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FORTLAND, MONDAY, MAY 29, 1995.

SCHEMES OF MONOPOLY.

There has been of late wonderful preachment among us about ideals and high ideals, in municipal government. But here, as in so many other cases. the precepts come from those who find it irksome to follow them.

The proposal of this highly disinterested group to sell their street railway system for \$6,000,000; two-thirds of which is placed on their assumed ownership of the public streets, has attracted no little attention. Likewise, the proposition they now submit for amendment of the charter, so as to the up the streets still more completely for heir car system.

They worked this proposed amendment through the Legislature last Winter. It was prepared by one of the attorneys of the City & Suburban, now combined with another system, the whole known at present as the Port-land Consolidated. Mr. A. L. Mills,

ator, to one of the most important rall-road positions in the West. His achievement at the comparatively early less as this that Socialism finds its field of argument, activity and growth. The city election next week cught to age of 43 years is an excellent example turn these schemers down, with all and a powerful incentive to many other young men, who, tiring in the struggle. their schemes-buttressed though they be with professions daily and vehement of rare disinterestedness and guileless moral purpose. For these people are so confirmed in their monopolistic instincts that they profess daily, through Harriman Interests in this section made a fine impression on the people of their organ, to monopolize the general stock of morality and decency also.

GAS MONOPOLLES.

pered with the pleasure generally ex-One day recently Philadelphia awoke pressed over the well-earned promotion to find that a lighting monopoly had of Citizen O'Brien. worked a monstrous job through the City Councils to place in its hands for three.

generations operation of the city gas plant. By payment of a bonus of \$25,000,000 to the city, and by such secret terms with the political machine as the monopoly was able to

DAWN OF A NEW ERA. This is to be an eventful week for Portland and the entire Pacific Northwest. The opening of the Lewis and Clark Centennial Exposition, the make, the exclusive privilege of supply-

ing of the portage railroad at Celilo, thus affording independent water ing the public and all private consumers with gas in a city of 1,500,000 in-habitants was to be tied up absolutely transportation from Lewiston to the sea, and the beginning of work on a or seventy-five years. The present lease raliroad which is to afford a water-leve s on a basis of \$1,250,000 per annum route to seaboard from the most easterly portions of the State of Oregon The proposed lease was for \$333,333 per and from a large portion of the States of Idaho and Washington, are three annum, paid in advance. The public arose in mighty wrath and the political events that will not soon be forgotten. machine and the gas looters were forced to abandon their gigantic scheme. It was the first time within a Not since establishment of railroad connection with the East has there been a more important transportation move-ment in this country than the proposed generation that the public conscience was at all quickened by any act, how ever infamous, of the people's masters. The owners of Philadelphia, being opening of a water-level call route he tween the Inland Empire and tidewater. In hastening this denouement, which means so much for the Pacific Northdrunk with long and uninterrupted uccess, apparently fancied that there west, the portage road has played a were no limits to their power, no project for fattening their pockets and most important part. Petitions, threats, prayers and remonstrances against the strengthening the machine that the public would not stand for. But there railroad policy that was relarding de-

setimes forget the old truism that

Worthington, retiring head of the

"there is is always room at the top."

Regret at his departure will be tem-

velopment of the interior were of no avail, and the portage road alone might In New York there are several lightnot have accomplished the most pleas-ing result on which we are now to be ing companies, working in greater or terms

congratulated They charge \$1 per thousand for gas But the building of this road made it The people learned they were making cossible for the people of Lewiston and inordinate profits, and that they had Grangeville to put through their project capitalized their easily procured franfor an independent electric line to tap chises for immense sums. They de the best portion of the Clearwater manded 75-cent gas. It was refused country. The railroads quickly dis-The matter was taken to the State losed the fact that they had no doubt Legislature. A bill bringing about the about the value of the traffic already desired result passed the House, but it involved or to be created, and an was, after a tremendous struggle, deouncement that immediate construcfeated in the Senate. This bit of extion of the long-delayed extensions would begin followed quickly on the perience is known to have cost the gas heels of the statement that success of Over in Seattle, not long ago, there the electric line was assured. From a vas a gas war. The old company enocal standpoint, the greatest interest joyed a monopoly, and charged \$2 per just at this time is felt in the opening thousand. A new concern proposed to

of the Clearwater country, but of inter the field, and secured a franchise. qually great and perhaps even greater companies consolidated, but the ity took a hand in the gas business importance is construction of the Snake River line from Huntington to Lewisand the price is now \$1 per thousand

