

The Oregonian

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PORTLAND, SATURDAY, AUGUST 18, 1906.

THE TRANSFORMATION.

The plans outlined for railroad development in the Oregon Country, assurance of which is supplied by work actually in progress, together with irrigation, reclamation, water and other preparatory work, the enormous growth of the demand for lumber and multiplication of sawmills on every hand, the rapid advent of new population and increase of every kind of industry and production, will certainly effect within a short time the transformation of surprising extent in all parts, and particularly within the limits of the present State of Oregon, which hitherto has not received in the work of development its proper share of attention.

At present of all such growth and progress in our time lies creation of facilities through railroad extension. The main instrument or agency in modern activity is the railroad. Upon it depends, mainly, the progress of every other industry. Transportation has assumed its place as the central and main of the one great energy necessary to all the rest. And the railroad is as necessary to creation of ocean commerce as to the internal development of a country.

We expect that within five years our railroad mileage in Oregon will be doubled. We include in this statement the North-Bank lines, which, though mainly in another state, will be in fact, for all the purposes of commerce, Oregon roads. Penetration of our coast country, at various places, as Tillamook, Uncompahgre, Clatsop, Eby, will open, first through the lumber business and then through agriculture and correlated industries, new sources of activity, both for inland and ocean commerce. In our coast region, from the mouth of the Columbia southward, there will be with a coastwise trade, as many inhabitants as now in all Oregon. The natural sources of wealth, therein awaiting appropriation and development, are nowhere surpassed and in few places equalled. All along the coast are ports which may be opened, and will be opened, to coastwise trade, and a great ocean port is wholly practicable at Coos Bay. The railroad is the prophecy, and it will be the fulfillment, of all these things.

So indispensable is the railroad in the economy of modern life that a country or a tract can do nothing but the railroad enters it. Hence Eastern Oregon has made little progress, and some worth notice or mention, away from the single railroad along the northern border of the state and on the few short spurs thrown out from the main line. Eastern Washington has outstripped the progress of Eastern Oregon solely because it has been penetrated and traversed in all directions by the railroads. The difference can be equalized only by putting railroads through Eastern Oregon. Great possibilities of wealth are here; but the railroad must go and make it, and will find its own profit with the development. The resources of timber, of grazing, of agriculture, in Eastern Oregon are immense. It is shallow observation to declare it a desert. It is the same desert that covers an area of a million square miles, east and west, between the Cascade Range in Oregon and Grand Island, in Nebraska, and north to south from the Canadian border to the middle of the State of Texas.

Time was, and that within living memory, when it was said, and believed, too, that civilized men never would live, or could live, in this vast "desert" region. But the railroad has transformed the greater part of it, and soon will transform the remainder. Irrigation appears as a powerful factor in the work.

The largest stretch of country without railroad in the United States now lies within the boundaries of Oregon. It has been neglected, for development elsewhere, but its time is coming, and now it is believed to be at hand. For the promises that have been made are too direct and too definite to permit further incredulity. Within five years we shall have railway extension in various parts of Oregon, on a scale that will complete a vast outline and take only local demands here and there still to be met.

The lumber business of Oregon will alone go far to sustain the traffic; for lumber is wanted, and will be wanted more and more towards the East, for a distance of twenty-five hundred miles, and Oregon contains the largest bodies of standing timber that remain in the world. Within the next ten years the population of Oregon will be doubled, and the wealth increased four-fold. The agencies that will produce these results are fast setting into operation. It is open, patent, to every observer.

Note the clipping on this page from the Astorian about the Columbia River bar, and the assertion that Portland prevents improvement of the bar. Observe also that Portland is deepening the river above the bar, but can't undertake the bar work, because it is too big. Note also that Astoria has had these four years a Senator in Congress. That Senator is a worthy and able man, and has done as much as any man could have done. Why should Astoria wish to discredit him? Portland is working on the river, but is not working on the bar. She has taxed herself immensely to deepen the river, and the river has an excellent channel—due to her efforts. But she hasn't attempted work on the bar. Does the Astorian expect Portland to tax herself for that work? It is an undertaking beyond her resources, and dependence has been placed on the General Government. Senator Fulton ought to deliver a word or two of motion to the nation on this point. How much greater is Portland than Astoria, by so much the more does Portland want deep water below Astoria. But is Portland to undertake it? Or shall not the Government of the United States be asked to look to it?

