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PORTLAND, WEDNESDAY, MAY 24, 1905.

SPECIAL INTERESTS AND THE CITY.

No special interest, we are told, should rule Portland. True. But what special interest is persistently, systemstically, deviously and by every means at command of great wealth and corporate power, seeking to rule Portland? For reply let us refer to resolutions adopted at a meeting of citizens in South Portland ten days since:

Whereas, The Tazpayers' League, a self-con-stituted organization composed of about 67 very seattly clipses of the City of Portland, one-third of whom are active members and stockholders of the Portland Consolidated stockholders of the Portland Consolidated Reliway Company, are seeking to amend section 105 of the city charter, a ruse by which the Portland Consolidated Reliway Company may acquire an exclusive franchise on all the streets in the City of Portland without any cost or compensation therefor; and.
Whereas, That in the event of the Taxpayers League effecting such change of the city charter at the compine Lune cheston the city charter at the coming June election, the city charter at the coming June election, the Portland Connolidated Railway Company will have an exclusive franchise on all the streets for 2800 feet, or five blocks, on either side of all its trackage now in operation, thereby ex-cluding all competition and subjugating the rights of residents and citizens to the will of the corporation.

All this ought to be highly interesting information to a public that has been led to believe through the various organs, subsidized and otherwise, by which these disinterested gentlemen reach the public, that the only special interest that is improperly seeking to rule the city is the special interest that is faisely declared by their unprofitable newspaper to be in control of the city's hief executive. In the Circuit Court for Multnomah County a trial has just been concluded in which Councilman Rumelin was called to answer to a charge of attempted bribery. He escaped conviction through a hung jury. Mr. Swigert, vice-president of the Portland Consolidated, gave some very valcable testimony during the trial as to the methods of that corporation, the local owners of which are so much wrought up over the moral welfare of the city. Two bridges were to be built over Marquam Gglek, in South Port-land. The Portland Consolidated hoped to defeat construction of one of them. To that end it wanted to get the contract in friendly hands-the Pacific Construction Company, a related corporation. Now appears on the scene Councilman Rumelin. He manifested great interest in geting one Maney to withdraw his bid, which was the low-Rumelin tried to bribe him. Rumelin enies it. Be that as it may, Rumelin exerted great and continuous pressure en Elliott and on others. The bid was withdrawn. The Pacific Construction Company got the contract, and, finding that the bridge was to be built despite the objection of the street railway company and its importunities and threats District Attorney showed, sublet the

For whom was Councilman Rumelin acting? What authority did he have to offer a "cut-up" with the City Engincer-if he offered a "cut-up"? told him to bribe a public officer-if he attempted to bribe? Who gave him the money to do this dirty business-if he had the money? Possibly we may be able to get some light on this interestproblem at the second Rumelin trial, when it is to be hoped that all the high-toned gentlemen who are running the Portland Consolidated and seeking at the same time to control the city's morals will be subpensed.

Now, then, we may begin to learn who these smooth gentlemen are that are trying to run, and are actually running, so far as they can, the City of Portland, for private interests, and at the same time are professing great public and civic virtues through such means of communication as they can find with the public, including their un-

in Portland closed on the day of the understood that the inception and con opening of the Exposition, June 1. It struction of the O. R. & N. was by Port. These lepers are beyond all possibility not true; at least not yet

is noticeable to find Meier & Frank taking the lead in the movement. The Oregonian can't shut down any day in the week; but any other and every other business can-on this supreme day for Portland

THE CASE OF PHILADELPHIA.

Mayor Weaver, of Philadelphia, has saved a declaration of independence from the machine which nominated him and controls absolutely the affairs of the city. He has demanded the resignation of two important public officers who are potent instruments of the Republican organization, and the war is on, Mayor Weaver has several times shown a disposition to divorce himself from the iron rule of Boss Dunham, but there has heretofore been no break. Philadelphia is the worst bossridden city in the United States. Beside the Philadelphia Republican organization. Tammany is an unsophisticated amateur, a white-winged dove of political purity. The Philadelphia machine's hold has not for years been broken, so perfect is its manipulation and so bold its methods. At the late election there was a great outcry, but the usual Republitake to return any manuscript sent to it can plurality of 100,000 or more was without solicitation. No stamps should be rolled up. The acknowledged truth is that the political managers have so enormously padded the registration rolls, and handle the ballots so skillfuly, that a vote of any desired size and character may be returned.