In Portland the price of gas is \$1.50. into this new channel will be divected hough under the peculiar operation of steadily increasing portion of that the gas company's financial system i tide of commerce that is now sweeping customer may secure a rebate by prompt payment of his bill making a net cost of \$1.25. But it is the highest westward to the Far East by rall and trans-Pacific steamer. With the completion of the Snake River branch from price paid in any city on the Pacific Huntington to Riparia by way of Lewiston, transcontinental freight can be

laid down at tidewater on the Pacific Coast at a smaller cost per ton per mile than over any other transconti-Why should Portland pay so much nental line. With an increasing vol-

for gas? The gas company enjoys peume of west-bound business greater cultar privileges. It has not been disadvantages will be offered our lumber turbed by competition, and scarcely by nanufacturers for the shipment of the threat of it. It has capitalized this their product to the East, and on the need of the people at a large figure. It pays 5 per cent interest on its bonds ocean there will be an increased steamer service to facilitate the hanand 6 per cent on its stock with unfaildling of the Oriental traffic originating ing regularity. The city has not only in our immediate vicinity. Another given to the company for a paitry \$200 very important feature of the situation per annum license tax the perpetual lies in the fact that the railroads have privilege of laving its mains through been "shown." the streets, but the customer who

When the Northern Pacific, in a wants gas has to qualify with the moneasure by accident, built a line nopoly by depositing \$5 with its treasthrough a steep canyon into the Clear-If there are 5000 consumers and waler country a few years ago, it was all have submitted to this petty extorfreely predicted that the business obtion, they have turned over to the motainable would never reach proportions nopoly \$25,000 which it may use as it sufficient to pay operating expenses. pleases. Thus the taxpaver confer trary

upon the revision question, and ascertain what are their views? Their opin-ions are quite likely to be representa-tive of the opinions of Republicans of their district. A man who says he has no opinion, or that he is unwilling to express it, is unfit for a seat in Con-gress. Wherever the Statesman can name a man who will say that he believes President Roosevelt is wrong on the tariff revision question, The Orego-Portland, and will carry with him to nian will name a man who will meet it his new field their very high regard. frost in the primaries next Spring.

THE MORNING OREGONIAN, MONDAY, MAY 29, 1905.

Secretary Taft is quoted as express ing the belief that "in the civilisation of a country like the Philippines, the increase in the number of native law-

yers and of lawyers of all sorts is one of first necessity." This undoubtedly explains a few of the difficulties enintered by Miles Standish and some of the other early Americans who were attempting to spread civilization among the New England savages a few hun dred years ago, for lawyers were scarce indeed in those days. Still, many a pretty romance might have been spolled had they been there. For example, had John Smith been a lawyer instead of a fighter, it would have been unnecessary for Pocahontas to make a lot of fuss before the old man, for John would have invoked the aid of a habeas corpus or hocos pokus and talked himself out of the big chief's lutches. Every man to his trade ome people express the belief that the Philippines are shy on missionaries, and still others think that a few welltrained marksmen with Mauser rifles might do some very effective civilizing. It is a certainty that there are Fillinos who respect the soldier man, and at the same time express indifference to the prayers of the preachers or the pleadings of the lawyers.

A court-martial has been ordered at Vancouver Barracks of the captain of a Government transport who, on a late voyage to this port from Manila, "drank heavily," and who, while inoxicated, was guilty of a most heinous offense against common decency and morality. The Government will eventually have to employ the tactics to which the great private transportation companies are committed in the matter of shutting drinking men out of places of trust and responsibility. It is more than a disgrace to the service to continue in a position of honor and grave responsibility a man who loses the sense of both in his cups; it is a men ace to human life, and may end in serious disaster.

