

The Oregonian

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PORTLAND, TUESDAY, SEPT. 8, 1908.

A SHIFTY OPPORTUNIST.

Effort of Mr. Bryan now is to escape the "issues" of his own making, on which he put forth his former endeavors to be elected to the Presidency.

Now he cheerfully declares that he is delighted to note that Mr. Taft and President Roosevelt have come round to his "principles." But he omits, with discretion, those "principles" on which he was candidate for the Presidency.

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Bryan is now to be judged. But his attempt is desperate to shift his old and unpalatable to fictitious, imaginary or trifling new ones.

There is a difference between the candidates. It consists mainly in this, that Taft is running on his record and Bryan is running from his record. The difference between the parties is substantially the same.

PRISONERS IDE IN JAIL.

An act passed by the Legislature of 1907 and after has expired under a referendum vote by a 2-to-1 majority vote of the people contains the following provision:

The Sheriff in every county shall have the custody and control of all persons legally committed or confined in the county jail of his county during the period of such commitment or confinement, provided, however, that such Sheriff shall, under the direction of the County Court of his county, employ such labor as may be required for the maintenance of the jail, work on the roads, or for other public purposes, and in such manner as the County Court may direct.

The language of the act is clear; the intentions of the people were expressed in the vote given the measure when it came up for approval under the referendum. In such circumstances the attitude of the County Court in refusing to "direct" the workings of the prisoners in co-operation with the Sheriff is strange indeed.

Meanwhile, the taxpayers are paying the bill for the maintenance of the prisoners, who should be at work building roads under the direction of the men whose duties are so clearly defined by the law.

THE CEAR OF LABOR.

Mr. Gompers may be disappointed in his efforts to elect Mr. Bryan, but by his attempt to swing the great vote of organized labor to the representative of a party which has done so little for labor, he is doing a fair way to split the American Federation of Labor asunder.

It was perhaps fortunate for the Republican party that this "Old-Man-of-the-Sea" fastened himself on the shoulders of Bryan instead of Taft, for from all parts of the country come murmurs of disapproval over his attempt to drag the Federal Government into politics. Kentucky is the latest to report the threatened disruption of the Federation on account of the "steam-roller" methods of Gompers, and the bitterness has reached a point where free-for-all fights are indulged in by rival factions. The reasons for this state of affairs are many, but the one which overshadows all others is the great American desire for independence of thought and action.

The American Federation of Labor is a great economic force, but it consists of such a small minority of all labor that, as a political force, it falls far short of the demands of the country. Within the ranks will be found many intelligent thinkers who will not for a moment admit that Samuel Gompers is any better judge of National politics and their effect on labor than these individual voters themselves. They will point to the absurdity of expecting any relief or advantage from the Democratic party so long as the states which are most notoriously inimical to the interests of organized labor are in the Democratic column. Mr. Gompers could crack the party whip over organized labor much more effectively if he could point to a single Democratic state wherein organized labor has fared anywhere near so well as in the Republican states.

The Knights of Labor in its day was fully as strong an organization as the present American Federation of Labor, and yet it disintegrated through strife brought on by its appearance in politics. In attempting to do the thinking for 2,000,000 Americans, Mr. Gompers has not only brought down on his head the wrath of a large number of that great industrial organization, but he has incidentally courted the disapproval of a great many of that vast army of laboring men who are not of the union. As far back as 1885 the American Federation of Labor was engaged in gainful occupations in the United States 29,255,922 people, more than one-third of whom were engaged in farming, a branch of industry in which organized labor has never secured a foothold. Of the 1,521,355 railroad employes in this country in 1908, only 100,000 were in the union, and the remainder numbered less than one-fifth, and one-third of this fifth were not members of unions. The arrogance of Mr. Gompers will hardly fail to stir a feeling of resentment among many of these non-union men, and viewed in all its aspects, it tends to bring into the public mind a party was fortunate indeed in escaping the support of the Czar of labor.

GUARANTEEING WHEAT DEPOSITS.

