

The Oregonian

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PORTLAND, SATURDAY, JUNE 15, 1907.

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THE MANCHURIAN FRONTIER.

The recent clash of arms between Russia and Japan, following the dropping administered by Japan, seems to have at last awakened China from her sleep of centuries, and she now looms large along the Manchurian frontier. Prior to the war between Japan and Russia, the steady march of the Muscovites to the westward, portending the Far East had never halted, except for breathing spells, while the railroad was being pushed ahead to make the movement of men easier. Even while the Russians and the Japanese were engaged in their fierce struggle for supremacy in the Orient, the Chinese regarded as only incidental, and each of the contestants was undoubtedly imbued with the belief that the pacification, elimination or appropriation of Manchuria would be a matter of minor difficulty as soon as their respective claims were settled. But China has gained wisdom with experience since Japan taught her that the stinkpot of the days of Confucius was a less effective weapon in warfare than the Mauser rifle and the machine gun. While Japan and Russia have been nursing the wounds sustained in their recent conflict, China seems to have caught the slogan "China for the Chinese," and as a result the flag of the dragon will wave over Manchuria and outlying provinces in the near future. Mukden, which will live forever in the war histories of Japan and Russia, is now the Chinese capital of Manchuria, and law and order and reform are being carried on by a Chinese administration that finds it unnecessary to appeal either to the Japanese or the Russians for advice or assistance. The ancient fear of railroads and similar innovations of the white man has vanished, and the Imperial government has purchased the Hsin Min Tun-Mukden Railway, arranged for construction of the Kuan Cheng line, and has sanctioned an extension of the Imperial railway from Hsin Min Tun to the Amur River, and proposed a new road from Kai Yuan and Hal Lung Cheng outward. This sudden change in Chinese policy is disquieting for the Russians, but in the present unsettled situation along the rather poorly defined boundaries, which have shown so much elasticity since peace was declared, Russia is in no position to strike a blow or even enter a protest. Japan, by example, has taught the Chinese much that is now proving of great value to them, and events in the Far East have been coming so rapidly in recent years that there is good ground for the anxiety which Russia is now displaying over the new developments along the frontier. From a trade standpoint, the rest of the world will view the rise of China with equanimity. This advance toward a higher civilization has been brought about by the reform element in China, which has never been antagonistic to foreign influences. There are wonderful possibilities for trade in Manchuria and other Chinese provinces, and the path of the Russians on their march to the sea, and the prospects for America and other nations to share in this trade are much better under Chinese rule than they would be under that of the Russians or even the Japanese. The "open door" policy of the Far East would have been only a figure of speech had Russia secured control of Manchuria, but so long as that rich province remains under Chinese control, the big powers of the world will all insist on equal commercial rights, and neither Russia nor Japan can interfere.

MAJOR SCHMITZ GUILTY.

Mayor Schmitz is guilty. He will have to go to jail. There is where he belongs. He is just a common felon. But he is still Mayor of San Francisco. He should have the decency to resign, but, of course, there is no decency in him and he will not resign. So we shall probably see the affairs of a great American municipality administered and directed from a felon's cell. It is a great reproach to California and to San Francisco that there is no way to remove Schmitz summarily from office. It is a reproach also to the American method of administering justice that Schmitz, who is manifestly able to delay indefinitely infliction of punishment at San Quentin through dilatory tactics familiar to all lawyers and common in their practice. Judge Dunne, however, who is manifestly a disinterested and just man, and whose proper attitude toward lawbreakers, must have annoyed and discouraged the Mayor and his attorneys somewhat by insisting that he be incarcerated, as some suggest it will undertake, to enact an ordinance closing saloons until 1 P. M. only on Sundays. What then? But of course City Attorney McNary's opinion is contrary both to good law and good sense, for the City of Portland, nor any other Oregon municipality, can enact an ordinance which is not in harmony with the original laws of the state; nor can the Legislature under the state constitution grant a charter abrogating, modifying or ignoring those laws. The Sunday closing ordinance is a criminal statute enacted by the State Legislature. It applies to the whole state, and no exception can be made in favor of Portland. Of course, if the City Attorney is correct, and if we had no ordinance in Portland prohibiting the sale of liquor to minors—and whether or not we should have such an ordinance would depend on the whim or caprice of the City Council—every saloon in Portland could sell liquor with impunity to man, woman or child. Would the City Attorney undertake to defend the closing ordinance for that kind of business? He must, if he is right in his astounding contention that the saloons of Portland are exempt from the operation of state law.

THE TRIAL AT BOISE.

From Vancouver we have a letter in which the argument is seriously attempted that the murder of Governor Steunenberg was procured by the mineowners for the purpose of casting odium on the Western Federation of Miners. We shall not discuss so shallow an assumption, nor comment now on the spirit that prompts it, which evidently is not inspired by regret that Steunenberg was the victim of the troubles between the federation and the mineowners, but by the conviction that shall have proceeded further, or at least, we shall not enter into any detailed examination of the case or its developments. We simply said it was an insult to intelligence to assume or pretend to believe that the federation of miners would murder the governor. We shall not discuss so shallow an assumption, nor comment now on the spirit that prompts it, which evidently is not inspired by regret that Steunenberg was the victim of the troubles between the federation and the mineowners, but by the conviction that shall have proceeded further, or at least, we shall not enter into any detailed examination of the case or its developments. We simply said it was an insult to intelligence to assume or pretend to believe that the federation of miners would murder the governor.