The Astoria fishermen who have been rotesting against the issuing of lienses to transient fishermen from the

Sacramento River have taken a most effective method for preventing the Californians from encroaching on their preserves, by refusing to deliver fish to any cannery employing the allens. This threatened boycott shows that a radical hange has taken place in the gillnetter's profession within the past few years. In the old days the outside fisherman came and went as he pleased, and, not infrequently, was a potent factor in the June elections. Now he is listed as an interloper, and, unless there is a change in sentiment, all of the gilinet fishing this year will be done by home talent.

Dr. W. Bayard Collins has presented the lowly potato in a new role in an ar-"The Potato vs. the Standard Oil Company." It is set forth under this somewhat startling title that potato alcohol can be produced by a simple process with an inexpensive and coased the umpire around the diaplant, and from this heat, light and power can be extensively produced. If ifested by military fighting men, this statement can be verified by experiment, there are certainly grand and heretofore unsuspected possibilities under its original title, "The Passion of industrial progress and even of rev- Play." olution in the potato. In the meantime, however, Standard Oil holds the field,

OREGON OZONE.

The freak promoter has 'em.

A year ago we "looped the loop." With many a shrieky spasm: This year we've got to "lap the gap" And-heavens'-"clear the chasm! Whatever thrills the public wills,

Afloat.

"Where are you living now?" "Oh, nowhere in particular; I just sort of float around."

"Geel you must be a lobster."

Mr. G. K. Chesterton, in his recent "English Men of Letters" blography of obert Browning, remarks: "Brownnot talk about raptures and ideals and poetry in the world, most of us must admit that we see through a glass darkly. What sweet soul-unction can there be in a kiss through a windowpane? Let the Browning Society of Butte, Mont., or its sister society of Boston, Mass., give answer.

Speaking of absent-mindedness, here is a sample that may pass muster. Yesterday a man boarded a Washingtonstreet car and took a seat beside an open window. In his mouth he held an unlighted eigar. In front of him he saw a sign reading "No Smoking." flanked by tehe admonition, "Den't Spit on the Floor." When the conductor

tempted to obey three rules of the street-car company at one time. He threw the nickel out at the window, put the eight in the conductor's hand and spat into his vest pocket,

Literary Notes-Unendorsed.

H. Rudyard Haggard, having made study of the Salvation Army colonies in California, is engaged in writing a sequel to his most famous novel. collaboration with Rider Kipling. The book is to be entitled "Them; or,

Medwin Arknam, the celebrated poet, recently visited the South in search of local color. His next book will be a collection of ballads in negro dialect, called "The Men With the Hoe-

time sir. "Thinking Thoughts; or, Richer

Darding Davis in Action," is the title able to of a new book by an admirer of the noted novelist and war correspondent. who once fell into the West Through a Car Window. The frontispiece shows Mr. Davis sitting in the inspirational atmosphere of his library, composed entirely of his own books. .

The latest volume of poems by the reteran peregrinating bard, Walk-In Miller, is an appreciation of Mme. Sarah Grand, Sara Bernhardt and the Sahara Desert. It bears the characteristic title, "Songs of the Sarahs."

It is reported that Mrs. E. W. Wilox now claims the authorship of "Casey at the Bat," Already the sweet songstress' authorship of "Laugh and the World Laughs With You," "Beautlful Snow" and "The Letters of Junius" has been established. As it is

known that Mr. Casey went into a coaring massion when he struck out, mond in the same Christian spirit man-"Casey at the Bat" will appear in the next edition of "Poems of Passion,"

Roosevelt and Railway Rate Regulation Extra Session of Congress Will Be Called, and President Will Insist on Action-How the Senate Committee Conducted Its Hearings-Expert Testimony by Railroads.

Waiter Weilman, in Chicago Record-Herald, Washington, May 33.-An extraor-dinary session of Congress will be called to assemble next Autumn. It in the Senate who represents both a called to assemble next Autumn. It will be called for the express purpose of securing legislation regulating rail-The President places way charges. railway regulations ahead of tariff reform in importance to the peo-ple, but not at the expense of ac-tion concerning the railways. These statements were made at the White

ing's love poetry is the finest love House today authoritatively and with poetry in the world, because it does great positiveness. not talk about raptures and ideals and They set at rest the rumors which gates of heaven, but about window- have been in circulation and which gates of heaven, but about window-panes and gloves and garden-walls." There are sonnets to milady's glove that are love poetry, and there are songs of garden-wall trystings that are poetic; but when a window-pane is held up as a subject for the finest love