A Willamette Valley farmer, acting upon the suggestion of one of the planks of the Democratic platform, wants the Government to guarantee grain deposits. He says that some years ago he put his grain in a warehouse and the warehouseman stole it, leaving him with nothing but the empty sacks. He says he believes in guaranteed bank deposits and wants the law so framed as to include grain deposits. If a man has \$500 worth of wheat deposited in a warehouse and may turn it into cash any day, and deposit the same in a bank, why should the Government guarantee the grain deposit as well as the money deposit? The warehouseman puts all grain into one bin, buys grain from one farmer and returns grain to another, making sales at pleasure, but never keeping the identical sacks of wheat in separate piles. This is exactly what the banker does with money deposited in his bank.

If we are to adopt a practice of guaranteeing things in the name of the Government, why stop with bank deposits? Thousands of people trust their lives every day to railroads. Why not tax each railroad company a certain proportion of its earnings to create a fund from which all damages shall be paid in case of accident. It is true that this would encourage railroads to be careless, for they would have to bear but a small part of the expense of accidents. The roads that keep their tracks and equipment in good condition would have to pay part of the damages incurred by the negligent company, which seems unjust, but what have we to do with justice and injustice when it comes to a Government guarantee? The point of the whole matter is that the traveling public should be guaranteed by the Government that damages will be paid in case of injury and that the Government has a fund from which

to do the paying. Any man who opposes Government guarantee of grain deposits or of the lives of railroad passengers is an enemy of the people. At least that seems the inevitable outcome of the Democratic style of reasoning.

But that is not the Republican view nor the sensible view. The Government has a right to regulate the business of bankers and warehousemen and railroads. It has a right to say that the warehouseman shall always have on hand a quantity of grain equal to the amount for which he has receipts outstanding and that failure in that respect shall constitute grand larceny, punishable by imprisonment in the penitentiary. Such a law as that, properly enforced by faithful District Attorneys in courts that are not worships of technicalities, will soon solve the troubles of the farmers who put their grain in warehouses. Similar laws relative to the management of banks, requiring the banker to have in his possession at all times either the cash or valuable securities sufficient to make his deposits good, with a prison penalty for violation, would soon put an end to dishonest banking. And a few penal laws aimed at the careless or negligent railroad manager would go far toward the saving of life. Such a law as that, properly enforced, for it does not punish the honest railroad operator, the honest warehouseman or the honest banker.

BRITISH RAILROAD MERGER.

A London cable, printed in yesterday's Oregonian, announced the proposed combination of practically all of the great railroads in the United Kingdom under two heads, with a view of eliminating competition and facilitating the operation of the plan. It is a question, but a combination which would admit of an interchange of traffic in a land where railroads cross and recross at frequent intervals would certainly be an improvement on the present system. Great Britain's railroads are small affairs compared with the gigantic systems which are spread over the United States, but their capitalization has reached quite imposing proportions, the lines involved in the proposed merger representing something over \$1,750,000,000.

Perhaps the most striking feature in connection with the operation of the British roads is the fact that, despite the beggarly low wages that are paid employes and the attenuated dividends which are returned stockholders, the rats for freight and fare average higher than in the United States. This is in part due to the enormous investment of capital in the roads, the cost of betterments and repairs being charged up against the road instead of deducted from the earnings from year to year. A policy of this kind, applied to the American roads, would in a few years increase the capitalization to a point far and away beyond anything that has ever been secured by injection of water in the stock. The predicament in which the British roads are now placed will have a tendency to silence some of the criticism that has been directed against the American roads, which pay big wages and haul freight at an average of 40 per cent less than it is handled by the railroads of any other country.

The railroads of Great Britain and other European countries do not kill as many people as are killed by the American roads, but in nearly every respect a comparison of the economic conditions of American and British roads is decidedly unfavorable to the foreigners.

FROM CLEVELAND'S LETTER.

An Extract From His Last Address to the American People.