The last straw with Mayor Weaver was the proposal to lease the city gas plant for seventy-five years for \$25,000 .ck, 908-912 seventer.

It. 1805 Broadway.

Celerade springs, Colo.—Howard H. Beil.

Des Moines, In.—Moses Jacobs, 309 Fifth

cil. and will become law.

The gas problem is a serious one both in Philadelphia and New York. In New Kansas City, Mo. Ricksecker Cigar Co. York the public has been greatly outraged by defeat in the State Senate of a measure designed to lower the price of gas in the city from \$1 to 75 cents. The fact that the associated gas companies boldly debauched five Tammany Senators and several Republicans is not successfully disputed. They paid \$500,000, more or less, in their corrupt effort to defeat dollar gas, the ruling figure per Senator being in the neighborhood of \$40,000. It would seem that the gas business is very profitable in

So it should be in Philadelphia, where the rates are about the same. But the Pennsylvania city has for years struggled with the unprofitable problem of municipal ownership, and at last was willing to devise a plan of getting rid of its gas plant. The proposed lease was on terms so infamously unfair that the public rose in revolt, which proves that even in Philadelphia the worm will turn, though a trifle slowly. More advantageous offers for the gas lease were rejected, and the job put through. The thief grievance of the citizens is that the lease is for many years, and during all that time no material reduction of the present high schedule is proposed.

The case of Mayor Weaver is not exeptional. He is an honest man, and always was. He was, however, picked on by the Republican machine for nomination and election, two years since because the public had confidence in him and the organization thought there was no reason to fear him if he was made to see that the machine and the public were, in Philadelphia, one and the same thing. Mayor Weaver did his duty as he saw it, and, under the conditions, did it well. Because he consulted the political leaders and refused to turn them down without sufficient reason, he was made the object of most unwarranted assaults by a sensational press and an equally sensational pulpit. But he declined to be swerved. When, however, Boss Dunham asked him to further his ends in the promotion of a colossal job, the Mayor refused, not because the "reformers" demanded that he should, but because his own conscience and selfrequired him to do his duty. If ducted themselves with more modera-tion and discretion, and had been willing to credit Mayor Weaver with an honest purpose the cause of reform there might have been further advanced than It is today,

RAILROADS AND THE PEOPLE.

On this page is now published a car ful letter from Judge Stephen A. Lowell, of Pendleton, that deserves attention. Its leading theme is that Oregon as a whole, the community of her citiroads now operating in the state to extend their lines, improve their facilities and construct new lines where needed. The writer shows that vast regions within our boundaries, teeming with demonstrated but undeveloped resources, into which pioneer bands of settlers have already pressed, demand roads for ingress and for outlets for their products. He points out that, in-assuuch as existing railroads assume to control, and to exclude competition, a corresponding duty rests on them to lay aside the policy of "leave this to us and we will attend to it when we get ready." and to take the work in hand without longer delay. Why? Because there is an implied contract between the people of Oregon and the heads of the great withdraw his bid, which was the low-est. Ex-City Engineer Elliott says governs every railroad in Oregon (with one or two minor, exceptions), that, if they are let alone by the people to enjoy the fruits of their monopoly, they shall effectively use for the development of the state the powers they hold and the opportunities vested in them by virtue of that monopoly.

Judge Lowell probably does injustice "controlling forces of these sgainst the Executive Board, as the roads" in suggesting that "they neither know nor care to know the marvelo resources of undeveloped Oregon." these controlling forces sin, against light and knowledge. No one has forgotten the celebrated journey of the officials of the O. R. & N., not so many months ago, through the very regions of Central Oregon referred to in the Judge's letter, in good Portland company, and the elaborate report on the resources of the country rendered to Mr. Harriman, which doubtless is pigeofiholed very safely until some other company proposes to take a hand in developing Central Oregon. The Judge's suggestions that "the people and the railroads should get together on some common ground-that harmonious action may result." is just a little vague, if not inconsistent. He had already suggested that if the people were to organize to construct the needed roads, then the controlling money forces in the East would be not only auxious but able to prevent the necessary sales of stock and flotation of bonds. So the people's efforts, he co siders, would be futile. That is not the counsel of experience. It is generally