legislation. Mr. Roosevell has many irons in the fire. He is interested in a large num-ber of questions and subjects. His eager mind runs on ahead of the de-velopment of public opinion. He fore-sees needs before they have become apparent to a majority of his fellow-clitzens. If he could have his way he would set in motion a duran information His

posed of rightly. The President does not know what came along the passenger took a he can get from Congress in the way nickel from his vest pocket and at-tempted to obey three rules of the intend to fail to secure what he wants and what he believes the country wants through lack of effort nor by permitting the railroads and the pub-lic men who are friendly to their side of the case to shift the issue to something else. More than one hint has been conveyed to the President that if he were to drop the rallway subject or to permit it to he sidetracked with

out any collision between the rival forces, the tariff could be taken up. The President is exceedingly eager for economical progress. But he has learned his lesson. One thing at a

. . . .

time.

Today we have two important pleces of information concerning the outlook for the future of the railroad reform movement. First, the President is go-ing to play his hand out with all the forcefulness of which he is capable, win or lose. And, second, the railways make no secret of the fact that they have captured the Senate committee on interstate commerce and will be able to secure a report in the Autumn mainly favorable to their side of the contention

The railroad attorneys who have given careful attention to the sessions of the committee, and who know as much as the members themselves as to how the committee stands, express no doubt whatever as to the outcome. They feel perfectly sure the report of the committee will be a final triumph for the railroads. By this they do not mean the committee' will report against any action whatever by Con-gress. Indeed, that is not the rallroad wish. The scheme is to make a pre-tense of doing something, but to make joily sure that something, if it be em-baimed in law, shall do the railroads no harm. At this sort of stopmouth legislation, which really effects nothing of importance and yet shuts off agitation, the rallway attorneys and their many friends in the Senate, are

recognized experts.

Now that the Senate committee has finished its hearings, it is important the people should understand just why those sittings of the committee were held, and the methods pursued in this

pieces when had picked and pulled at to their heart's content, they won turn to one another with a smile satisfaction, as much as to say: "A they would

sovereign state and a corporation which owns that state. In pointing out these facts it is not necessary to throw any bricks at the individuals themselves. They are within their rights, as politics goes. But the facts should be known, nevertheless. Throughout the long series of hearings now brought to a close the rail-road attorneys have been in pretty complete control of the committee They have run the whole show. They have carried on the campaign of edu-cation, as they called it. They have summoned the ablest and brightest

men from the railroad world to take the stand, and these men have come e asked to take up the tariff ques-on even at the expense of railway gislatton. There are no brighter minds in the Mr. Roosevelt has many irons in the are alert, well informed, forceful and clever. Day after day and week after week they have rammed home what they believe to be unanswerable argu ments against any sort of Governme control of rates. The truth is they have completely outclassed would set in motion a dozen important reforms and constructive policies, and hasten them all to completion. At the same time he is learning that as the same time he is farming that as big thing at a time. He is learning that the way to secure results from Congress is to keep everiastingly at a issue till it is disposed of, and disposed legislation that if they had anyone who could put up a good talk on the people's side of the business heaven's sake send him along. the business, cry for help against the well-organized and effectively handled railway forces was not responded to as thor-oughly as it might have been. The re-

sult is that today the railway lawyers are boasting that they have won out and that they have the committee with them. The truth is, the committee was with them from the first. It was what may be called a packed jury. The friends of the railways have made it their husi-ness to see to it in the past that a ma-

jority of the members of this highly important committee were friendly to the corporations. It was their business to do this, and it was not anyone's business to counteract them. Hence the thing was done, and done thoroughly. Without regard to party lines a mapority of the committee have such po-litical and financial associations that they could not see the need of a law regulating railway rates if they wanted to. By this it is not meast to impugn the honor or sincerity of those Senators. They have a natural and logal and perhaps moral right to be as friendly as they like to the railways or to any other great industry of the country. We are simply pointing out facts, not questioning motives. If anyone had entertained doubts as

to the sympathies of a majority of the to the sympathies of a majority of the committeement it would have been nec-essary only to attend a few meetings of the committee to have those doubts removed once for all. Every railroad man who has appeared before the committee has been treated as if he were one of the lords of creation, and gen-erally he was. Nothing was too good for him. No awkward questions asked. He was not subjected to a rigid cross-examination. His paths lay through pleasant groves, fined, with

