The Oregonian

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PORTLAND, SATURDAY, FEB. 27, 1909.

COURTESIES EXCHANGED.

We find these remarks in a paper printed at Pendleton, Umatilla County:

Oregon's greatest foe at this time and it has been the same for many years past, is The Oregonian. The "dog in the manger" policy and the sour balled pessimism of that sheet has done much to thwart the progress of this state. The libel perpetrated by The Oregonian largely caused the death of the state's normal school system. Its subserviency to the railroad interests has helped Harriman keep Oregon bottled up and shelved away like a jar of preserves for future use. Now that the state is trying to help itself The Oregonian is doing its utmost to block its effort. It has always done so. * * * Whenever the lines of battle are drawn The Oregonian never fails to line up as a henchman for Harriman. There is something wrong with Oregon. This state is not going forward as it should.

The paper that thus assails The Oregonian nevertheless pays tribute to it by false imitation of its name, as it supposes for its own commendation and advantage. That is to say, the paper that publishes this tirade calls itself the East Oregonian.

It is a favorite assertion with all these revilers that "The Oregonian has no influence," and that any man or cause would better have its opposition than its support. And yet, when in another mood, and wishing to support another kind of assumption, they declare The Oregonian the chiefest power in the state. Another of these revilers rubs the poor itch of his opinion, thus:

Why all this fustian about bankruptcy, and why all this "plain talking" it boasts it is going to do, when the only interest menaced is Mr. Harriman with his six million a year strangle-hold on Oregon? Generally there is something in it for a newspaper that so madly champions the cause of a great corporate monopoly. Will The Oregonian deny that it is receiving, or is to receive, compensation for the great service it is endeavoring to render Mr. Harriman?

The greatest service to Harriman that could be rendered by the State of Oregon would be to engage the state in railroad construction, on a large scale; for, after the state had squandered millions in construction, had lost other millions in operation, and had brought bankruptcy on itself, Harriman would get the roads—paralleling his recent achievement in Georgia;—and Oregon would have its debt and its experience.

One may expect, of course, the false and foul assumption that The Oregonian, in its effort to save the state from the consequences against which the founders strove to protect it, and against which all experience warns it, is acting as a "champion of the cause of the great monopoly"; and is "receiving, or is to receive, compensation for the great service it is endeavoring to render Mr. Harriman." That sort of assertion well suits the character of these scrubs of journalism, whose being is wrapped up in devotion to scheming purposes and sundry jobs to be promoted at the expense of the state. It takes a foul fancy to whelp so foul an aspersion, against the one independent newspaper of Oregon, the one newspaper whose career proves it able and willing to make its stand against every abuse, error and wrong, however great—whether backed by unlimited wealth or an ignorant or misguided public opinion. All know what service The Oregonian has rendered to the state, in all these various matters; often, too, at great sacrifice to itself, as when its opposition to the silver craze cost it an immense sum of money, through loss of business cut off by fanatics and fools, and when its criticism of the waste of Portland's municipal franchises brought down upon it the displeasure of the most powerful forces in the state.

This journal will continue its opposition to the dangerous and destructive scheme of state railroad ownership; and it will win the fight, too. No other business in Oregon would be benefited more by extensive railroad construction than that of The Oregonian; but it wants railroads built by railroad builders, not by the state. Then it wants the state to enforce on them reasonable and just and proper regulation. For all it gets from the railroads The Oregonian pays money, and it is more independent of them than they are of it. To supply the news and to conserve as best it may the true welfare of the people of the Northwest, and especially those of Oregon, is its legitimate function. Hence its resolute opposition to these crazy schemes as they come along, one after another; and hence from this time till November of next year one of its leading purposes and main efforts will be to defeat this scheme of public construction and ownership and operation of railroads, against which the founders of the state erected a constitutional barrier which the shallow drivelers of our day, through various motives of supposed profit to themselves, are trying to remove—that their own schemes may be fertilized by the rich overflow of these fairy rivers of imaginary wealth. These sophisters and projectors and creators of magic riches which are to fall into their own platter, like manna in the desert or dews from heaven, will find something in their way before they get through with this dream of folly. For every man who has property, every one who desires to possess the legitimate fruits of his labor and effort, every one who expects to accomplish anything for himself and have the fruits of it, will exert himself against this project, fit for Utopia, or better for Laputa, which moreover all knowledge and all experience and all forecast denounce as ruinous folly.

The conference committee which has in charge the naval appropriation bill is unable to agree on the provisions for keeping half of the Navy in the Pacific and as to the price that may be paid for colliers. Both of these questions would be settled in short order if affairs in the Pacific should reach an acute stage while the grave and deliberate representatives at Washington were quibbling over the matter. The fleet would be sent post haste to the Pacific, and the colliers would be purchased just as they were purchased during the war with Spain. It will probably require a war with some Pacific power to force the Government to act in an emergency as it should act now, while no emergency exists.