A COMFORTABLE SYLLOGISM.

Either the Rev. Sheldon Jackson has very little religion or he has a great deal. If he has but little, it seems strange that in all these years the missionary society, which has been paying him a salary for attending to the salvation of the lost Alaskans, should have found it so profitable. If he has much, it must be of a poor quality, for by his graft seems to be of the same filthy sort as that of the mere politician, who makes no pretense of saving souls but confines his efforts to robbing the Government.

EVERYBODY KNOWS HOW LITTLE FAITH AND HOW MUCH FOLLY THERE ARE IN THE REPORTS SENT HOME FROM CHINA.

Everybody knows how little faith and how much folly there are in the reports sent home from China, Borrioboola Gha and the like of the sea by some missionaries. Their multitudes of converts are like the thousand cats which the boy told his father he had seen in the back yard. Warned of the falseness of the reports, the church curtailed his estimate to five hundred, one hundred, and finally fifty. Further exhortation reduced it to ten, and a smart application of the shingle finally brought out the fearful protest that "our old cat and another one were the only ones left." The same explanation is being brought to bear upon many of the missionary reports, they would dwindle in the same way. Honesty in word is not therefore essential to a missionary's standing with his society, and Mr. Jackson's long and blessed career proves that financial honesty is equally unnecessary. This proposition is easily proved. If he did not steal he could not give to the cause. But giving to the cause is good; therefore stealing which makes it possible is also good. Otherwise we should have a good effect from a bad cause, which is the absolute impossible. This reasoning has the approval of numerous great theological authorities, notably Dr. Lyman Abbott, of the Outlook. One of his favorite syllogisms proves the saintliness of Mr. Rockefeller. Rockefeller's gifts to the church are in the millions. Hence the cause of them must be good. Ergo, Mr. Rockefeller is a saint.

SOCIETY ON SHIPBOARD.

The exposure of Lieutenant Dunne's conduct on board the training-ship Independence surprises none. The officers of the Navy and the regular Army are members of high aristocratic circles. Their associates are of the plutocratic caste, with plutocratic tastes and morals. It is to be expected, therefore, that during periods when vice is fashionable on land, it should also be cultivated on shipboard. Divorces and Oriental orgies being now the rage in millionaire circles, as a relaxation from the rigors of motor-riding and dining, it is to be expected that similar amusements will prevail among some of the smart officers of the Navy. Should those officers pursue the somber paths of virtue while their associates on land are diverting themselves with fast women, they would lose the love of society; they would find themselves no longer de munde, so to speak, when they again went ashore. A gentleman must be a gentleman everywhere, on shipboard as well as on land; otherwise he gets out of practice.

Aside from the necessity of keeping pace with their "set," the idle life of Army and Navy officers, in time of peace, must make it exceedingly difficult for them to cultivate the humdrum virtues of civil station. Most of them are healthy men in the prime of life, and Byron has well said, "Health and idleness to passion's flame are oil and gunpowder."

Both from its effects upon the conduct and character of those who belong to it and from its incongruity with Democratic institutions, a regular army must be looked upon as necessary evil in this country. In Europe, where it is thought worth while to buttress up aristocratic institutions with vast military establishments, they seem more in harmony with the scheme of civilization, but here they have always appeared somewhat out of place. The fathers of the Republic dreaded standing armies and made but slender provision for them under the Constitution. The entire course of Anglo-Saxon history is one continuous warning against the effects of militarism in a free nation.

Our own history happily affords few instances by which one can judge how a standing army would conduct itself, when employed by a tyrant against the people. The officers of the Navy and standing Army are educated under an iron-clad curriculum which tends to destroy every vestige of their individuality and reduce them to automatons. The system of training at West Point and Annapolis is thoroughly aristocratic. Rank, caste, and unyielding obedience and subservience to rule are the underlying ideals of the schools. Of course these are necessary in a regular military establishment, but that fact only emphasizes the incongruity between militarism and democracy. A standing army is a thing in harmony with monarchic ideals and modes of life; in a republic it is at best a thing to be tolerated for lack of something more suitable to the genius of our institutions.