But the man who appeared for the people's side of the contention was treated in quite another manner. After treated in quite another manner. After the politeness had been properly ex-pended he found himself under fire. In fact, he was almost an object of suspi-cion. It seemed to be the principal aim in life of a majority of the the committee to expose his ignorance of practical railroading. A concerted netro, and the interiods purposed in the committee to expose his ignorance of practical railroading. A concerted of practical railroading. A concerted effort was made to show that he was nothing but a wild-eyed dreamer, a theorist, a demagogue, who must go to logic of facts and figures. And after a half-dozen eminent Senators, well versed in their art and long practiced. other one gone by the board. Didn't we do him up in fine shape?"

Captains Courageous. Cakes." Advance sheets indicate a rag-

president of the First National Bank. was member of the Legislature and Speaker of the House. He introduced the bill and carried the bill through The official copy bears the attestation of "A. L. Mills, Speaker." Mr. Mills is president also of the Portland Consolidated Rallway. The simple object of the bill he put through the Legislature was and is to get advantage for further extension of the tracks of his company into other streets of Portland so as to forestall attempts at competition. Mr. Mills also is one of the gentlemen who are putting up the money for publication of a newspaper to support this project and various other schemes in the broad realm where politics and exploitation of municipal privllege find common ground. In this newspaper Mr. Mills is a director, as Mr. W. M. Ladd, of Ladd & Tilton, owner also in Portland Consolidated, is director and treasurer. And it may as well be stated further that George W. Bates, another banker of Portland, operator in funds and franchises and gen eral npeculator, is president this newspaper concern. All t of these honorable men. And meek-mannered. through hired men. Other local speculators are associated in the undertaking, which is capitalized on a monopolistic basis, and "run" by hired men whose names, printed at the head, do the double office of ministering to their personal vanities and of concealing or obscuring the identity of the actual

The time has come, it would seem when it ought to be made known who the actual proprietors and publishers of this newspaper are. In publication of a newspaper there is a large public function, and they who own, control and direct a newspaper, and supply the money for publication of it, ought to be fair and candid with the public, avow their responsibility, and allow the pubproper opportunity to judge them and their purposes.

Now, then, the public is supplied with the first authentic information about this personal, political and monopoly It has come out through neces sary exposure of schemes which con cern the public, with which legislation has to do, and which are deeply incolved in the coming city election.

To enact this amendment is to give the street railway monopoly, freely and without cost, very valuable franchises or rights of way on the streets of Portand, in addition to the immensely val uable franchises already freely given To enact this amendment is to ban ish possibility of future competition in street railway business of Portland, to remove from the street railway mo nopoly all limitations, and to make that monopoly absolute. Has not enough been given away by the city already when we find a privilege for which not a dollar has been paid capitalized for sale at not less than \$4,000,000, upon perpetual dividends are ex-

It is in natural revoit from such busi-

upon the gas monopoly for nothing not only an exclusive opportunity to do business, but the capital to do it with.

GENERAL MANAGER O'BRIEN.

The appointment of J. P. O'Brien as general manager of the Harriman lines. in the Pacific Northwest will be halled with pleasure throughout the entire territory over which he will have jurisdic Mr. Harriman has sent us some good men in the past, and the longer they remained with us the more we anpreclated their merits. But a new man suddenly transferred to this territory from a distant field is under a handicap which time alone can remove, and not infrequently in the past insufficient time for the removal of this handleap has been granted. General Manager O'Brien will enter on his duties hampered by no lack of knowledge of the big field over which he is to have con-The O. R. & N. Co., over which Mr. O'Brien will rule as general man-ager, is a vastly different enterprise from the O. R. & N. Co. with which he began service on a lower round of the ladder a dozen years ago, and no small portion of the change is due to the reisolated localities. markable ability of Mr. O'Brien him

