

The Oregonian

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Portland, Wednesday, May 1, 1907. The most-satisfying news comes from New York that Mayor McClellan and Tammany have buried the tomahawk and smoked the pipe of peace.

The tiger and the white-robed apostle of political purity are to lie down together. Mr. Pecksniff and the political honor formed an offensive and defensive alliance under a treaty whose terms are edifying in the extreme.

Mr. McClellan fairly deserves the title of "Pecksniff." A man who pools issues with the Sullivan and Murphys of the metropolis after preaching, as McClellan has, the lofty principles of political honor must not be surprised if the world discounts his sincerity.

His pompous statement that he looked upon politics "as a profession, not a vulgar trade," provoked smiles when he made it; now those smiles recur. It seemed incongruous then that a man who was afraid to have the title of political honor "tested by a fair count of the votes should talk of political honor.

It seems more incongruous that he should do so now, for one of the articles of this charming agreement kills the bill for a recount of the Mayor's votes, a bill which Mr. Hughes favors. In return for certain substantial concessions Tammany is to see to it that Mr. McClellan serve out the remainder of his term in peace, untroubled by the fear that the frauds which put him in power may be uncovered if they exist.

A man of sensitive honor would be unable to see any moral distinction between receiving an office by means of holding an office to which he had not been elected. Mayor of New York, but the fact is doubtful. Instead of helping to clear up the doubt, he has used every device known to tricky lawyers to make the title of political honor "tested by a fair count of the votes" a most infamous gang of politicians to suppress legislative inquiry. It is like the case of a man detected with stolen goods in his possession who should resist to the utmost the efforts of the rightful owner to reclaim his property.

At the same time, the political honor Tammany is to see to it that Mr. McClellan serve out the remainder of his term in peace, untroubled by the fear that the frauds which put him in power may be uncovered if they exist. A man of sensitive honor would be unable to see any moral distinction between receiving an office by means of holding an office to which he had not been elected.

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Hence the meaning of this article in the treaty is that the Mayor has agreed to appoint grafters from this time to the end of the term, but among the grafters he is free to select whom he chooses. Doubtless there is a difference between one thief and another, and Mr. McClellan, by a wise use of the valuable privilege he has reserved, may mitigate the evils which must follow from his alliance with a society which exists for evil and nothing else. In the certainty that they are to be governed by criminals until they can elect another Mayor, it is not surprising that the Mayor should know that their hired ruler will probably not appoint the most honest.

Madisonville once wrote that most of the evils of the world are caused by the vacillation of men who are neither consistently bad nor consistently good. Mr. McClellan is one of these men. He has promised to be as reserved, may mitigate the evils which must follow from the moment his personal interest or his timidity urges him toward the bad his better nature yields. The bargain that he has made with Tammany is solely for his personal advantage. Not a shadow of benefit to the city can result from it, can have any effect except to strengthen the Mayor's hold on his seat and to confirm the power of an iniquitous organization. Tammany exists for plunder. By siding Tammany, Mr. McClellan delivers the public over to a band of rascals. By siding McClellan, Tammany delivers the public to a weakling whose shallow conceit and unscrupulous greed of power are more dangerous than resolute depravity. Between such a man and Hearst what is there to choose?

It would be interesting to know how Mr. John Aubrey Jones acquired his reputation for esoteric information about the President. He is informed, he says in his letter printed in today's Oregonian, that when Senator Bourne "speaks to the President about the necessity of his again being the candidate of his party, the President does not refuse the Senator's Marvellous marvelous. One would naturally expect Mr. Roosevelt to raise his club aloft and take the Senator a well on the jaw. But how does Mr. Jones know what Mr. Roosevelt says to the tempter on these interesting occasions? And to do yet a little farther back into the dark mystery of the situation, how does he know that such occasions actually occur? Can he or any other person definitely assert that Mr. Bourne has ever said one word to the President about another term? And if he has ventured upon such an audacity, does Mr. Jones really think he can know whether he was rebuffed or not?

