish to "boss the job," and they think they have great prospect of success. Perhaps their claim ought not to be denied, but that our only right is obedience. The doctrine of public utilities in practice may not be so charming. The "machine," when it starts, will be kept going, and nobody will be allowed to obstruct it. So perhaps we shall all yet hail it and bless it, as a beneficent despotism.

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neath. The baseball crowd must have been in a tolerant mood, else it would have pulled the advertising sign down and set the starchy emblem there. As a plea of abatement for quashing the indictment the defendants have set up that "instructions were given to fly the advertising sign only; and it is also a fact that the pole was originally erected for this purpose and is not and never has been the property of the baseball company, and belongs to a downtown business man."

Little argument is needed to support the assertion, made a few days ago by the Oregon Superintendent of Public Instruction, J. H. Ackerman, that the Oregon system of state uniformity in the selection of public-school text-books is better than the Washington system of county uniformity. In Oregon the same books are used throughout the state. In Washington each county selects its own books. Families frequently move from one county to another; and teachers. In such cases the value of the uniform system is apparent, for the child or the teacher finds in the new county the same books he used in his former place of abode; besides, the courses of study are the same, and there is no waste of time in getting in touch with the new surroundings. An Oregon teacher may feel at home in any school in the state.

Many housewives will buy fish from soiled hands, but not lace; sauerkraut, but not flowers; cabbage, but not millinery. Many will take food from filthy markets, but fly at the hired girl for not keeping clean the kitchen sink. Many will purchase sausage from men in filthy, greasy clothing and be insulted if their wearing a flyspeck ribbon to sell them ribbon. Many will patronize markets which have no hot water for cleaning up and exorcise the cook lady at home for using cold dish-water. But these inconsistencies are now to be shown forth. The School of Domestic Science has secured appointment of a market inspector. Success be to Portland's market, her teacher may feel at home in any school in the state.

Another deal that failed. Drastic liquidation in the Chicago wheat market apparently finished its course yesterday, when the May option, after a violent break of more than 7 cents a bushel, closed weak and wobbly at 92½ cents, a decline of about 20 cents a bushel from the high mark reached a few weeks ago. July wheat, resting on a more legitimate basis, lost 2 cents in sympathy with the weakness in May.

Now that the smoke of the battle is clearing away and the price of the cereal is sinking to a legitimate figure, warranted by natural conditions, the extended manipulation in prices of the last nine months can be more clearly understood. On August 1, 1904, the May option appeared on the boards at 93½ cents, a slight premium over September wheat. It ran along for a few days without attracting much attention, and then, under the skillful nursing of the bullish speculators, aided by the unreliable and misleading Government crop reports, started on an upward flight that was without parallel in the history of the market, and not until yesterday, nearly nine months after its appearance in the market, did it return to the figure from which it started.

Alarmist crop reports of August sent it flying up to \$1.25½ by the middle of the month, but the September "shaking up" process set it back to \$1.08, from which figure it again rebounded to \$1.18. Since September the price has ranged from \$1.08 to \$1.22 per bushel, the high point being reached late in February. With such remarkably high prices for May wheat, other options and cash wheat were synthetically affected, and nearly all of the American crop passed out of first hands at the highest average prices that have prevailed since 1891.

With the Government reports persistently bullish and the carefully "cooked" and juggled reports of crop experts mystifying the true situation, the big operators behind the deal cleverly concealed their intentions until well on toward the turn of the year. In December the abnormal "spread" of 10 cents per bushel between May and July wheat was increased to nearly 15 cents. In January it was 20 cents, and in February 30 cents.

Under strictly legitimate conditions July wheat should have commanded a slight premium over May. When the differential became too great, the speculators were forced to buy enormous quantities to support the topheavy market which they had created. Collapse could be the one end of this kind of speculation. Letter, Hutchinson, Dressbach, Phillips and all of the fallen timber of the past had failed. Gates and his friends have established no precedent in this kind of speculation, although they are probably out of less money than any speculator of the Old West.

The short crop of 1904 was the strongest factor in the remarkable deal that has just culminated in a crash, but it was far from being short enough to justify such high prices as were made by the speculators. The work of these philanthropists has resulted in adding millions to the bank accounts of the American farmers, but it has incidentally demoralized the export flour trade of the country, taught Europe to depend on other countries for wheat and flour, and left our markets in a nervous condition, from which they will be slow in recovering.

At the end of the book, in summing up his notes on his art, he refers to the many suggestions of his admirers and admires favored him, in the way of realistic additions to the scenes so well known to his admirers, but which he rejected, saying that the actor must be natural, but must always appear to be so. In other words, the actor must stay faithfully by the ancient maxim, the highest art lies in concealing art.

As Jefferson's scenes pass before memory, it is not without the dominant feature of them all; not only the excellent naturalness, but the reticence, the lack of exaggeration in the leading part. True, for many years Joseph Jefferson did not create a new part. His repertoire was small, but the public never tired of "Bob Acres," and above all, of "Rip Van Winkle." The latter he absolutely created. In the former part he stood comparison with many famous actors of the past.

A great gift Jefferson had in the art of setting the key to the whole piece, in playing in that key, in holding in reserve through the earlier scenes the dramatic power needed for the climax. In comedy he had the rare power of compelling laughter, but of never stepping over the border line between fun and absurdity. One laughed with him, but never at him.

He tells of an interview with Mrs. Stowe, at her request, after she had seen "Rip Van Winkle." She remarked on the parallel with "King Lear," and asked why he had never been tempted to essay that drama—the test of a great actor's art. Jefferson says he replied that he should never think of such a trial. And yet there was hardly inconsequence in the proverbial suggestion Jefferson saw, and made his audience feel, the tragedy in meaner lives.

One other gift he had, and that a rare one—of rising superior to all setting of vulgarity and commonness in the grade and tier of life in which his characters were set. The humanity, as he showed it, common to us all, made his theater world kin with Caleb Plummer and Asa Trenhard, and no less with poor old Rip.

Some who read these lines have seen him in all these parts. Some in but one. Be it many or one, the recollection is surely kindly as it is admiring. His stage career lasted long and he took part in the great development of the American stage—an art in which our leading actors of today fear no comparison with those on the other side of the Atlantic who inherit and practice the traditions of 300 years.

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