land men and Portland capital. Further, that the recent experience of the Columbia Southern, and its construction for the seventy-four miles from Higgs to Shaniko, showed that until Harriman obtained a controlling influence over it the line was built, securely if slowly, from stage to stage. Now no further extension seems to be in sight. It may be true that in the case auggested the money power of Mr. Harriman and his supporters would be exerted to impede the sale of stock and flotation of bonds for an independent, still more for a hostile, road or roads, Were the people of Oregon to combine. town and country, to organize and commence to subscribe for the stock of and to build such roads as they consider vital to the state, it would probably be impossible for any one money power to prevent the sale of bonds. For Oregon is a great state and invites railroad development, if not by one, then by other systems. The real difficulties would commence after such railroads were built and had commenced to be operated. Traffic arrangements with one or of the transcontinental roads would be needed. At that point would come the tug of war. For that emergency the powers of the state should be reserved. Appropriate legislation might be effective, and then, indeed, the people and the railroads might well "get together." as Judge Lowell says It is, perhaps, a pity for any non-expert to announce so decided an opin-ton that roads can be built north and south much more economically than east and west." On that, different and opposing views are strongly held. It is well, however, that the public mind should be directed to the point

that more railroads are needed in the state, and that right now.

RECIPROCITY WITH GERMANY.

Threatened reprisal of Germany for persistent refusal of the United States entertain, even in a mild degree, reciprocal relations with that country, has awakened so much interest in the subject that the Department of Commerce and Labor has prepared a series of tables showing the business between the two countries for a number of years. A comparison for ten years illustrates quite forcibly the manner in which our exports have increased, while in imports from Germany the increase has been very small. The total imports from Germany in 1894 were \$69,387,905. and in return Germany purchased from us products to the amount of \$90,065,108. Ten years later we had increased our sales to Germany to \$212,267,144, but in return we took imports valued at but

\$109,188,554. In other words, there was a balance of trade against Germany in 1894 of only approximately 25 per cent, while in had increased to nearly 100 per 1904 It cent. We trebled our exports of raw cotton in the ten years, but only doubled imports of manufactured cotton goods. In 1894 we permited Germany to years behind the bars at San Quentin, sell us more than \$11,000,000 worth of sugar, but, in the interest of the one sugar trust, and to the disadvantage of gates swing outward a decade hence. good many million sugar consumers, we shortly afterward placed a duty on that staple which cut down the Imports from Germany to such an extent that an insignificant \$50,509 represented the total value of the sugar imports from

Germany in 1904. The production of beet sugar in Germany is almost as important an industry in that country as the growing of corn and wheat in the United States; but while our exorbitant sugar duty was ruining Germany's sugar trade with the United States, the sales of American corn, wheat and flour increased from \$7,804.296 in 1894 to \$15,-302,491 in 1904. - This latter item is special interest for the reason that Germany, except on rare occasions when willing to establish and maintain reciprocal trade relations with her.

A poor crop and high prices for the season of 1904-05 have left the United States in a measure independent of foreign markets. If the low prices abroad and the high prices at home mean anything, they mean that Germany and the rest of Europe can get along very well without American wheat and flour. But It may and probably will be many years before we again experience so poor a rop that we shall not have a large surplus for export. The Agrarians in Germany have for years been fighting for a high tariff on wheat and other agricultural products, and refusal of city with Germany would offer an excellent opportunity for granting their demands. The German consumers who have opposed the levy of a duty on American wheat can now be pacified with cheap wheat, which will still pour in from Russia and other "favored na-

If Germany's proposal for a reciprocal tariff with the United States is rejected. the United States will be swinging a two-edged sword among our own peo-ple. We shall not only be compelled to continue to pay high prices for the goods which we import from Germany, but our farmers will be forced to sell their wheat at a disadvantage with the farmers of countries which are willing to trade fair with Germany. There was no duty on sugar in 1894, when Germany sold us more than \$11,000,000 worth of raw sugar, and the quotation in New York, May 23, 1894, was 2 7-16 cents per pound. Yesterday the quotation was 3 11-16 cents per pound, or 114

cents higher than it was in 1894. The duty of 95 cents per 100 pounds has accordingly not only shut out Gerto increase the price more than onefourth of a cent per pound above the duty. These high-tariff iniquities have become so glaring that they cannot much longer exist if we expect to continue in business with other nations which conduct their commerce on a fairer basis. If the revolt about to be instituted by Germany should spread, we might in time find ourselves with a much restricted foreign demand for products which we could not consume

