

The Oregonian

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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 issued 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.

KEPT ON SALE.

Chicago—Auditorium Annex, Postoffice News Co., 178 Dearborn street. Dallas, Tex.—Globe News Depot, 260 Main street. Hot Springs, Ark.—E. C. Boring, 418 Central avenue.

Portland, Wednesday, May 24, 1905. No special interest, we are told, should rule Portland. True. But what special interest is persistently, systematically, devotedly and by every means at command of great wealth and corporate power, seeking to rule Portland?

SPECIAL INTERESTS AND THE CITY.

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RAILROADS AND THE PEOPLE.

On this page is now published a careful letter from Judge Stephen A. Lowell of Pendleton, that deserves attention. Its leading theme is that Oregonians have the right to call on the railroad now operating in the state to extend their lines, improve their facilities and construct new lines where needed.

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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 Mr. Harriman obtained a controlling influence over it the line was built, scarcely if slowly, and hardly at all.

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 railroad 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 gainer.

RECIPROcity WITH GERMANY.

Threatened reprisal of Germany for persistent refusal of the United States to 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.

THE LITTLE BROWN PERIL.

According to the Kansas City Times, 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."

THE AURORA BOREALS.

The Aurora Borealis of Aurora, Oregon, is a morning, boring journal I should like to see. I'd love to be the editor of such a sheet as that.

THE SHORTCAKE.

Day to day the sun gets warmer and the while the moving van gets ready to appear upon the scene. There is joy throughout the country and our hearts are at Atlantic City.

ONE HUNDRED MILES AN HOUR.

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. Casati and several officers of the Pennsylvania Railroad Company from Pittsburgh to this city Saturday.

INDIANS AS FIDDLERS.

Kansas City Journal. The fute was the musical instrument of the West until the fiddle was brought to them. Its music was mostly martial. Every Creek Indian who plays the fiddle knows "The Arkansas Traveler" in all its variations.

SMOKING AMONG ORIENTAL WOMEN.

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

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 a Mason and Dixon's line in heaven.

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 elevated railroad platforms to shine his shoes gratis.

Russell Sage.

You have lived a lengthy life, Russell Sage. Had your share of stress and strife. You've gained much wisdom and self-control. And have kept it all yourself.

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RAILROADS' DUTY TO THE STATE

New Lines Are Essential to Proper Development, Yet Construction is Not Undertaken—Public Sentiment is Growing Against the Present Inactive Policy.

PENDLETON, Or., May 22.—(To the Editor.)—I believe I reflect the sentiment of the citizens of the rural portion of Oregon when I say that the movement now agitating the business interests of Portland for fairer treatment on the part of the transportation companies finds response in every community in a willingness 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 performance of duties, public and private, to be brought in contact with representative men from almost every portion of the state, and therefore I have reached the conclusion to the correctness of which I am convinced, that the road which 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 reform 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 so assuredly potent, as well as the most spectacular figure in the industrial and political portraiture of the West today.

The reason 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 sentimentalist, and their fortune it is to be among the railroad elect, and several things by keen observation and hard experience have been borne in upon them.

The public believes, for example, and such belief is probably well grounded, that the state is substantially at the mercy of almost any railroad company which has been passed largely to foreigners, who are represented by the great banking houses of New York.

The public is impressed further that the controlling forces of these roads neither know, nor apparently care to know, the marvelous resources of undeveloped Oregon—an empire, when transportation facilities are accorded it, capable of supporting millions of people and of sustaining its proper share in most of the important industries of the age.

It has become patently clear 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 profligate spender 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 in the most industrial commonwealth, is compelled to lag in the procession for want of even respectable transportation facilities throughout two-thirds of her vast domain.

And it certainly is just to assume that that portion of the Southern Pacific running south from Portland, through one of the most fertile valleys in the world, is an asset to the state, and that the result of alienating that favorable public sentiment which is always necessary to the prosperity of quasi public corporations dependent upon the people for revenues and patronage.

The construction of those feeders of the Oregon Railroad & Navigation Company of which I have spoken, and a line from Coos Bay to the mouth of the Umpqua, to meet public demands, serve the needs of the state for perhaps a decade, assure it a population in that period of two millions of people, and guarantee to Portland its share of the commerce in the commercial life of the Pacific Northwest.

For a quarter of a century the people of Oregon have been paying money into the pockets of the railroad companies, and that now their corporations should do something for the people—for the state to whose liberal legislation they owe their existence, protection and prosperity.

OPENING OF THE GREAT FAIR

New Orleans Daily States. Official announcement has been made of the memorable event which is to take place, the date originally set for the opening of the Lewis and Clark Exposition, that event will take place, and the Exposition will be complete in all its departments. The people of the country have never yet, we believe, seen an exposition that was complete on the day of opening, while the usual thing seems to have been to postpone the date of opening until some time later than the date originally set, and still have the exposition incomplete.

"MARS-INHABITED."

Interview with Camille Flammarion in London Chronicle. The planet Mars, I have been studying that planet closely for 30 years, and 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, and probably by people much more advanced than we are.

Pressing the Rascales.

Under the above headline the Springfield (Mass.) Republican prints the following article to show its interest in our humble affairs in Oregon: The assurance of an all support which Francis J. Henry, the San Francisco lawyer who is prosecuting the land fraud in Oregon, took with him from Washington was the real thing. It will be remembered that Mr. Henry was the Special District Attorney to succeed John Hall, who was dismissed by the President because of his lack of interest in pushing the land fraud case.

Modern Morality.

Athlison 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 own 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 them away wouldn't work, and he got angry and said, "Damn! The woman refused to elope with a man who swore, and so she eloped and went back to her husband."

One Hundred Miles an Hour.

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. Casati and several officers of the Pennsylvania Railroad Company from Pittsburgh 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.

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