

The Oregonian

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Portland, Friday, Aug. 14, 1908. A SHEPHERD OF THE PEOPLE. "Shall the people rule?" asks Bryan.

Bryan has no definite principles. He is a shrewd talker, merely, and doesn't know what he wants, except merely that he wants votes.

The platform on which he stands has little or nothing of definite or positive character. It consists mostly of hints and hesitations.

Bryan once had definite purposes, but now keeps them in the background. His former platforms bristled with direct and positive announcements.

The expanding organization of industry makes it essential that there should be no abridgment of the right of wage-earners and producers in order that they may secure wages and the improvement of labor conditions.

Now what does this mean? We know what it is intended to mean to wage-earners whose votes it solicits; namely, that they ought to be exempt from the operations of a law that binds them.

But the principal feature of Bryan's present effort is his manifest anxiety to escape from all the "issues" on which he made his former campaigns.

people was governmental ownership and operation of the railroads. This raised even a greater storm than following the former corruptions of his intellect; for the leading men of his own party, North and South, everywhere, protested and roared their dissent.

Not very long since Bryan did occasion (he can easily find) to deliver a speech in Brooklyn in that speech he decisively pronounced for initiative and referendum, and declared that no man could be a Democrat who did not accept "the great principle."

Mr. Bryan is just simply trying to get elected. He has tried one chimer after another, without effect, or other result than defeat. Now he has reduced his demand to the formula "Shall the people rule?"

Mr. Bryan once was a very dangerous man. He has been chastened by failure and defeat, and now merely is a humbug.

"We predict," says the Burns (Oregon) News, "that no leader in Oregon will ever lead the Republican party to victory again on any other platform."

Very well, then. Here is the Democratic platform. It will win, if the Republican party does not. It is altogether fit and most fit, that the Democratic party should be the champion of this system and have the usufruct of it.

For experience abundantly proves that it turns to irrational consequences, that it destroys the representative system and republican or representative government; that the use or abuse of it changes the whole character of our system, and makes intrigue, fraud, lying, corruption and perjury the bases of our political life.

calling the opening of the river so that the largest ships plying in the Pacific trade can come as far inland as those which are now carrying the products of the Inland Empire to the world's markets, but which a year or two hence, will be too small for the trade.

The Oregonian most earnestly desires completion of the Celilo Canal and removal of all obstacles that impede the navigation of the river above Celilo. With this work performed, no possible combination that could be effected by the railroads would succeed in forcing rates up to the high point at which they stood when the railroads superseded the steamboats on the upper river.

What a primary is for. The average "non-partisan" doesn't care anything about party, of course. All he wants is to name the candidates and control the offices of both parties.

Because of the bulkiness of the flying machine, a New York woman has been working on a plan for a small machine and announces that she has succeeded in making one that is collapsible and that can be carried in an ordinary suitcase.

Loss of a valuable diamond ring by Mrs. Walter Vernon, Jr. of New York. In the waters of Great South Bay, and the subsequent discovery of the ring in the body of a soft-shell crab which was caught in the bay and served to Mrs. Vernon at dinner on the following day.

Reported abandonment of the Oregon Electric extension from Salem to Albany is matter of regret to nearly every one having business at Salem, Albany or Portland.

Mr. Hearst will hardly be pleased with the vote polled by his Independence League in San Francisco. Out of a total of 33,536 votes cast, the Independence League received 193.

SUBURBAN HOME TRANSPORTATION

Favors Obligatory Transfer Clause and Platting of Nearby Tracts. PORTLAND, Aug. 12.—(To the Editor.)—The Oregonian's editorial on streetcar transit is timely, and the public should take a deep interest in the discussion.

It looks very selfish to the writer to see large farms held within two or three miles of the center of the city, thus driving the hard-working class five and six—yes, eight—miles out to get a piece of ground on which to build a house.

World's Work. Any student of contemporary events or of party history who should conclude that Mr. Bryan has been an unqualified leader and nothing would fall into a serious error.

Is Parker Taking His Revenge? Everybody knows the passionate zeal of Lincoln for Esopus in 1864. Esopus is now to respond to and requite that zeal.

Rents will not fall, to any extent, in Portland. Burdens on property are too great. Addition of \$5,000,000 to the debt of the city, and demands for bridges, tunnels, parks, etc., far beyond this addition to the debt, will not tend to the reduction of rents.

Oregon Electric's Difficulties. Reported abandonment of the Oregon Electric extension from Salem to Albany is matter of regret to nearly every one having business at Salem, Albany or Portland.

People who think that strict divorce laws will make family life perfectly secure are invited to consider what is happening in the East Side in New York. According to the charity workers in that quarter, hard times have caused a veritable epidemic of wife desertion.

IF E. H. HARRIMAN SHOULD DIE

What Would Happen to the Big Railroads and Wall Street? N. Y. Special to Kansas City Journal. What would happen if E. H. Harriman should die?

Mr. Harriman is far and away the most important figure in the railroad world today. There has never been a man in personal, individual, supreme control of so many miles of railroad as E. H. Harriman, or upon whose plans so much depended.

His "big career," as it now stands, has been compressed within the limits of ten years. Nothing much was heard of him before he engineered the deal that redeemed Union Pacific from the Government in 1892.

He is not only an acknowledged king of the railroad world, but absolute master of the speculative arena. It was Harriman who took up the stock market when Morgan and the other old financiers were unwilling to lay back and let nature take its course.

Everybody knows the passionate zeal of Lincoln for Esopus in 1864. Esopus is now to respond to and requite that zeal. "I shall speak wherever I can, whenever I can," Judge Parker tells the Democrats of Los Angeles, who at once made him the chief orator at a meeting.

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CORVALLIS PLANS BIG FAIR

All Benton County Interested in Making Splendid Showing. CORVALLIS, Or., Aug. 13.—(Special.)—Great preparation is being made for the All-Benton School Fair to be held in this city September 3, 4 and 5.

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CORVALLIS CREAMERY BURNS

Early Morning Fire Causes Loss of \$6500. With \$3500 Insurance. CORVALLIS, Or., Aug. 13.—(Special.)—This morning at 2 o'clock fire destroyed the Corvallis Creamery, entailing a loss of \$6500 with the \$3500 insurance.

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IN THE MAGAZINE SECTION OF THE SUNDAY OREGONIAN. REMARKABLE LIGHTHOUSES THE WORLD OVER. FROM THE VALLEY TO TILLAMOOK IN SIX HOURS. BOOSTING OREGON IN OLD ENGLAND. A PORTLAND GIRL AT THE RACES. WOMEN AND GIRLS DECORATED FOR HEROISM. "NEVER, NEVER LAND"—AUSTRALIA. WHERE THE COUNTRY MOUSE BULGES IN. ORDER EARLY FROM YOUR NEWSDEALER.