But, if, after all, Mr. Roosevelt should be a candidate again, what is Mr. Jones going to do about it? That is the question. If the contingency befalls, it will be because a vast majority of the people of the country demand it. Having compelled Mr. Roosevelt to run, they will not permit him to shirk the duty of the moral distress of such men as Mr. Jones who will have to live under the rule of a man who said he wouldn't be a candidate and then went and was. Would their lives be worth living? We fear not.

TRANSPORTATION AND PROGRESS. The assertion that the way to prosperity is to be found in transportation is in general true, though there are some exceptions to the rule. In many sections of the United States industrial development awaited the establishment of transportation facilities. Transportation lines were pushed out into the frontier, thereby making opportunities for industrial growth and consequent prosperity. In Oregon the people have built up their industries, attained prosperous conditions, despite inadequate transportation facilities, and then the railroads were built to take advantage of the traffic provided by the unaided efforts of the people. In Oregon, transportation has always lagged a little behind industrial progress rather than "blazed the way." That has been true not only in the building of railroads, but in the construction of good wagon roads, which latter form an essential part of the transportation system as the former.

But the people have been taking deep interest in transportation problems for some time past, and show indications of taking more active interest in the future. Not only in demanding extension of railroad lines, but in building better wagon roads and improving waterways, the producers in Oregon as well as in every other state are showing their appreciation of the importance of transportation facilities. The Inland Waterways Commission, recently appointed by President Roosevelt, has at once entered upon its task of investigating conditions with a view to recommending a comprehensive plan of waterways, which shall accomplish the greatest possible permanent results not only for transportation, but for irrigation, power and flood-control as well. No undertaking in which the Government has engaged will receive as much attention, and deservedly, as this. The people of the Empire are naturally interested, for it handicapped by adverse transportation conditions, though possessing natural advantages surpassing those of almost any other state.

Starting out for its first visit of inspection to the Oregon coast, the Inland Waterways Commission, which shall accomplish the greatest possible permanent results not only for transportation, but for irrigation, power and flood-control as well. No undertaking in which the Government has engaged will receive as much attention, and deservedly, as this. The people of the Empire are naturally interested, for it handicapped by adverse transportation conditions, though possessing natural advantages surpassing those of almost any other state.

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grades would be already provided and where excavations would be comparatively slight. The construction of such a canal would in the near future provide a means by which the lumber products of the interior could be floated down to tidewater at lower rates than the rail lines are willing to grant, and when the Valley attains the high state of agricultural and manufacturing development which is certain to come, the waterway would be a valuable means of transportation, even after the lumber supply has been exhausted. To many people the idea of a canal any place in the Willamette Valley may seem absurd and possibly present conditions do not warrant the necessary expenditure; but it is altogether likely that the future will show the wisdom of the construction of such a waterway. In any event, the already provided and improving transportation conditions justifies the investigation of this project as well as many others in this state. We shall eventually have free locks at Oregon City, and an improved channel up the Willamette valley.

The Inland Waterways Commission includes in its study the question of irrigation and power in connection with ship canals, and these subjects should not be overlooked by those who are investigating the canal project in the Willamette Valley. If the flow of water should be only sufficient to generate a little power, or to irrigate only small tracts of land, economy would require, as shown President Roosevelt some time ago, that all these uses for the water should be considered when a canal is to be built.

In giving their attention to transportation, whether in regulation of freight rates, construction of roads, extension of trolley lines or digging canals, the people are working upon a problem scarcely secondary in importance to that of production.

TAXES AND BIG BUSINESS. Nearly every State Legislature this year has been grappling with the taxation problem, and in almost every instance it has been found that large corporate interests oppose the effort to enact laws designed to impose upon them a burden equal to that borne by individual owners of property. Legislators labor in awe of the veto power of Big Business. Because it is a wealthy corporation that puts up a fight the lawmakers are carried away with the idea that passage of the bill is more difficult. But there should be no difference. If a measure is right and just, the fact that an opponent who represents ten millions should not give him any more influence than is exercised by a friend of the bill who cannot show title to ten thousand.