Many millions have been spent in im proving the physical condition of the property, and practically all of these disbursements were made under his direct supervision. He is not only famillar with every mile of the road and the science of operating it to the best advantage, but he also knows the tributary country as it is known by but few other men in the Harriman system. Long-delayed railroad construction in Oregon, Washington and Ideho is at last begun, and the next few years will see some great changes in the transportation map of the Pacific Northwest. The excellent physical condition of the main line of the O. R. & N. will enable It to handle a much greater traffic than is now carried, and no man knows better where to secure this new toonage than Mr. O'Brien. His promotion at this time has added value from the fact His promotion at that the Northern Pacific and the Great Northern, chief competitors of the Harriman lines, have recently secured the services of Messrs, J. G. Woodworth and Ben Campbell, two high-grade railroad men who grew up in the O. R. & N. service with Mr. O'Brien, and who also have a keen knowledge of this territory and its traffic possibilities. A new man, unfamiliar with these local conditions, would have been at a disadvantage in meeting the work of such a pair of traffic experts who had

been schooled right here in the field which now promises to be exploited on a more magnificent scale than ever before. These are a few of the busine reasons why the promotion of Mr. O'Brien will give general satisfaction,

but there are other reasons. The new general manager is a self-made man, who, unsided by any influ-ences other than his own ability, energy where he began as a telegraph

to these predictions, it has developed into such great proportions that it is taxing the facilities of the lines through protesting Kansas. road to handle it by the present unnat-

ural route. With such a practical and profitable demonstration of what can e accomplished in a small portion of the Clearwater country, reinforced by the determination of the Lewiston people to back with cash their judgment on the remainder of that rich field, it has at last dawned on the railroad people that there is much profitable business to be developed, and if they are recreant in their duty in developing it, others will take up the work. Central Oregon, the Nehalem and the Wallowa country today present a much more alluring field for railroad exploi-

tation than the Clearwater offered when the Northern Pacific first entered a partion of that field. The ice has been broken, and there are indications of a little better understanding between the railroads and the people who have mutual interests with them. It required years of persistent effort to bring about the pleasing situation now con fronting us, but in the light of recent happenings less difficulty will be en countered in the development of other

RARE DISCOVERY AT SALEM.

The Salem Statesman has at last found a question upon which it has a decided opinion, although it half acknowledges that the opinion is borrowed. It is positive in its declaration against revision of the tariff, and in one of its many criticisms of President Roosevelt expresses fear that the President's views of the revision question will cause a split in the Republican party and defeat in 1908. While it may be true that the Statesman has finally found a subject upon which it dares to express itself, it is certain that the Salem morning paper is not voicing the opinions of any considerable number of its readers. In the last Congressional campaign the Republican candidate in the First District declared in favor of revision, but insisted that the tariff must be revised by its friends, and

not by its enemies. Such was the ar gument of all speakers who discussed National topics. Now let us see what is the present opinion of leading Re-publicans in that district. President Roosevelt's demand is that the tariff schedules shall be reduced

wherever they give an undue advan tage to monopolies. He stands for the principle of reasonable protection for American labor and American capital, but not for such protection as enables trusts to levy unjust tribute American consumers. There are four or five men in the First District who are talked of as probable candidates for the Republican nomination for Congress next Spring. Any man who is at for such an office must have studied

It for such an office must nave scucied the tariff question to such an extent that he has formed an opinion upon the subject of revision. Now will the Statesman interview those who are probable or possible candidates for the

and is energetically extending its pipe-

The old dispute as to where the Ark actually stranded after the high water is in a fair way to be settled. A Bolse dispatch reports the finding in a space twenty-five feet square of "the skull of a horned animal with horns spreading six feet from tip to tip," also a "tusk like that of an elephant" and "s lower jaw resembling the jaw of a horse Numerous other specimens which it was impositble to classify were found. According to the song, "the animals went in one by one," but if this Boise find can be traced back to the livestock department of the Ark. It is apparent that they came out in bunches and stuck in the mud.