CASSANDRA.

Mr. J. J. Hill's state of mind must be something dreadful. For the last few weeks he has done nothing but utter the most gloomy predictions. Calamity oozes from his lips as the toads and frogs fell from the mouth of the wicked daughter in a fairy story. He has become nothing less than a Cassandra, or, perhaps better, a Jeremiah. He is a prophet of woe, a herald of disaster. His latest threnody purports as follows: The business of the country has outgrown the carrying capacity of the railroads; the roads cannot extend their accommodations because they have lost the ability to raise money. The public for transportation will, of course, be insistent; hence the Government must come to the aid of the roads by lending them its credit. The next step will be Government ownership, to be followed soon by the downfall of republicanism and the rise of a military dictatorship. Why have the roads lost their credit? How does anybody lose his credit? Dr. Johnson said that nobody could write a man down except himself. One may likewise say of a railroad that if it loses its credit it may as well be dead. The logical result of the loss of credit is bankruptcy. When people find out that railroad securities represent nothing but the airy hopes of speculators, they naturally decline to buy them. The genuine property of the railroads is worth as much as it ever was, and, if it is not, it is because they have lost the ability to raise money. The public for transportation will, of course, be insistent; hence the Government must come to the aid of the roads by lending them its credit. The next step will be Government ownership, to be followed soon by the downfall of republicanism and the rise of a military dictatorship.

APPLES.

Those farmers who hesitate to plant apple trees for fear of overstocking the market may learn something new if they will. New York has just received a consignment of apples from Australia and New Zealand, and the fruit is said to be superior in appearance to the American product. The production of apples has developed rapidly in this country for the last few years, but it still fails to raise enough first-class fruit to supply the home demand and the foreign market. The best goes abroad; the inferior fruit is offered at home and naturally spoils for want of buyers. There should be no inferior apples on the market. It pays better to make the whole crop of first quality than to have some good specimens and many bad ones. The orchardist who offers inferior apples for sale picks his own pocket, and until everybody who wishes to eat apples can purchase a supply of good fruit from early Fall till late Spring at a reasonable price there is not the slightest danger of overstocking the market. The use of apples for habitual food, like that of cheese, is a practice which is only beginning to be common in this country. Americans used to be

PARTIES AND STATE POLITICS.

A Discourse on the Primary Law and Its Consequences.

The editor of the Optimist is a Republican, was yesterday and will be tomorrow. He has always been a member of that party through principle and never held an official position, save the fourth-class postmaster job for convenience. Being a Republican, the editor of the Optimist is not a Republican paper, and a Republican paper all of the time for all of the party. The editor of the Optimist is a Republican, was yesterday and will be tomorrow. He has always been a member of that party through principle and never held an official position, save the fourth-class postmaster job for convenience. Being a Republican, the editor of the Optimist is not a Republican paper, and a Republican paper all of the time for all of the party.

RAILROADS SLOWER THAN CANALS.

Object Lesson in These Days of Continuous Freight Blockades.

Somebody has figured out that freight moves more slowly on the railroads of today than it did on the canals of the last century. This is not unlikely when one makes into account the freight rates and months of delay on sidings. Of course this is a temporary condition, due to the almost continuous freight blockades. But what is the cause of those blockades? Are they not due to the efforts of the railroads, in competition for business, to carry goods at too low a rate to furnish funds to keep track and equipment up to the demands of increasing traffic? You cannot have your cake and eat it, too. You cannot get the best service at the lowest cost. When competition to sell pushes the price of any commodity continually down, the commodity is bound to deteriorate in quality. This is as true of transportation as of any article of exchange. American railroads carry some kinds of freight at the lowest rate of land transportation known in the world. It would be strange if the transportation were of the highest quality. The very economies and profit-making devices with which railroads have tried to make up for the freight rates, have continually diminished speed of ordinary traffic. Common freight is sidetracked and delayed to allow fast freight and passenger cars to keep their rates. The principle of getting the maximum of work out of every unit of rolling stock saves money, but it makes constant delay to fill cars and commit them to the road. The tendency of this policy is to avoid excess of rolling stock, lest careless employees should use more than is needed. It is no wonder, then, that the season of unprecedented traffic crowds tracks and terminals and overworks rolling stock, some freight should be carried at a lower rate of speed than that of the canals before railroads were built. Undoubtedly it is carried more cheaply for long distances, but it pays for cheapness with reduced speed.

Days of Standpaters Doomed.

Wall Street Summary, Ind. Manufacturers know that the people will not tolerate a tariff as it stands much longer, and like the mariner in the threatened ship, who throws part of the cargo overboard to lighten and save his vessel, the manufacturers are tossing overboard, or, rather, are expressing a willingness to let go, certain tariff plank in the delusion that much will be gained. They dare not openly defy the people on the joint issue, and in this conciliatory, half-hearted way, are endeavoring to shove it. The people, however, know more about the tariff today than ever heretofore, and doubtless will satisfy the manufacturers and standpaters when the first opportunity arrives.

His Incapacity.

Youth's Companion. Although Mrs. Harlow loved her husband and admired what she considered his good points, it was a never-ending source of amusement to her that he had been chosen to fill the office of Mayor for three successive terms. "Everybody knows how much I think of James," she said in a dazed way to one of her husband's cousins. "I always said and always should have said that you were a good man, but if you'll tell me whether you think a man who is color-blind, and who brings home toys that won't go when you