Three Sisters of Charity set sail a few days ago from Vancouver, B. C. for Kimantu. Japan, where there is a large olony of lepers, there to minister to the afflicted until death from this most repulsive of all diseases gives them release. The act is one of utier self-abnegation and ultimate self-destruction and can hardly be accounted praiseworthy, unless deliberate suicide for a special end can be so considered. Against such self-sacrifice is oppos the theory-or fact-that no human be ing has a right to do anything premeditatedly that will shorten his or her life

of help except of the most temporary kind. It is a tremendous stretch of duty that requires untainted persons to give this help with the certainty of acquiring a disease at once the most loathsome, lingering and hopeless of any that afflicts mankind. The most devoted humanitarian can hardly look upon such an act with approval, though he may exalt the motives that

It is reported that Mr. Harriman will send to Portland as manager of his properties in this territory Mr. Buckingham, of Salt Lake. Mr. Harriman has in the past sent some very good rallroad men to Portland, and, had they known as much about local conditions on arrival as they did when they were called to higher places, Portland would, and the entire Pacific Northwest would, have been decided ganiers. Mr. Buckingham is, without doubt, a very able railroad man, but, if he is thrown suddenly into a field with which he is uncers. It is, of course, needless to mention that there are a number of recommendations that should be immediately made and immediately acted on. Reasoning from past experience, Mr. Buckingham will probably be moved on as soon as he gets in touch with the local situation, and reports accordingly.

Philadelphia shipping men are offering to deliver freight for Panama in barges. It is not known that the Government will be satisfied with this kind of service, but would seem quite feasible a could longer ocean tone have been made by tugs on both the Atlantic and the Pacific. Even a barge line to Panama would be preferable to turning the entire business over to the American shipping trust to be handled. It is to be hoped that the Government will stick to its original intention and purchase a good fleet of ships where they can be secured to the best advantage. When they are no longer needed by the Government, they can be sold to private citizens who would to day be engaged in the business of ship owning if they were permitted to buy ships at the same price at which the foreigner can secure them.

E. J. Smith, San Francisco's embezzling tax collector, has just been sentenced to ten years in the Penitentiary. The amount involved was \$65,000, and this was the second offense, a former shortage of many thousand dollars being made up by his relatives in order to quash criminal proceedings. Mr Smith was widely known as a spendthrift and diligent pedestrian on the "primrose path." The good times which he enjoyed while the money held out undoubtedly made him the envy of others less fortunate at the time; but there will be none to envy him the ten long or the remorse over a misspent life which will torture him when the prison

The Blackfoot Indians have presented a claim to the Government for 2,000,000 acres of land in Montana. The contention of the Indians is that the land in question was never ceded to the Government, but was appropriated by Uncle Sam along with a strip which they did relinguish to the Government, California Indians are reported to have won out in a similar contest with the Government, and as white "Indians" have stolen several million acres of the public domain, there might be no great wrong committed if the tract in question was handed back to the descendants of the original owners,

The net earnings of the Northern there is a crop failure in Russia, can be Pacific Rallway for the first eight year-old daughter. "Papa," inquired the independent of the United States and months of the current fiscal year were little one, "what is peanuts' last name?" can purchase her wheat and corn prod- \$17,700,000. After paying dividends and acts from other countries which are all expenses for betterments and equip ment a surplus of \$4,000,000 was left. This excellent showing is one of the results of the liberal policy of the Northern Pacific in building extensions throughout its territory. The main line of the road is not yet so burdened with traffic that it cannot carry more and the new extensions now proposed and building will next year still further swell the net earnings.

