

The Oregonian

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Washington, D. C.—Ebbitt House, Pennsylvania avenue.

Portland, Friday, February 2, 1906.

CHECKS UPON AN EVIL.

A scapegoat is almost a necessary animal. There are abuses in Portland, and there is no scapegoat as yet.

Liquor-selling, though as legitimate a business as any, is liable to great abuse; and it must therefore be kept under close restrictions and regulations.

But restrictive measures are necessary; and in every country they are enforced. It is as necessary as right, and what is right is necessary.

Between these extremes is the legitimate liquor trade, more than is founded on the reasonable and decent demand for liquors, and use of them, which the great body of the people never will deny.

Such is the trend or tendency among us, at the present time. It is not a trend or tendency towards prohibition. For prohibition in any active, growing and progressive city is in the future.

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Klondiker who has struck it rich. For social position? Mrs. Yerkes is reported to have been persona non grata to select circles.

Senator Fulton's interview in yesterday's Oregonian, answering a recent editorial in this paper, is based upon conditions which are, we think, entirely imaginary.

There is any locality in the coast counties in which there is a vast area of timber land which will be denuded quickly if the timber and stone act is repealed? Practically all the timber land in these counties is already in private ownership, and the owners can be seen cutting the timber off whenever they get ready.

The Oregonian feels sure that no such conditions exist. Oregon mills are located in the midst of vast forests of timber, and private owners are not likely to be needed for manufacturing purposes for many years to come.

The point the Oregonian made in referring to Clatsop and Tillamook Counties was that the timber lands in these counties are already in private ownership, and the owners can be seen cutting the timber off whenever they get ready.

The promoter of the mysterious North Coast road, who claims that his line will be operated strictly independent of present or prospective transcontinental road, and will be used largely for internal development of the State of Washington.

As only a comparatively small portion of the products of the country reach a market at Spokane, it must necessarily make traffic arrangements with some other road to handle the business which it collects over its local lines.

Neither the O. R. & N. Co. nor the Northern Pacific could be expected to aid in the competition with them in territory where they have been firmly entrenched for years, and it accordingly becomes necessary for the line to seek an outlet either by extending its rails to the Coast or by making an agreement with some other road.

The North Coast, if we are to accept the statement of its promoters, is to enter the field for the purpose of serving a branch or main line of railroad, with strict impartiality. This road, as well as the Spokane & Inland, with which it may connect, will find a good field for exploitation, and its appearance in the Evergreen State will enhance the value of property and increase the profits of the farmer and lumberman wherever the road runs.

Both the O. R. & N. Co. and the Northern Pacific have given the territory in the immediate vicinity of their tracks a fairly good service, perhaps very good, when the "heaviness" of the country is considered.

Both Oregon and Washington, and especially Oregon, has been retarded through lack of just such a system of feeders as the North Coast, and the Spokane & Inland are projecting for the State of Washington.

The value of these feeders is amply illustrated by the experience of Gilliam County, in this State. Before construction of the Condon branch of the O. R. & N. Co., the best wheat lands of the county were so far from the railroad that they were a drag on the market at \$5 and \$10 per acre, and cultivation was much restricted.

It is gratifying that the Department of Commerce and Labor has ordered an investigation into the Valencia wreck. It might have been desirable that the Government take the inquiry on the hands of local officials, who may, justly or unjustly, be suspected of favoritism.

and, whether they show it or not, are almost certain to be accused of a desire to shield this or protect that person. We have no reason, however, to think the inspectors stationed at Seattle are Charles Hoover, Diland and competent, and desirous of ascertaining and declaring the whole truth; nor do we suppose that the people of Seattle as a whole will make any effort to cover up the facts.

The North Pacific country can supply business for all transcontinental roads that are now headed for the Coast, and they will all be given a cordial reception. But neither the country nor the transcontinental roads which serve it will ever enjoy the limit of prosperity until Oregon, Washington and Idaho are cross-sectioned by small lines and feeders penetrating the numerous rich localities which are now without means of transportation.

The Harriman system has announced the intended construction of a great many miles of these feeders and branch lines in Oregon as well as in Washington, and another year will undoubtedly witness the completion of the better facilities for increasing the per capita wealth than we have ever before possessed.

Several days ago The Oregonian presented the framers of the Willamette Valley Deersong League's tax bill understood its provisions. Now comes Colonel E. Hofer, president of the league, and conclusively proves the assertion. It was shown in these columns that the proposed tax will amend the present law so that \$50,000 which is now going into the general fund every year will go into the common school fund.

Colonel Hofer denies that this is true, and says that the insurance tax "is where it has always gone, into the general fund." His statement, when compared with the terms of the bill, demonstrates that he doesn't know what the bill really provides. If Colonel Hofer will turn to line 27 on page 42 of the bill, he will find this language:

"All fines and penalties received and taxes paid on premiums under the provisions of this act shall be paid into the state school funds, and 60 per cent of all revenues received by the Commissioner shall be paid into the general fund of the state, and the Commissioner shall be entitled to receive the fee and 40 per cent of the revenues received by law, as compensation for his services."

The taxes paid on premiums by insurance companies amount to about \$60,000 a year, and this money has been going into the general fund, thus reducing state taxes by that amount. The proposed tax law will divert this money to the school fund and make it necessary to raise \$60,000 a year more by general taxation for schools.

Mr. Schwerin's ability as a steamship man has never very favorably impressed the Portland men who have felt the effect of it, but Portland's experience with most of the Government officials who have had anything to do with the steamship traffic between the Pacific Coast and Manila has not been of a nature that was flattering to the Government.

King Christian of Denmark left but a modest fortune of \$250,000 or thereabouts from the proceeds of a long life of high official position. This would be surprising, since his habits were simple and economical and his large family was provided for by the state, but King in giving his substance to the poor and to charitable institutions.