Facts are none the less true because they make a case against a millionaire. Arguments are none the less sound because they are based upon the facts of the farmer. But there is something about the millionaire that makes the average legislator bow and scrape when the two meet in the lobby, but it is the farmer who must do the bowing when he and the legislator come together. Hence it is that much meritorious legislation has been defeated in a number of states.

CAUTION IN GRANTING FRANCHISES. Not a street franchise has been granted in Portland but has conferred too liberal privileges, which the city would curtail had it the power. When granted, the franchises were supposed to safeguard the interests of the public, but after the city had taken and the earning power of the franchises had grown and the population has become dense, it is seen that the city does not possess the restrictive authority which public interest requires. An example is the Fourth-street franchise of the Southern Pacific, awarded to the Oregon Central Railroad company in 1885, before anybody dreamed of the fact that it would be necessary for the city to banish steam locomotives and long trains from the street.

This is the experience of other cities as well as of Portland. Residents of a certain street will petition for the grant of a franchise, and the city will tolerate after the lapse of a few years. Their City Council will award a franchise with their tacit consent, which several years later they would resent. In Medford there is wrath against the vacation of streets and lots given by the City Council, for the benefit of the Oregon & California Railroad. Says the Medford Tribune:

Some time in the long ago, when the staid old Medford was a quiet town, the blighting breath of despair had not yet blown over the city, and the few "live ones" remaining, the City Council, out of the abundance of its ignorance and stupidity, gave to the Southern Pacific Company its official sanction to the closing of every street crossing, except three, within the city limits. Large, white posts flank the railway tracks where the quietude of the city's brightness for a mass of potatoes. But further comment on the subject is useless. The evil has been done and the question now is, how shall it be undone. The City Council had no legal right to give away city streets to a railroad, and under a reversion clause, and if this has been done the present Council should take steps to annul the legal acts under which the city streets were closed.

We are told that very soon it will be possible to dine in New York and breakfast the next morning in Paris. Simply take the "owl" boat. But already there are persons who feel next morning as if they had been on quite as long a journey as that.

Wisconsin Agricultural College will experiment with potatoes for the purpose of ascertaining at what cost alcohol can be manufactured from them. Ordinary potatoes will not be used, but there has been imported from Germany a potato uncut for food but which yields large crops.

Work is soon to begin upon the construction of a canal connecting the Ohio with Lake Erie. This will give Pittsburg and the entire Valley of the Ohio an easy outlet by water to the Atlantic Coast. Canal building will be the greatest feature of internal improvement in the next five years.

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public money for the purpose of bringing to the Canadian Northwest people from Europe for the purpose of settling the agricultural lands. Among other things, the paper complains that the newcomers, few of them English-speaking people, set the colonies, give primitive old-country names, maintain their former customs and do not mingle with the Canadian people. America has had a similar experience and has no fault to find with it. All through the Middle States the Norwegians, Swedes, Germans and Russians have formed agricultural communities and they live pretty much to themselves. The older people have little desire to learn the English language, but they gladly send their children to the public schools. They are industrious, thrifty and law-abiding. They are homebuilders, not land speculators. They are more contented in colonies and we like to have them contented with the country in which they live. Canada will find that their desire to settle in colonies by themselves makes them the less desirable helpmates in the great task of bringing a new country into a condition of productivity.

A correspondent of the New York Times wants to know whether a Socialist would be a better citizen than a Socialist, not if he is Socialist in the proper meaning of the term, but just as certainly undesirable if he is of that type of men commonly called Socialists who advocate violence and lawlessness. Because a man differs in opinion from the majority of the people he does not make him an undesirable citizen. In fact, a small minority deeply in earnest in promoting new ideas in government may be the most valuable citizens we have, though not fully appreciated at the time. But the opponents of new ideas must not grow too impatient if their ideas are not immediately accepted by others. They must not throw bombs or use language that will incite others less thoughtful to do so.

