

The Oregonian

Entered at Portland, Oregon, Postoffice as Second-Class Matter, October 3, 1881. Acceptance for mailing at special rate of postage provided for in Act of October 3, 1917, authorized on July 26, 1918. Postpaid.

Subscription Rates—Invariably in Advance. (By Mail.) Daily, Sunday included, one year, \$4.00.

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MINOR PARTIES. Some warring content has been excited by the small parties...

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ing for the products of the steel works and other factories...

MEANS MUCH FOR PORTLAND. The occasion for the monthly banquet at the Commercial Club last night was among the most important in the commercial history of Portland.

It was something more than a tribute to Mr. James J. Hill, the master rail-

road-builder of the age. It was a spontaneous manifestation of the pleasure and good feeling that are attendant on the consummation of a long-deferred project fraught with great possibilities for Portland.

The work of Mr. Hill, more than to any other individual, has been the chief influence combined, is due the phenomenal growth of Seattle. Through all the years when he was building up that city with his transcontinental rail line and his trans-Pacific steamship line, he was not fully realized the necessity for improving the Columbia River entrance, it is probable that Mr. Hill had good reasons for declining at that time to take the post in his list of "Prize Coast terminals."

With the improvement of the river there has come a change, and experience has undoubtedly demonstrated that any possible shortcomings which might exist are more than offset by the enormous saving in moving traffic over a water-level line instead of lifting it over a lofty chain of mountains. But, in recognition of what Mr. Hill has done in the building of the North Bank railroad, Portland forgets any possible slight of the past, and is proud of the opportunity to honor him for what he has now accomplished. He has "made good," and in every way fulfilled his promise made two years ago. For that reason he will not soon be forgotten by Portland and the people who dwell in the territory that the new North Bank road has made tributary to this city.

While the feeling of good feeling animates us it might be a good time to cultivate a more friendly feeling, not only toward Mr. Hill, but toward other railroad men who have interests in this country. The Pacific Northwest is a sparsely settled country, and in order that the population may be increased, we need railroads probably more than any other region of similar area in the United States. It is much less a question of rates than of service. The Condon farmer who is shipping his wheat to Arlington had but small complaint about rates when the O. R. & N. extension was built, because he knew that the most extravagant rate that the railroad might charge would be so low that it would be higher than the cost of the wheat to market his wheat that it would double and treble the value of his land.

There are half a dozen localities similarly situated in the Pacific Northwest, and to some of them the railroad men have already turned their attention with feeders for his wonderful main line to Portland. That line has cost a vast sum of money. Mr. Hill has not stated how much, but it is generally believed to be somewhere between \$10,000,000 and \$20,000,000. To earn even a reasonable return on this enormous investment it will be necessary to exact good rates until the population and development of the country increase the traffic. This does not mean that the rate should be higher than for similar service in other parts of the country where conditions are similar.

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vidual portion from a vat can into another vat can, after a run up the steps and around to the back door, into a pail or pitcher set out the night before to receive it. It is unaccountable that the delivery of milk in this way is tolerated by the health authorities of this city and that milk so delivered is accepted by cleanly housewives, and by mothers solicitous for the health of their children. The practice should be stopped right now. The way is simple. Let consumers notify dealers that after this month they will receive their daily milk supply only in bottles and the work will be done. Or, since everybody's business is nobody's business, let the City Council prohibit, by ordinance, that on and after December 1 all milk delivered to families in this city shall be contained in bottles, for the due and proper return of which the consumer is liable. The question is one of public health, and the health of the city is at stake. The article of daily consumption that is especially susceptible to contamination and deterioration in handling, and of simple cleanliness which should appeal to all intelligent consumers and enlightened sanitarians.

A JUST VERDICT. Bank-wreckers Morse and Curtis, who will go down in financial history as the stray sparks that set off the frenzied finance powder magazine, about a year ago, have both been found guilty of the crime for which they were in their charge. From all of the evidence presented the verdict seems to be a just one, and it will meet the approval of the American public. Reading between the lines of the testimony, it is clearly plain that there were two big scoundrels who profited by the "frenzied" methods of this pair of twentieth-century buccaners of Wall street, but this fact does not shift nor alter the accountability of the men who were at the head of the great institutions that are looked to for their support. Morse and Curtis were, in an expression of the circles in which one of them will shortly move, "caught with the goods on them," and their guilt will hardly be minimized by the fact that they were "other fellows" who were really the one to blame for the wrong-doing. For the good name of the country and its honest financial institutions, it is to be hoped that this precious pair of looters will be given punishment commensurate with the heinous nature of the crime. That crime, by the way, was not all covered by the indictment, for incidental to the loss of money and the widespread financial stringency which was precipitated there was obtained a president of all American banking methods. Among our own people who still have faith in their fellow-men this feeling has failed to sink in as deeply as it has abroad. This country is not yet so big and rich and powerful that it has no use for foreign money or foreign citizens, if they come to us in the right spirit. It is to this class that the Morse banking system has administered a blow which will not soon be forgotten. They will send over no more money in payment of American securities until we have proved that our methods of finance have undergone a reformation.

REVIVAL IN STEEL TRADE. Whatever its iniquities may be or whatever comment can be legitimately directed against the policy of the steel trust and the protective tariff that made it a trust, there has been a revival in the business of the United States Steel Corporation is one of the most accurate trade barometers in the country. For this reason the report of that company on its September earnings was not only a much interest, but it also shows net earnings for the quarter ending September 30 to be \$27,107,274, an increase of nearly \$7,000,000 over the preceding quarter and of nearly \$9,000,000 over the quarter ending March 31. The increase in earnings for the quarter is still far short of the enormous total reached for the corresponding quarter last year, which failed to reflect any of the signs of the approaching financial equal.