Eastern capitalists are figuring on building interurban electric lines through the Willamette Valley. As several times suggested in these columns it will be well for County Courts and the people generally to be careful what kind of franchises are given the elec tric lines on the public highways. Electric lines are desirable, but experience has shown that franchises that are given away are soon offered for sale at price expressed in the millions. Too often, also, a franchise that is worth millions when it is for sale is worth only a few thousands when the As-

sessor comes around. A Nebrasks murderer has agreed to act as his own hangman. The Sheriff is so much averse to pressing the but ton that the obliging criminal will take the unpleasant task off his hands. Now if the criminal had only given this obliging side of his nature full play earlier in life and executed himself before he was captured and convicted, or, better yet, before he had committed the crime, the state and society at large

would have been distinct gainers.

If a hop pool will help the grower get a higher price for their hops, we shall all hope to see it perfected, but there is always the danger that those who go into the pool will hold the surwhile the outsiders supply

at Salem for the purpose of electing Lane Mayor of Portland was purely a personal matter and had no political urpose. It is worthy of note, however that the contributors were not Repub

Members of a minority party are very apt to think and to say that party and politics have no proper place in a local or municipal election. They think dif-ferently just as soon as they suppose their party may have a chance to win.

Geronimo, the aged Apache chief, is still in the saddle. His latest exploit in horsemanship consisted in winning a victory and purse on the receirack at Taxmen. Okishems.

Too Late for Classification.

HOUSE WANTED-The advertiser desires to rent a house in Portland for the Summer; must contain not less than 16 rooms, completely furnished; hot and cold water in each room, also long-distance telephones; will agree not to take more than 35 boarders, no doge or children allowed. Price.

not more than \$15 per month. MATRIMONIAL-Beautiful young widow from the East would like to meet suitable gentleman who owns bank-

book showing deposits of \$50,030; object, to get the money.

REMOVAL NOTICE-Portland Postof clous New York World that he will be fice resumes business this morning at the old stand. Vignette portraits of turbs the dreams of the railway mag-Ben Franklin for sale at 1 cent each. nates, and stands like a spectre before nates, and stands like a spectre before the eyes of the porkpackers of Chi-cago. In a speech, the other day, Sen-ator Depew said: "The people admire Roceevelt so much and have such confi-dence in him that he is going to have a harder job to keep out of the Presi-dency for another term than he had to 'get that 12th bear." Certainly Mr. Roceevelt's acts have given not the eligible at basis for any assumption that George Washington 2 cents. We sell all makes of postage stamps as cheap as at any other Cortelyou curio shop in the United States.

"Lest We Forget."

St. Louis World's Fair Revisited-Six Months After Date.)

-L Whither away hast wandered, Vasty Show?

To what dim regions of the darkness his intention to guit the office of chief executive without fail on March 4, gotie

Glimmering? Ab, no more thy light 1909. Those newspapers which have taken offense at the World's prediction, holding it to be an impeachment of the President's sincerity, are quite justified shall dawn

That gave us joy, because we loved it 80!

in so arguing. It is singular, neverthe-less, how the talk keeps up. Mr. Taft, as a Presidential possibility, is men-Ah. lack-a-day! slas! and likewise oh We thus lament the passing into Dawn

Of thy delightsome aggregate of

Lagoon and palace-loath to see these gol

Where art thou, Fair of Fairs? Art charged with the expectation that crisis in affairs in 1908 may hold Mr. Roosevelt to his post with the chains but a dream,

Or art thou as a fleeting scene proof the desirs of the majority of \$0,000. duced 00) of people. We shall see. And ended? Where's thy "visionary

sleam"

Whereof the post wrote a rosy boost? Wert thou the real thing, or didst but There is no excuse at all for Republicans to refuse to support Hon. George H. Williams seem?

'Tis and to speak thy solemn fate, "Vamoosed!" п

Festreen I wandered all alone, forlorn, Betwixt deserted palaces of art And towering temples where the busy mart

been at its berk for party success. If the Republicans should fall to elect Mr. Williams Mayor of Portland, they will find out later So lately plumped and poured its golden horn

Of plenty; and I wept because that that such failure was a great mistake. If party success is of value at all, it is of as much value in the election of the Mayors of our cities and towns as it is in the election corn

And hay now fill the mule that pulls

Along plebelan ways: and in my beart

of our Governors and other officials. Re-publicane are willing to admit now that the election of a Democratic Governor is not par-For Fate I had but bitterness and ticularly conducive to Republican conten scorn! said I wept; but later in the night,

As slow my feet perambulated o'er Those plazas destitute of giorious light That shone last year-but now shall

shine no more-fell into a hole, clean out of sight; And then-I blush to fess it-then ROBERTUS LOVE.

was prepared by the attorney of an Eastern railway company and in-troduced in the Senate by Mr. Kean, of New Jersey, who is nothing more nor less than a railway lawyer temnor less than a railway lawyer tem-porarily occupying a seat in the up-per branch. This is not saying that Mr. Kean is a bad fellow. He moves according to his lights and training. All his associations have been with

San Francisco Argonaut.