Kansas City is anxious to be selected as the place for holding the Republican National Convention in 1908. Perhaps it is not, if he is Socialist in the proper meaning of the term, but just as certainly undesirable if he is of that type of men commonly called Socialists who advocate violence and lawlessness. Because a man differs in opinion from the majority of the people he does not make him an undesirable citizen. In fact, a small minority deeply in earnest in promoting new ideas in government may be the most valuable citizens we have, though not fully appreciated at the time. But the opponents of new ideas must not grow too impatient if their ideas are not immediately accepted by others. They must not throw bombs or use language that will incite others less thoughtful to do so.

The Rhode Island Legislature has adjourned without electing a Senator to succeed George P. Wetmore. Eighty-one bills were taken and the last vote stood 41 for Goddard, Democrat; 39 for Colt and 30 for Wetmore, both Republicans. Aldrich will be alone in the Senate from Rhode Island until next January at least, when the Legislature will meet again. The people of Rhode Island can learn by looking over the Oregon primary law how to settle Senatorial contests.

The New York Central handled more freight during the month of March than in any similar period in its history, its traffic surpassing the record for March, 1906, by 50,000 tons. Additional fact that the company are so urgently needed that a \$25,000 bonus is offered for prompt delivery of a recent order. Somehow developments do not support the "bank-railways" talk we heard a few weeks ago.

Illinois has enacted a local option law, after a hard fight in the Legislature. The law provides for township option, and under its provisions the people in a territory six miles square can vote the whole township "dry," even though a city inside the township votes "wet." But the law does not permit "wet-mandering" by joining dry with wet townships or precincts.

The Kansas City Journal says that if the state may regulate the rates to be charged by a railroad it may also regulate the prices to be charged by a grocer. But there is a difference between a railroad and a grocer. The former is granted by the state and an individual doing business entirely on his own capital and without a monopoly.

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HOW A LAWYER LOOKS AT IT

Unable to See Difference Between Public Discussion and Private Intimidation. PORTLAND, Or., April 30.—(To the Editor.)—In answer to my contention that a newspaper ought not to comment upon a case pending in the courts, The Oregonian has an answer upon which it seems to practically rest its entire case, namely, that in criticizing the decision of the Supreme Court of the United States in the Moyer-Haywood kidnaping case, I have done the same thing, and therefore it must be right. I certainly am disappointed that a great paper like The Oregonian should take so small a view of this case. Its readers expect a better answer than this. If The Oregonian has no better defense for its position upon this and other questions than the fact that I have done the same thing, no one knows better than I that it is leaning upon a broken reed. But unfortunately for this defense, it is not the question of whether or not Moyer, Haywood et al. can be legally tried in the Idaho courts after being kidnaped by the state officers of Idaho, who were acting in the name of Idaho, and in the Supreme Court of the United States, the court of last resort, and has been finally settled so that this case is closed.

The marriage of his daughter Helena to King Leopold is of his own importance, with a consequent widening of the estrangement between the ruler and the people of Montenegro. The granting of the crown to King Nicholas was not a barren gift, and as soon as this was realized dissatisfaction became pronounced and emigration increased so rapidly that 25,000 Montenegrins emigrated during the first three months of this year. The Cabinets appointed by Prince Nicholas have been turned out by the Parliament as rapidly as they were appointed.

The attempt to suppress the radical independent newspapers (the government being accused of instigating the destruction of Montenegro) turned out to be a shabby and Podgoritzia) fanned the revolutionary flames. Delegates of the principal clans, all heavily armed, after a stormy conference decided to send representatives to King Leopold to demand that Prince Nicholas dismiss the Tomonovic Cabinet. The Prince replied by declaring martial law, and calling out the army to suppress the revolution. In the meantime the Tomonovic Ministry tendered its resignation and it is thought probable that Prince Nicholas will reappoint the Cabinet which M. Radovic turned out, as the latter has many representatives throughout the country.