The Washington Railroad Commission is steadily drifting farther into the mazes of a most perplexing question. The making and maintenance of a distance tariff which is fair and satisfactory to all the points covered and affected by its workings has always proven a task of no mean magnitude. The ability and experience of rate experts who have spent a lifetime in the busi-

ness. Under such circumstances it is not to be wondered at that the railroad view with some degree of exultation a distance tariff constructed by whose connection with railroad matters is strictly political. With the commission it is probably a case where, if they are given sufficient rope, they will succeed in entangling themselves. The joint rate, which is directly aimed at Portland, will fall in its object. As to the proposed distributive rates for the interior points, they cannot be other than self-adjusting with the Portland or Puget Sound rate for a base. So long as the Coast ports have the benefit of water competition, it will be a difficult matter for the Washington Railroad Commission to justify that advantage by any distance tariff not warranted by conditions.

Senator Sutherland, of Utah, expresses the opinion that intermarriage with the white race has improved the Indian physique. This view is contrary to the experience and observation of most persons who have come in contact with halfbreeds, who, on the contrary, are subjects of physical weakness and mental deterioration. This is especially true where the father is of the inferior race. The degenerate men of the border, known as "squawmen," the offspring of such mixed marriages, especially if girls, have no place in the world and would be excused in cherishing a feeling of bitter resentment against every fairer than their own nature and adding indifference and malignity to their degradation. If, however, there is before the soldier a prospect for promotion rewards, he is afforded an incentive which is sufficient to materially improve his work and habits. The successes attained by men who have risen from the ranks of the military service are far more plentiful than those of the men who reached commanding positions through influence. No man can understand men as well as he who has worked in the ranks with them, and the results are obtainable when the captain, army or navy, has a perfect knowledge of the men who are to execute his commands.

It is denied by the Houston (Texas) Post that the overwhelming strength of the Democratic party in the South is due to fear of negro domination. That journal states the reason, as it sees it, thus: "The dominant political sentiment of the Southern States represents ancient ideals of Republican government. It is shown in economic and social life here who have helped their husbands, fathers or other relatives. One girl 13 years old drove the horses on a hay fork this year, and another woman was putting back hay in a barn and the load from the hay fork covered her up. Her husband had pitched lively for awhile, but she was the ultimate of things. It is the women of Tillamook know what the strenuous life means; but I never was in a community where husbands and wives lived more amicably."

All the Rights Both Need. Beaver Cor. Tillamook Herald. Athens is not the only place where women help harvest. We know of several states where women have helped their husbands, fathers or other relatives. One girl 13 years old drove the horses on a hay fork this year, and another woman was putting back hay in a barn and the load from the hay fork covered her up. Her husband had pitched lively for awhile, but she was the ultimate of things. It is the women of Tillamook know what the strenuous life means; but I never was in a community where husbands and wives lived more amicably."

TIMBER IS FAST DISAPPEARING.

Mill Cut and Fire Ravages Suggest Future Lumber Panic. That our lumber supply, one of the largest sources of our national wealth is in danger of practical extinguishment before many years, seems clear from a recent report of the Department of Agriculture. According to this showing, the lumber cut in this country was about 27,728,000,000 feet. The vast proportions of this slaughter of the forests may be appreciated by imagining the lumber to be all of inch thickness, making a "board walk" 2000 feet wide from New York to San Francisco, Maine, Michigan, and New York are no longer great lumber states, ranking respectively sixteenth, fifth and twenty-first. The Pacific slope and the Gulf lead, Washington being the chief lumber state and Louisiana the second. Wisconsin and Minnesota are third and fourth. Arkansas, Mississippi, North Carolina, Texas, Alabama, Georgia and Virginia make up the remainder of the eight Southern states, all of which lead Maine in the amount of lumber produced. There is little more in the country. It is practically all gone, and one of the difficulties of building now is that there is no substitute of quite such versatility as the lumber of this country. The year's cut comes from this noble tree. The once despised hemlock furnishes almost three times as much in the body to other uses as the more popular and basswood, which the American of 1850 did not consider fit for firewood, furnish more than waste pine, and the ravages of forest fires as well, shall be replaced, is one of our most important problems.

LIFE IN THE OREGON COUNTRY.

Barring the Misery in His Bones. Woodburn Independent. The man who has been waiting a scarcity of better employment, and who is about to go to work can now enter the hopyard.