Our Municipal Election.

Salem Statesman.

for Mayor in the coming municipal election in Portland, and but few are likely to do

so. Mr. Williams embodies all the elements of Republicanism, and, in addition to having

been a consistent member of that party since its incipiency, his time and talents have ever

Improving the Staff.

VICE PRESIDENT AS "SUB." THIRD TERM TALK KEEPS UP

Brooklyn Eagle. President Roosevelt has solved the ques-tion of what we shall do with our Vice-Presidents, or at least the present one. He uses him as a substitute to appear at fairs, expositions, banquets and other functions where the President is invited to make speeches. The latest task of this kind assigned to Mr. Fairbanks is to go to Portland, Or., and open the Lewis and Clark Exposition with a speech on June 1. The idea of re-electing Mr. Roosevelt to the Presidency in 1908 will not down. The prediction of the unusually sagarenominated and re-elected still dis-

The Westerners had been hoping that The Westerners had be able to accept Mr. Rocsevelt would be able to accept their invitation formally to open the big their invitation formally to open the big Fair, but when the latter fou not go he asked his substitute, the Vice-President to go. Mr. Fairbanks has just finished a "subbing" detail at the Inter-national Raliway Congress. He came on slightest basis for any assumption that he has considered or will consider a renomination. On the contrary, he has to Washington to take the President's place at the receptions and dinners of this gathering.

once, but several times, reiterated this extent, therefore, the Vice-To To this extent, therefore, they vary President has been recognized by the President more than any similar official for the past 40 or 50 years. During much of the time specified there has been no Vice-President. Only one such official in inte years has been called in consultation or considered a part of the administration, and that was Vice-President Hobart, dur-ing McKinlav's administration. He was and that was vice-president house of was consulted by President McKinley as much as a cabinet member. He was also con-sulted by Senators more than any other Vice-President. But he was never called upon to act in place of the President as Vice-President Fairbanks has en numer-me accessions. tioned, but nobody appears to be in the least enthusiastic, though admitting his great qualities. The astute Mr. Fairhanks is named, but there is no evidence of anticipatory emotion out-side of Indians. The stmosphere seems ous occasions.

From the T. D. Dictionary.

Richmond Times-Dispatch, Dem. PROTECTION (pro-tec-shun), n. L. The act of protecting one's pocket at somebody class's expense; self-protection. Z. (Pollt. econ.) The act of guarding protection the correction of one's te's self against the operation

one's self against the operation of one's own principles-principles being meant for the other fellow. PROTECTIONIST (pro-tec-shun-lst). One who believes in the protective tarif -for the other fellow: one who wants to be protected against protection. TARIFF (in:-10, n. An ingenious device for compelling a confiding American pub-lic to pay 12 for articles which Germans. Swedes, Afghans, Ghurkas, Icelanders and Hottentots may buy for one.

Railway Man's Predicament.

London Daily Mail. Recently Joseph Ollier, an engine-fitter employed by the Northwestern Railway Company, at Crewe, had a strange and trying experience. In repairing a locomotive he had occasion to get inside the water-tank, the inlet of which is exceedingly small. He got in with little difficulty, but could not get out. The efforts of other workmen to extricate him were unavailing. Of-

Atlants Constitution, Dem. General Miles recommends cocked hais and kneebreeches for the Massachusetts militia, declaring it would thereby "In-pire respect." The general should not mit a portable bathrub for every colonel on the governor's staff. to extricate him were unavailing. Of-lier became exhausted, and lay in the tank unconscious. A number of me-chanics had to be summoned, and the engine was taken to proces before the man cauld be released. He is now in the Railway Hospital

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licans. upor

market It is claimed that the raising of funds