The Japanese continue to become Americanized, Several hundred of them are on strike in the Hawaiian Islands and have become so violent that the white population of the place has taken refuge in the courthouse. Labor unions on the Pacific Coast have protested against the advent of the Japs in this industrial field, but if the reports from Honolulu are true the little brown man has all of the qualifications for unionism that are possessed by the men who are engaged in the Chicago

The teeming millions of stricken India are of a very low order of intelligence, and this is perhaps a blessing, for the misery and suffering which seem a part of their existence would be terrible to contemplate, were they sufficiently elseilized and educated to regard their condition as it appears to the civilized world. Millions starve to death every year, and this year the plague is raging with such unusual severity that more than 750,000 people have perished from it since January 1.

That is a strange story that comes from San Francisco of a child suffering from hydrophobia, from having, some months ago, been knocked down by a mastiff. She was not bitten, so the tale runs, but the shock developed the disease, and she now barks like a dog in the intervals of the convulsions from which she suffers. This is the first case germ transmission by suggestion that has been recorded, and is more than likely without basis in fact.

The schoolteachers of Chicago have a union, and belong to the Federation of Labor. It may not be surprising, therefore, to find in a news dispatch that 'teachers in the public schools not only participated in the demonstrations, but have encouraged the children to shout at the nonunion teachers."

The low plane to which pugilism has fallen is shown by the match between John L. Suillyan and Charles Mitchell and another match between Bob Fitzsimmons and one Schreck. Dr. Osler's theory, after all, deserves to be something more than a theory.

The ministers of Pertland will at least testify to the fact that Mayor Williams has just as much vim and The report of Admiral Rojestvensky's

death is, says the Russian Admiralty

OREGON OZONE.

The Improved Emerson. Hitch your wagon to a star; but don't expect the star to do all the pulling.

One is constrained to wonder if there is Mason and Dixon's line in heaven. Most of the church denominations here on earth -in the United States-seem to be bisected from east to west. Color-biind Christianity may be a development of the twentyfirst century.

Thomas Brighton Bishop, the author 'John Brown's Body," died last week, but John Brown's soul goes marching on.

It is asserted that Russell Sage for many-years has helped, himself to the morning newspaper on his way down town and refused to pay for it, and that he also has compelled the bootblacks on the familiar, there will be the usual elevated railroad platforms to shine his period of waiting until he can get shoes gratis. Let us be charitable. No his bearings and know what to doubt Mr. Sage has kept a memorandum recommend to his superior offi- of the names of all those newsboys and bootblacks, and when he dies we shall find that he has willed each of them \$100,000, Watch for that provision in the will. Put on your specs and watch for it. Get an opera glass and watch for it. Buy a microscope and watch for it. Hire the Lick Observatory and turn the telescope in that direction.

Russell Sage.

You have fived a lengthy life, Russell Sage; Had your share of screen and strife, Russell Sage; You have gathered much of pelf— And have kept it all yourself, Now you're laid upon the shelf, Russell Sage.

Was it truly worth your while, Russell Sage? Did you ever crack a smile, Russell Sage? Ever do a kindly deed For a brother man in need? Now, alast you've gone to seed,

Many men the race has known Russell Sage, Living not for self alone, Who, though poor in worldly gear. Have endowed the world with chee You are not of them, I fear, Ruesell Sage. Russell Sage.

Do you not sometimes regret, Russell Sage.
That you have not paid the debt, Russell Sage. To the world that each man owes-Shedding sunshine as he goes. Bre he seek the grave's repuse, Russell Sage?

Now that you are near the said, Russell Sage, Won't you try to make amend, Russell Sage? Ere you leave us, can't you eee
'Tis your duty to be free
With your money? . . Think of me,
Russell Sage!

The Little Brown Peril.

According to the Kansas City Times, T. Daniel Frawley, actor, who has visited the Philippines, makes this remark: "Mr. Taft told every little Filipino that he was eligible to be President of the United States, and now each one wants to be President, and you can't do anything with them." This is a piece of information that is calculated to stagger humanity Let us add to the list of perils this new and terrible peril-the Little Brown Peril But, seriously, we hereby nominate Senor Aguinaldo for President of the United States. Unless he has changed greatly he would make a great run.

There are men who earn incomes by inventing cute sayings of children for the market, but an actual one that discounts many inventions was the question asked of a Portland papa yesterday by his three

The Aurora Borealis.