A Rising Market. La Grande Observer. The highest price ever paid for local orchard was \$700 an acre, but the time is soon coming when \$1000 an acre will not be unusual.

Bravas Always Secure. North Yamhill Record. The fellow who put a feather in his "canned chicken," made from lack rabbit, is some distance ahead of the fellow who never thought of it.

Proper Thing in Bunchgrass. Echo Register. Last Tuesday a man gave a hurry order to a waitress in one of our hotels coupled with a little profanity. He was ordered out of the house and defied the lady to call him there was no man handy to call in at this juncture, but catching up a bread-knife the plucky waitress charged him to the street and came back until he gets over his scare.

Diversion in Limb. Harrisburg Bulletin. We have some queer laws. It costs less to wallop your wife than it does to whip your horse. Recently a woman was fined \$75 for beating his horse which wasn't the full limit of the law; while last week Judge Henderson gave a drunken brute the full limit of the law for beating his poor little wife, which was only \$50. Both cases were tried in the same court.

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GOSSIP AND NEWS OF THE SPORTING WORLD. Good, live sporting news is a feature of the Oregonian. No other newspaper in the Northwest approaches the thoroughness with which this department is covered. The records of all sporting events of the world are chronicled by the Associated Press, and its reports are supplemented by stories and news items and interesting local articles. Football is now looming up on the horizon, and the National Capital will give attention tomorrow. The California field is covered in a letter from Harry B. Smith.

LIFE AT THE OREGON AND WASHINGTON SUMMER RESORTS. The Galeries of the Summer season are now being enjoyed at the various beaches. The large crowds at North Beach, Seaside, Newport and other points along the coast are enjoying the most pleasant seasons ever spent at the Oregon and Washington Summer resorts. The month of August at high tide, many events giving it life before the return to the cities. Attractive photographs of beach scenes are reproduced.

COOLIES FOR CANAL WORK.

Their Use Defended on Ground That None Other Are Available. Chicago Chronicle. The Panama Canal Commission is about to try 2500 Chinese laborers on the canal work as an experiment. According to a Washington dispatch this is "the last hope of the commission."

It has been pretty well understood for months that the negroes obtained from Jamaica and other islands in and around the Caribbean Sea were unsatisfactory. The Jamaicans are said to be the best of them, but even they are poor laborers. All this is now officially admitted, and the commission has decided to employ only 2000 Spaniards, who are said to be capable of doing three times as much work. There is little hope, therefore, of accomplishing much, not to speak of rushing work, with negro labor. Spaniards cannot be obtained in sufficient numbers. Hence the experiment with Chinese. It will be noticed that nothing is said about common labor from the United States, either white or black. The truth is that American laborers do not wish to go there. Common laborers do not go. Skilled laborers are required, but American labor is scarce. It is not only that, but there are offers of wages which would be regarded as excessively high at home. But for all that, the organized labor agitators have been meddling in the matter of employment on the canal as though the employment of organized labor were deeply involved. They have insisted on the eight-hour day, though our eight-hour law was not intended to apply in Panama. They have insisted on it for laborers who are and always will be aliens no less than American citizens. They have been particularly insistent in their opposition to the employment of Chinese labor, and that probably is the reason why the experiment of Chinese labor was not made long ago.

The experiment may not be successful. We know, however, that the Chinese laborers are capable of working under trying conditions and that where they can work they are far more efficient than the negroes now employed, and that they are more faithful and reliable than most organized labor.

They do not have to be watched every minute and they are pretty well able to take care of themselves, and will observe the rules of the company. They will be understood them and know they are expected to observe them.

If they fall it will be because they can not work in the climate of Panama. There may be some truth in the statement that they are the last hope. If they succumb to Panama diseases and the debilitating influence of the climate, it will be hard to get enough men to push the work to early completion. Experiments have already been carried far enough to warrant this conclusion.

If the Chinese prove to be the right men for the work, it is said they will be employed in large numbers, and they ought to be. The commission ought to hesitate to employ all the Chinese needed to push the work. Opposition by our labor union bosses ought not to be regarded for a moment.

Our skilled workmen can have a monopoly of their kind of work on the isthmus will not work there. Our unskilled workmen are therefore wholly wanton and unreasonable and should be entirely ignored.

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