There is fear on my part of being misunderstood in what I am about to say, but surely the fair-minded man must realize when he considers my attitude toward my own party, all now a matter of immutable record, that it is prompted by a sense of simple fairness. Personally and officially I have had the opportunity of knowing many of the men of our party who are things concerning Mr. Taft, and I know that with a keen interest I have watched his large share in the conduct of our National affairs in very recent years. His excellence as a Federal Judge in Cincinnati is something not to be underestimated or overemphasized, for should he come to the Presidential chair the qualities which made him a judge of high ability, which I know him to have been, will be the most needful to him as President of the United States. His high ideals of honesty and of relative justice, his great capacity for severe labor, and his humorous wisdom in the face of the serious problem are attributes equally valuable and commendatory to a people seeking him in whom they may repose the trust of their collect.

But this is all a dream? Perhaps; but it is a prophetic dream. The future need only keep the promise of the past and it will all come true. Would one might add to the vision a prophecy that the churches will cease to fee before Trade ere two more decades elapse. Would they might turn valiantly upon their pursuers and re-establish the altars of the Almighty in the heart of the market-place. It would be grand to see a great Presbyterian cathedral floating the banner of the cross in the face and eyes of Mammon, say at Third and Washington, again. Such a structure would signify that the church was reconquering lost territory in more than one sense.

GRAYS HARBOR HAS MADE A VERY FAVORABLE IMPRESSION IN THE DISPATCH.

Large steamships in the foreign lumber trade. Nearly a dozen of the big ocean tramps have loaded there in the past six months, and all things considered, they have fared very well. Unfortunately for the good name of the port, the steamship Mathilda, an inexperienced pilot on board, got out of the channel and stranded. Viewed from a fair and impartial standpoint, this is no reflection on the harbor, but the foreign shipowners not infrequently place a wrong construction on such accidents. It is said that pilotage and towage rates out of the harbor were so high that the risk of an inexperienced pilot was taken rather than payment of the terms demanded. This, of course, was poor economy for the ship, but if Grays Harbor wishes to retain her growing prestige, she must endeavor to make pilotage and towage rates so reasonable that they will not be refused. Poor pilots are worse than no pilots.

It was eminently proper that the meeting of the Oregon Good Roads Association should be held in Tillamook, for in that isolated county can be found a few of the best wagon roads in use anywhere in the state. The lack of other means of transportation undoubtedly induced the residents to exert more energy in road construction than they would have otherwise devoted to the task, and now that the railroad seems an assured fact, these fine roads will greatly add to the inducements which Tillamook County can offer settlers. There is still a vast amount of road-building to be done in Tillamook County, but the numerous gravel-bedded streams and comparatively easy grades, together with a general disposition on the part of the people for road improvement, will enable the work yet to be done to be carried forward rapidly.

THE CRUCIAL TEST.

Chicago Post.

"Ah," says his critics, "you pretend to have an abiding faith in your fellow man!"

"I don't pretend; I have," he responds, proudly.

"Ump!" they say, satirically. "You claim to trust and believe in all men as you are, based upon facts that condense no betrays confidence, and that the man who acts thus toward others will be rewarded."

"Then why don't you show your principles by your actions?"

"What do you mean?" he demands, hotly.

"You never order scrambled eggs or an omelet in a restaurant."

HUMILIATED AND CHAGRINED, he turns away, having no defense ready.

HUNTING CHUM FOR MR. ROOSEVELT.

Rev. Hugh Brickhead, rector of St. George's Protestant Episcopal Church and secretary of Rev. Dr. W. S. Rainford, has returned from London by the Atlantic Transport liner Minnetonka, with a rumor, which he said he believed, based upon fact, that Dr. Rainford would be one of the mighty African hunters who would accompany President Roosevelt into the Jungle.

OUR FLEET AT THE ANTIPODES.

Out of the mist and the sea. Out of the mist and the sea. Out of the mist and the sea. Out of the mist and the sea. Out of the mist and the sea.

ROBBER GETS RICH LOOT

Joseph Meyers' Valuable Papers Stolen in Express.

John H. Albert, who shipped the box to Mr. Meyers, declined to discuss the matter today, but it is learned that he is a partner direct investor in the so far as he is aware, no one but himself. Mr. Meyers and the Wells-Fargo officials knew that the box was to be shipped to the express company.