The Aurera Borealis-of Aurora, Oregon In a roacing, boring journal I should like to Ob. I'd love to be the editor of such a as that, For with a name

That's so aflame. How could my stuff be flat?

How I long to be the poet of the Borealist bright! could sing auroral sonnets every day and every night;
I could blaze with burning beacons, I could glow with golden gleams;
Twould be a treat
To run a sheet
So bright with rosy beams. every night;

Why, who couldn't be a journalist of dazzling brillance on Aurora Borealis—of Aurora Oregon? reflection of auroras couldn't help but

make him glow With such a gilm
That verve and vim
His work must always show.

If I ever get so gloomy that my spirits droo repair to fair Aurora, where au

the rule. I'll bore my way to brightness with the Borealts bit; My soul will rise And soar the akies By those auroras iit! -ROBERTUS LOVE.

The Shortcake.

Chicago Chronicie. .
Day by day the sun grows warmer and the grase is growing green. While the moving vans get ready to appear upon the scene; There is joy throughout the country and our hearts are getting light. For the shortested on the table and the ap-petite is right.

Far and near the fishers wander and the fish-As the hunter haunts the meadow where he finds the speckled stipe.

And the coweline in the marshes fill the wish deep delight.

When the shortcake's on the table an appetite is right

They are shipping in the berries and they look so ripe and red, For they nicked them in the Southland in a Southern sunny bed.

And we give them hearty welcome for the world grows very bright.

When the shortcake's on the table and the appetite is right.

Now they build the toothsome viand and the sight of it is grand. Build it of the red, ripe betries and of shortening and sand, a downright pleasure in those luscious .htmps to bits, n the stortcake's on the table and the appetite is right.

One Hundred Miles an Hour. Philadelphia North American.

Philadelphia North American.

Three hundred and fifty-three miles in six hours and 25 minutes was the record made by a train bearing A. J. Cassatt and several officers of the Pennsylvania Railroad Company from Pittsburg to this city Saturday. The speed of the train averaged for several hours nearly 100 miles, and when the train steamed into-Broad-Street Station all records for speed on the main line of the Pennsylvania road were broken.

RAILROADS' DUTY TO THE STATE

New Lines Are Essential to Proper Development, Yet Construction is Not Undertaken-Public Sentiment is Growing Against the Present

Portland for fairer treatment on the part of the transportation companies finds response in every community in a willing-ness to co-operate with the commercial capital of the commonwealth in every reasonable effort toward the end sought. It has been my fortune, in the perform-ance of duties, public and private, to be ance of duties, public and private, to be brought in contact with representative men from aimost every portion of the state, and therefrom I have reached the conclusion, to the correctness of which I am convinced, that every person who is a student of the conditions around him as reflected by the sentiment of his own community will agree, that the railroad companies must promptly perform their proper part in the development of the state by the construction of new lines to the coast and into the interior, or prepare to meet soon such popular campaigns as from Shaniko to Lakeview, from Pendle-

. . .

ther know, nor apparently care to know, the marvelous resources of undeveloped Oregon—an empire, when transportation facilities are accorded it, capable of sup-porting millions of people and of sustain-ing its proper share in most of the im-

porting millions of people and of austaining its proper share in most of the important industries of the age.

It has become patent, too, that the Oregon Railroad & Navigation Company,
which always, under proper management,
has been a rich dividend-earner, and
which even showed a profit when operated by a receiver, is being utilized as a pro-ducer of money to construct and perfect railroads in distant territory, while Oregon, greater in resources than any other state on the Pacific Slope, and capable of rivaling even Pennsylvania as an industrial commonwealth, is compelled to lag in the procession for want of even re-spectable transportation facilities throughout two-thirds of her vast domain.

And it certainly is just to assume that that portion of the Southern Pacific run-ning south from Portland, through one of the most fertile valleys in the world. is an equal source of profit to its owners. Finally, the public believes, and has reason to believe, that a continuation of the present policy of division of territory, socalled, among the transcontinental lines, and failure in consequence on their part to build new roads within the state, can have only one result, namely, permanently to retard the growth of Portland, a city of which, regardless of political jealousies, the people of the state are proud, and

the people of the state are proud, and make a great portion of Oregon tributary to the trade centers of California.