LEOPOLD'S CONGO SCHEME. Conference With French Officers. Guessers in Two Capitals. BRUSSELS, April 30.—King Leopold's visit to Paris in the midst of a cabinet crisis is creating much speculation here. Many persons believe that the King's return to Brussels is connected with the conversion of the Congo bonds.

PARIS, April 30.—The Government's absolute refusal to give any intimation of the subject of King Leopold's conferences with President Fallieres, Premier Clemenceau and other French officials, has strengthened the opinion that they will have an important bearing upon the fate of the Congo Independent State. The general impression is that King Leopold takes these conferences in connection with the Belgian Parliament through Interior Minister de Troos, and that he desires to secure France's influence in order to bring about a final settlement of the Congo question, and calling a conference of the powers.

WILL VOTE ON ENDING STRIKE

Fernie Operators and Union Refer Question to Miners. OTTAWA, Ont., April 30.—M. Lemieux, the Minister of Labor, has received the following telegram from his deputy, now at Fernie, B. C., endeavoring to settle the miners' troubles: "As the result of negotiations, the outstanding points of an agreement have been so adjusted through conciliations as to make it applicable to the operators of the seven companies comprising the chief Western Fernie Operators' Association and to the district executive board of the United Mineworkers' Association. A referendum vote will be taken on Thursday."

Stromboli Vomits Hot Rocks.

MESSINA, April 30.—Some of the inhabitants of the island of Stromboli who fled from there and reached the city describe the eruption of the Stromboli volcano as resembling that of Mount Katmai, and as being a red burning mass of cinders were thrown up about a thousand feet over the top of the volcano.

Stork Keeps Spain Waiting.

MADRID, April 30.—Queen Victoria continues remarkably well and cheerful. The physicians now think that she will recover in three days before the expected heir is born.

Congressmen Off to Honolulu.

SAN FRANCISCO, April 30.—Among the passengers on the transport Buford sailing at noon today, were 23 Congressmen, who are going to Honolulu at the invitation of the Hawaiian Government for the purpose of acquainting themselves with the resources of Hawaii. Thirteen Representatives are accompanied by their wives, the entire party, which is being conducted by George B. McClellan, consisting of 39 persons. Those in the delegation, together with the 13 states they represent are:

- E. A. Acheson and wife of Pennsylvania; G. S. Alexander and wife of New York; Arthur L. Bates, of Pennsylvania; A. L. Brick and wife, of Indiana; A. B. Capron and wife, of Rhode Island; R. D. Cole, of Ohio; P. P. Campbell, of Kansas; James N. Davidson, of Wisconsin; B. C. Ellis and wife, of Missouri; J. C. Gurnea and wife, of Washington; J. M. Gurnea and wife, of Connecticut; Charles E. Littlefield and wife, of Maine; J. W. Keifer, of Ohio; Charles McGowan, of Idaho; James McLaughlin, of Maryland; James S. Needham, of California; George W. Norris, of Nebraska; Senator Samuel H. Piles, of Washington; Fred C. Stowell, and wife, of Minnesota; Edwin Y. Webb, of North Carolina, and W. W. Wilson, of Illinois.

Burrage Had to Pay \$840,000.

BOSTON, Mass., April 30.—That a payment of \$840,000 was the basis on which the \$2,000,000 suit of the Copper Range Mining Company against George C. Burrage was settled after it had come to trial last week became known today in connection with the publication of the report of William A. Payne of the Copper Range Company.