Perhaps the most striking feature of the report is the fact that it shows that there has been no secondary reaction since the slump of a year ago. As indicated by the figures for the quarters succeeding the month, there has been a steady, uninterrupted movement toward normal conditions. That it will continue at least for another quarter is assured by the number of unfilled orders already on the books. These unfilled orders call for 2,318,776 tons of steel products, and it is definitely known that an immense tonnage is being held back awaiting the result of the election and the necessary financial arrangements. While these figures are much below the total of the record-breaking quarters, they make a very satisfactory showing in comparison with those for the corresponding period in 1904, when the business of the country was temporarily arrested by a Presidential campaign.

For the quarter ending September 30, 1904, the unfilled orders amounted to but 927,436 tons, but the recovery was so pronounced that by December 30, 1905, the amount had increased to 4,692,203 tons. While accurate figures on the amount of business that might be held in abeyance pending the result of the election are unobtainable, it is generally believed that the amount for years ago was much less than the present time. There is an enormous amount of railroad work pending, and if funds are released, now that the election is over, the steel trust will undoubtedly book more orders than ever before, especially if concessions in price are made.

The promotion of Millard Lowndale to the position of horticultural director for the First District insures inspection that inspects of the orchards of this district. Mr. Lowndale is a well-known authority on old family orchards that have become breeding places for pests that prey upon, and threaten the fruit industry of the Willamette Valley. He considers worms apples worse than none at all, even for cider, and his apple trees, grown from mother and son trees, detract from, rather than add to the beauty of the landscape. Proceeding in accordance with these ideas, he will see that old orchards in his district are either cleaned up or removed—just as a duly empowered horticultural commissioner should. Success to him in bringing orchardists of his district up to his own standard as a horticulturist.

The public schools of New York City will cost the taxpayers next year \$23,750,000, or more than \$7,000,000 in excess of this year's expenditures. The growth of the city is attested by the growth of its schools. Considerably more than 25,000 pupils are added to the school rolls in New York City every year. Notwithstanding the fact

that new buildings are constantly being opened and the army of teachers as constantly increased the School Board finds it impossible to keep in advance of this constantly growing tide. It will require \$4,000,000 in 1909 to install new courses of study and trade schools now being planned as necessary to the full efficiency of the public school system in the great city. In the meantime thousands of children in the primary grades can only be accommodated half a day. No one who looks abroad over the streets during the vacation season or notes the conditions of crowding and "part time" with which school authorities struggle during the school year indulges in any fears of race suicide. The perplexing question is what to do with the annual increase for which it seems impossible to make adequate provision in the public schools.

The long-suffering residents of the northeast portion of the city should tender a vote of thanks or a chromo to the Woodlawn passengers who declined to "take the car ahead," knowing the fate of the suffocating point. Perhaps if some of the officials of the street railway company were to take a trip on almost any of their Woodlawn, Alberta, Broadway or Irvington cars about 6 o'clock in the evening, they would understand why there is such widespread resentment against such tactics by the company. On the Irvington line the service is about the same as seventeen years ago, although a computation of the fares collected then and now is hardly a fair test of the improvement. It has been an increase in the population of that district.

Samuel Gompers, who led the labor pony "to the brink," and there learned that "twenty thousand could not make him drink," says that he is not a candidate for re-election as president of the American Federation of Labor, but "will be glad to serve again if it is the will of the convention." Mr. Gompers need have no anxiety on this score. He will learn what labor thinks of him if any of his friends should attempt to place him in the chair of the convention that he is re-elected. Organized labor has objections to any one making a monkey of it.

The building permits for October, 1907, were practically all taken out before the first breath of the cold wind of the serious nature of the crime. That crime, by the way, was not all covered by the indictment, for incidental to the loss of money and the widespread financial stringency which was precipitated there was obtained a president of all American banking methods. Among our own people who still have faith in their fellow-men this feeling has failed to sink in as deeply as it has abroad. This country is not yet so big and rich and powerful that it has no use for foreign money or foreign citizens, if they come to us in the right spirit. It is to this class that the Morse banking system has administered a blow which will not soon be forgotten. They will send over no more money in payment of American securities until we have proved that our methods of finance have undergone a reformation.

Where now are the Oregon statesmen who declared that they should support Bryan? Bryan would defeat him, and who fought "instructions" for Taft for that reason? Probably they would like to play golf with Taft at Hot Springs.

Just to keep the record straight, it may be remarked now that the Oregonian's first red-inked flash of the election of Mr. Taft occurred at 5:56 P. M. Tuesday, November 3, 1908. All after that was merely the gory details of the massacre.

"I hope we'll be half drowned in the tide of prosperity," says General Kilfeather, sage of the local Democracy. The general won't, but some alleged "principles" will. That's no doubt what he means.

Debs, Hagen, Hearst, Chafin and all the other "independent" outfits, even if combined, could not have elected Bryan. Bryan men have no reason to say that votes for them were votes thrown away.

"Defeat Chamberlain and you'll turn the state over to the Democrats," cry certain patriots. But won't it do just that if Chamberlain shall be elected Senator?

Be Patriotic When You