Personally I am not in sympathy with radical railroad legislation, although heartly in accord with the policy of the President in the matter of rate regulation, and I do not believe that the majority of the people entertain extreme views, but all units upon the platform of the state and that they owe it to duty. of the state, and that they owe it to duty, moral at least, which cannot be avoided, to expend a reasonable portion of their profits in the perfecting of old lines and

PENDLETON, Or., May E -(To the the building of new ones to the end that Editor.)-I believe I reflect the sentiment the state which gave them life and asof the citizens of the rural portion of Oregon when I say that the movement now agitating the business interests of Portland for fairne treatment on the part.

The claim of railroad officials that lines built into the interior or to the coast counties would not pay demonstrates only the utter lack on the part of these gentle men of correct information as to the soil, climate, mineral wealth and productive powers of the vast regions some time to be adorned with a million homes. Citizens

companies must promptly perform their proper part in the development of the state by the construction of new lines to the coast and into the interior, or prepare to meet soon such popular campaigns as have made Wisconsin's Governor the most potent, as well as the most spectacular, figure in the industrial and political portraiture of the West today.

The companies must promptly perform their ton of the state that roads can be built in north and south much more economically than east and west, and their construction from The Dalles to Klamath Falls from the Dalles to Klamath Falls from the State that roads can be built in north and south much more economically than east and west, and their construction from The Dalles to Klamath Falls from the State that roads can be built in north and south much more economically than east and west, and their construction from The Dalles to Klamath Falls from the Burns, for example, would assured by any and the immediate result would be the establishment of towns, the opening of mines, the displacement of wastes by the figure in the industrial and political portraiture of the West today.

The reasons for this sentiment among the people are not far to seek, for the men who are upon the farms, in the factories, in the offices and conducting business throughout the state, are just as intelligent as the gentlemen whose good fortune it is to be among the railroad elect, and several things by keen observation and hard experience have been borne in upon them.

be the establishment of towns, the opening of mines, the development of industries, the displacement of wastes by the arts of agriculture, and all the concominants of modern industrial life. Central and Southeastern Oregon, except in finited area, is not a desert. It is simply semi-arid, and capable of maintaining an enormous population. The Harney Valley comprises the largest body of level land in the state, and is a region of matchleas beauty and untold possibilities; it only needs a railway to attract people and semi-arid, and capable of maintaining an enormous population. The Harney Valley comprises the largest body of level land in the state, and is a region of matchless beauty and untold possibilities; it only needs a railway to attract people and The public believes, for example, and such belief is probably well grounded, that the state is substantially at the mercy of alient interests, the control of the railroads, once would in our own people, having passed largely to foreigners, who are represented by the great banking houses of New York.

The people are impressed further that the controlling forces of these roads neither that the controlling forces of these roads neither that who know it.

The question is sometimes asked. Why The question is sometimes asked, Why go not the people themselves organize and construct these needed roads? The answer is that, were such attempt to be made, they would find the same forces which control the great railroad systems masters of the Eastern money markets, and they would be found not only able, but anxious, to prevent such sale of stock and flotation of bonds as would be necessary for extensive railroad building. We are compelled to accept the situation as it exists, for Oregon's needs are pressing, and we must depend for im mediate railroad construction upon th great transcontinental companies which

now occupy the field.

It certainly ought to be possible, when the welfare of a whole state is at stake, for the people and the railroads to get together on some common ground, to the end that harmonious action, not icone-ciastic disagreement, may result. For such co-operation the people have shown at all times unusual readiness, but the inaction of the railroad companies, their neglect, and in some cases apparent hor tility, seem to be accomplishing the cer-tain result of alienating that favorable public sentiment which is always neces-sary to the prosperity of quasi public cor-

porations dependent upon the people for revenues and support. The construction of those feeders of the Oregon Railroad & Navigation Company of which I have spoken, and a line from Coos Bay to the Southern Pacific, would meet public demands, serve the needs of the state for perhaps a flecade, assure it a population in that period of two millions of people, and guarantee to Portland her justly dominant place in the commercial life of the Pacific Northwest.