NICHOLAS' HEAD IS EXPANDED

Montenegro Revolts Against Apling Ways of Great monarchs. VIENNA, April 30.—The revolutionary movement in Montenegro, which is a military government, has been proclaimed, and armed bands are reported marching on the capital, assuming a serious character, according to dispatches received here by way of Ragusa. Disorder is said to be rapidly spreading through the country. The center of the discontent is at Andrievica, the headquarters of the Vassiojevic, numerically the strongest clan in the principality of Montenegro.

The Prince is accused of utilizing the taxes of the other state funds to swell his private bank account. Even sums received from Emperor Nicholas and Emperor Francis Joseph from time to time for specific purposes of Montenegro are said to have been diverted to the enlargement of the Prince's income, or spent in his attempts to ape the customs of the courts of more important countries.

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Fernie Operators and Union Refer Question to Miners. OTTAWA, Ont., April 30.—M. Lemieux, the Minister of Labor, has received the following telegram from his deputy, now at Fernie, B. C., endeavoring to settle the miners' troubles: "As the result of negotiations, the outstanding points of an agreement have been so adjusted through conciliations as to make it applicable to the operators of the seven companies comprising the chief Western Fernie Operators' Association and to the district executive board of the United Mineworkers' Association. A referendum vote will be taken on Thursday."

Stromboli Vomits Hot Rocks.

MESSINA, April 30.—Some of the inhabitants of the island of Stromboli who fled from there and reached the city describe the eruption of the Stromboli volcano as resembling that of Mount Katmai, and as being a red burning mass of cinders were thrown up about a thousand feet over the top of the volcano.

Stork Keeps Spain Waiting.

MADRID, April 30.—Queen Victoria continues remarkably well and cheerful. The physicians now think that she will recover in three days before the expected heir is born.

Congressmen Off to Honolulu.

SAN FRANCISCO, April 30.—Among the passengers on the transport Buford sailing at noon today, were 23 Congressmen, who are going to Honolulu at the invitation of the Hawaiian Government for the purpose of acquainting themselves with the resources of Hawaii. Thirteen Representatives are accompanied by their wives, the entire party, which is being conducted by George B. McClellan, consisting of 39 persons. Those in the delegation, together with the 13 states they represent are:

- E. A. Acheson and wife of Pennsylvania; G. S. Alexander and wife of New York; Arthur L. Bates, of Pennsylvania; A. L. Brick and wife, of Indiana; A. B. Capron and wife, of Rhode Island; R. D. Cole, of Ohio; P. P. Campbell, of Kansas; James N. Davidson, of Wisconsin; B. C. Ellis and wife, of Missouri; J. C. Gurnea and wife, of Washington; J. M. Gurnea and wife, of Connecticut; Charles E. Littlefield and wife, of Maine; J. W. Keifer, of Ohio; Charles McGowan, of Idaho; James McLaughlin, of Maryland; James S. Needham, of California; George W. Norris, of Nebraska; Senator Samuel H. Piles, of Washington; Fred C. Stowell, and wife, of Minnesota; Edwin Y. Webb, of North Carolina, and W. W. Wilson, of Illinois.

Burrage Had to Pay \$840,000.

BOSTON, Mass., April 30.—That a payment of \$840,000 was the basis on which the \$2,000,000 suit of the Copper Range Mining Company against George C. Burrage was settled after it had come to trial last week became known today in connection with the publication of the report of William A. Payne of the Copper Range Company.

HOW FUNDS ARE EMPLOYED

Appropriations of Last Congress Show Greater Needs. WASHINGTON, April 30.—According to the volume of appropriations made, new offices created, etc., during the last session of Congress, just completed, the total appropriations for the session were \$29,785,141.

In addition to the specific appropriations contracts were authorized for public works requiring future appropriations aggregating \$67,937,349, of which over \$49,000,000 is for river and harbor improvements and almost \$18,000,000 for battleships, torpedo boats, etc. The largest appropriation carried by any one measure was \$12,209,135 for the postoffice bill. The naval bill carried \$98,958,557, the army bill \$78,434,582 and the pension bill \$49,142,903.