Since Tacoma and Seattle insist that the port of Portland and the Columbia River are not to do business any more, do we wonder, do we inquire, why the Northern Pacific and the Great Northern are building that road down the north bank of the Columbia, and bridges over the Columbia and Willamette, and acquiring terminal grounds at Portland, and putting twenty millions of dollars into a dead enterprise?

Henry Clews thinks the stock market has almost reached the top limit. But Tom Lawson will tell him there's nothing original about that discovery. Yet there are perhaps more people who will believe Clews than Lawson, even when Lawson told us a few things a year or so ago that nearly everybody said were fairy tales, and now nearly everybody knows were true.

Wilson Mizner's good taste in marrying Charles T. Yerkes' newly-made widow may be questioned; his financial acumen, never. He didn't sell himself cheap and he made the trade a C. O. D. transaction.

The Black Hand postal cards provided just about as much free advertising as the Richards agitation. Yet testimony is available that some advertising doesn't pay.

Fortunately, sixty days elapse between the opera season and the latest date for paying taxes. Thus is the wind tempered to the storm lamb.

Suppose the steamship Valencia did abandon the wreck? The Queen did. She was of just as much service to the survivors after she left as before.

THE SILVER LINING. Thought for the Day. Lives of lobsters all remind us. We are not the only clams. Fool destroyer, he will find us Prosperous as other hams.

If the weather be sunshiny. Sleep not until half-past eight; Be not peevish, dull and whiny. Brace and take your whisky straight. A. H. BALLARD.

How many people have remarked that Schwerin was awfully angry? It is only 9 o'clock, and I have said it first in this office, anyway.

The North Coast line we hear so much about now is like the Belt line in New York that Mr. Whitney bought. The belt line only connected with all other roads, but it ultimately absorbed them.

DEFINITIONS. (Tips on the Race of Life.) PHOTOGRAPH—An ingeniously contrived mirror that makes all people believe they are good-looking.

LOVE—The fire that runs the world and burns it too. FRIENDSHIP—The feeling a man entertains toward all people who are useful to him in his business.

ADVICE—A general term for everything that is left undone. ACTRESS—One who pretends to be what she is not.

LAWYER—A reckless individual who recognizes no law. COUNSELLOR—One who gives bad counsel.

LYING—Synonym for succeeding. Thus, a successful man is always and necessarily a liar.

EVASION—The habit or symptom by which a person diseased with riches may be detected.

One going costs two miles in a minute with an auto. Some people want to be faster than any one else alive, if they have to die to do it.

Will it be Winter or Summer today, asks the man of himself as he takes up his hat and reaches for which overcoat?

James J. Corbett discussing the subtleties of Bernard Shaw is a rare treat for those who can survive it. He handles the playwright with gloves, as he handled John L. Sullivan in prehistoric times.

The life of the business man in the Coast city is as bustling as that of his fellow on the other side of the state—only there is this difference. In the North-west he works just as steadily, but he finds him behind the counter or at the desk an hour earlier, and he remains an hour or two later, so that he puts in about 25 per cent more of the day. He has the telephone at his elbow, his stenographer within range of his voice ready for dictation at a moment's notice.

Some Men's Hair. Harper's Weekly. There is an exchange in Paris where one may purchase locks of hair which have adorned the heads of celebrities.

YOUTH AND DRINK. American Medicine. The age at which drunkenness is established was investigated by Dr. Charles L. Dana, and the results being based upon some thousands of cases, are not only of great scientific value, but have a practical application as well.

The cause of the early incidence of inebriety is not known, and probably cannot be discovered until there has been more investigation of the pathology of this disease, and there now seems to be reason to doubt that there is a pathologic basis for the craving. Of course, it is also generally believed that there is a habit generally inherited, and that the pillars of society, has put a quietus temporarily on the quick happenings in this sorrowful webfoot vale of tears.

The Province of Cavite, known as "the mother of ladrones," has again been the theater for the operations of this class of people, and the results of their depredations are so numerous that it is difficult to believe that there is a habit generally inherited, and that the pillars of society, has put a quietus temporarily on the quick happenings in this sorrowful webfoot vale of tears.

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Commission Suppressing Ladrones and Increasing Prosperity. WASHINGTON, Feb. 1.—The annual report of the Philippine Commission for 1904, just issued by the War Department, shows that with the exception of the provinces of Cavite, Batangas and Samar, peace and order have generally prevailed throughout the islands since the beginning of the American administration.

The semi-barbarous hillmen of Samar, fired by the fanatical teachings of the Abulhinan, have been a constant menace to the peace and order of the island. The Philippine Commission, however, has been successful in suppressing these bands, which have terrorized and plundered the people at intervals for a considerable time.

The Governor General and two members of the Philippine Commission made a personal visit to Samar and held a personal conference with the people and officials, from which it appeared that the discontent of the people was largely caused by the fact that the local officials had been acting as the agents of the large export houses in Manila for the purchase of hemp, the principal product of the island.

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Prosperity on Increase. With the exception of the disturbances cited, quiet and order have generally prevailed throughout the archipelago, and on the whole, the progress of civilization in the other civilized countries. In many provinces there is fully as much land under cultivation as ever before, and in all of the only drawback to the progress of agriculture is the lack of capital and the lack of labor.

Output of Sugar and Tobacco. The recommendations heretofore made in reports of the Philippine Commission that Congress should increase the duties on sugar and tobacco from the Philippine Islands, or at least to make a large reduction in the same, when imported into the United States, are being considered by the United States Government.

Window-Glass Trust Breaks. PITTSBURG, Feb. 1.—The proposed combination of the window-glass manufacturers of the country, under the name of the National Window-Glass Company, has been abandoned.