For a quarter of a century the people of Oregon have been paying money into the coffers of the railroads. Is it not fair that now these corporations should do something for the people—for the state to whose liberal legislation they owe their

existence, protection and prosperity? STEPHEN A. LOWELL.

OPENING OF THE GREAT FAIR

New Orleans Daily States. Official announcement has been made of the memorable fact that on June 1st | Ab, the planet Mars. I have been studyopening of the Lewis and Clark Exposition, that event will take place, and the Exposition will be complete in all its departments. The people of tais country have gever yet, we believe, seen an exposition that was complete and probably by people much more adon the day of opening, waile the usual vanced than we are. thing seems to have been to postpone. A thing which is particularly interesting the date of opening several months to us at the Juvisy Observatory, which I later than the date originally set, and

Portland, Or., belongs the honor of showing the people of the older sections of the country how to do taings. According to information sent by Pres-ident Goode, the Expositon will open, complete in all its departments, on the first day of June and continue for four and one-half months. The railroads, we understand, have offered exception-

Portland is a wonderful city in a wonderful section of the country, and tals Exposition, which commemorates the contennial of the two daring ex-

profitable way in which one from New Orleans, or any part of the South, could spend a few weeks' recreation than in visiting this interesting Exposition. Our people are pretty familiar with Rockies and the Atlantic Ocean; many of them have been visitors to the Paof them have been visitors to the Pacific slope as far north as San Francisco. But the mighty region of which Portland will be the center of attraction during the next few montos, is almost a terra incognito to the majority of Southern folk, Therefore a Summer vacation spent there will furnish the tourist with new and deligatful opportunities. Portland is out of the ordinary beaten line of travel from the

Atchison Globe,
We stopped long enough recently to read a story like this: A wife of a rich man fell in love with a man not her husband. She took the Jewelry he had given her and some of his money and was eloping with the man. The automobile in which he was to carry her sway wouldn't work, and he got mad and said. "Damin." The woman refused to elope with a man who swore, and so she climed out and went back to her husband.

Indians as Fiddlers.

Kaneus City Journel.

The flute was the pusical instrument of

Kaneas City Journel. The flute was the musical instrument of the Creeks until the fiddle was brought to them. Its music was mostly martial. Every Creek indian who plays the fiddle knows "The Arkansaw Traveler" in all its varietions.

"MARS -INHABITED." Interview with Camille Flammarion in

London Chronicle ing that planet closely for I have prepared a regular map of it with all its canals. I think I am more interested in this than anything, for one reason, that I am certain it is inhabited.

to us at the Juvisy Observatory, which I founded, is that we can watch the snow still have the exposition incomplete.

They order taings differently in the new and splendid Northwest, and to mer. This mind you in spite of the fact mer. This, mind you, in spite of the fact that the year in Mars is twice as long as ours, that is to say that it really con-sists of 730 days, so that, naturally, the Winter is longer. With regard to the in-habitants, I think they are very light in weight; for infitance, a man who weigh 140 pounds on the earth, if he could be suddenly transported to Mars would

ally favorable opportunities to the American public and the attendance is expected to be large.

Portland is a wonderful city in a Portland is a wonderful city in a length of the day in Mars by during the country and weigh only 52 pounds. thation to the lobth part of a second, and from observations, which have now extended over 100 years, we find the length of the day on the planet is 24 hours ff minutes 22 seconds. The climate of the the centennial of the two daring explorers of the Northwest, will attract many people to that rapidly developing section. Those who have had the great enterprise in hand have been working quietly and without any great blare of trumpels, but they have worked wisely and effectively, as is now shown by the results.

We know of no more interesting nor feetly in fact, far better than the earth.

Pressing the Rascals.

Under the above headline the Springfield (Mass.) Republican prints the following points of interest between the article to show its interest in our humble affairs in Oregon:

opportunities. Portland is out of the ordinary beaten line of travel from the South, its grand scenery, delightful Summer climate and its pushing, progressive people make it one of the most interesting sections in the world, and the people of the South would find this a fascinating trip to make.

Modern Morality.

Atchison Globe,

We stopped long enough recently to

Smoking Among Oriental Women.

Mary Cavanaugh in Resary. Smoking is an inpovation in Western female circles, but a fast dying custom among Orientals.