Banker Says Nothing.

Package Stolen From Union Depot About Midnight, August 21.

Attorneys for Joseph Meyers in this city last night unwillingly confirmed the fact that the box was contained in the foregoing dispatch.

BREWERY GOVERNMENT'S LESSON.

Beneficial Power of the Tough Saloon in Nullifying Laws of Decency.

It has been shown very clearly that the recent riots in Springfield, Ill., were due almost wholly to the fact that Springfield is and long has been governed by the brewers.

Not another package at the depot was missed, indicating that the thief was not there to pilfer the express package.

The theft of the package of valuable papers recalls the recent sensational incident of the express company's loss of Joseph Meyers and Mrs. Zenaida DuRette in this city last night.

Meyers came to Portland to be married August 17. The insanity charge was filed the same day by his attorney, Henry C. Smith, S. E. Joseph and William House were appointed by Judge Webster as a commission to examine into his mental condition.

A proceeding was then started by the sons in Marion County on August 20 to secure his removal to the insane asylum, where the insanity charge was dropped. But Joseph Meyers and his attorneys insisted that the hearing should be held in Marion County, where the insanity charge was dropped.

Friends of the pioneer merchant of the Central City, Mr. W. S. Rainford, are more for his sons than might have been expected. From a small start, Mr. Meyers, during his 20 years' business in this city, had accumulated a fortune of \$100,000.

Did Not Intend to Collect Note.

His friends say that Mr. Meyers never intended to collect the note for \$25,000, which was made payable in ten years because of the fact that Mr. Meyers, already 72 years old, could not be expected to live that length of time.

Did Not Intend to Collect Note.

Convicted He Has Found Lost Mine.

MYRTLE CREEK, Or., Sept. 7.—As a showing from \$157 to \$225 in gold to the ton of ore confirm the finding of the lost Shefflin mine by B. M. Armitage near this place.

Haywood Talks at Cleveland.

NEW LAW WILL HAVE TEST

Primary Election to Be Held in Washington Today.

It is expected that the result on State Treasurer will be close between E. K. Erwin, of Spokane, and John G. Lewis, of Aberdeen. On Lieutenant-Governor, Ellis Morrison and Charles E. Coon are expected to run close in Western Washington, with E. Hart the second choice favorite. Hart will likely run ahead of the other two on first choice in Eastern Washington, with Coon probably next.

Will Settle No Issue.

Whatever the result of the primaries, no definite issue will be settled. While local option is played an important part in the campaign, all the candidates are committed to a local option law, and the party has incorporated a local option plank in its platform.

Probable Democratic Choice.

As to the Democratic ticket, it is the general opinion that J. Spillway will be the nominee for Governor and A. M. Godman for United States Senator.

Second Choice New Feature.

Primaries Being Tested for First Time in Primary Election.

SEATTLE, Wash., Sept. 7.—(Special.)—Tomorrow will be held the first general primary election in this state under the new law.

It will also be the first primary election held anywhere which embodied the second-choice feature. This provides that in the case of certain offices, the most important of which is Governor, the voter must indicate both his first and second choice of candidates.

Interest is centering on the contests for Governor between Henry McEzried, ex-Governor, and A. E. Mead, the present executive, and that for United States Senator, for which office the people will elect a representative.

King County apparently will cast between 35,000 and 35,000 votes, which will be the largest vote cast in the state. The voting in Eastern Washington is expected to be light because of the primary coming in the midst of the harvest season.

Institute Reopens Monday.

OREGON CITY, Or., Sept. 7.—(Special.)—The local Socialist organization of Clackamas County is making active preparations to conduct their Presidential campaign, and propose to have meetings in every schoolhouse in the county districts and open air meetings at Oregon City. Arrangements have been made to greet Eugene V. Debs, when he comes through Oregon City on his "Road Show." He will reach Oregon City at 4:25 o'clock next Monday afternoon and will stop for a half hour, making an address from the rear platform.

Debs to Speak at Oregon City.

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