IS IT BUSINESS?

Of course The Oregonian is familiar with the argument that, though the Celilo Railroad is run at heavy loss to the state, it "saves money" to a few shippers at certain points on the upper river. Doubtless it has reduced the rate somewhat for a small amount of freight at a few points, but at a cost to the taxpayers of the state of much more money than it has saved to shippers; and besides, it is money saved mostly to inhabitants of the State of Washington, which the levy on the taxpayers of Oregon must meet.

Is it good business to save a small amount of money to a few persons at a greater charge upon all the rest? Besides, is it the business of the state to tax one class of the people for the profit of others?

This is a job, and it is quite a job, for the state has now over $200,000 in it, and the cost will be continuous—engineered by a clique of promoters in Portland for their personal advantage, using the argument for reduction of the rate on a few tons of freight from points on the upper river, for their own advantage. But it costs the state far more than all these make or save.

IT IS "UNWORKABLE."

Governor Hughes, of New York, has reached the conclusion, the New York Times complains, that the direct primary is "unworkable." The Governor, therefore, is modifying his plan of primary elections, for nominating purposes, so as to have intermediary conventions for suggestion of the names of candidates. In a speech in Brooklyn last Saturday night Governor Hughes, admitting that the direct plan was unworkable, said:

I, therefore, favor the adoption of a plan which will permit the presentation of names of candidates and furnish opportunities for open and fair consultation by the party committees which have been duly chosen and whose representative character has been reasonably assured in the manner already stated. Thus the State Committee would present the names of those whom they propose as candidates for state offices; the County Committee those proposed as candidates for county offices, etc. Provision should be made strictly regulating the meetings of the committee at which action will be taken with regard to the names to be presented. The committees would not have the right of final choice of candidates. The names they certify will be placed upon the ballot; other names may be presented by petition, and the party voters will choose the men they want as candidates.

It is probable the Republicans of Oregon will adopt this method, or one resembling it as a means of bringing out candidates deemed fit for office, who could get their party's support. Under the present system nothing at all can be accomplished, except the election of Democrats. The suggestion of Governor Hughes has obtained wide notice. The New York Sun remarks that the Governor evidently thinks "the election of a Democratic Senator for the Republican State of Oregon a scandalous perversion of our representative system."

It is altogether probable that the modification suggested by Governor Hughes, or something very like it will be adopted by Republicans in most of the Republican states, or all of them, as a means of preserving necessary party activity and efficency, and of arresting the tendency to party disintegration. It is, substantially, the primary system in the Democratic Southern states.

REGARDING STATE OWNERSHIP.

It is unfortunate that Mr. Harriman should have made that offer to build a road to Coos Bay on a guarantee that it would yield 4 per cent. It has established a precedent that can hardly fail to cause trouble for some of our energetic promoters of state railroads. The showing made by the official report covering two years' operation of the state railroad at Celilo was extremely satisfactory to the Washington farmers who supplied the freight for which the Oregon taxpayers paid the cost of moving over our state road. The loss was only about 20 per cent per year on the investment which the state has in the road, and at this rate it would take at least five years for the deficit to equal the amount of the capital invested.

For all that, there is so much difference in an investment that shows a total loss of about 20 per cent and one on which we can make Mr. Harriman put up the money and pay all losses above 4 per cent that a great many people unacquainted with Colonel C. E. Sellers Wood and Mr. Teal will prefer the latter. Imagine the discomfiture of these disinterested philanthropists at the next session of the Legislature in case the people decide to embark in the railroad building business. What answer can they make to the Coos Bay delegation which will be there to insist that the state guarantee 4 per cent earnings on a line to Coos Bay before the state credit is used in the promotion of more expensive railroads? Under the offer of Mr. Harriman we know the exact limit of loss we will be called on to pay in case the realization should show a discount over the anticipation of our plans.

We are also afforded in this Harriman offer an opportunity to secure the road without investing any money, and at the worst, if the road never handled a pound of freight, we could enjoy railroad facilities to Coos Bay without having many millions tied up in the project.

In connection with the suggested populistic, socialistic scheme for building state railroads, the Tacoma Ledger quite truthfully remarks that "Harriman would not object a bit to having the state bear the burden of building feeders into undeveloped territory and supplying the big trunk lines with stuff to transport. After the state had sunk a fortune in the venture a sentiment would probably develop in favor of selling the railroad. Then Harriman or Hill, or some other railroad manager, might offer from one-half to three-fourths of what the road cost. Harriman and Hill are surely not suffering any loss of sleep from worry over the possibility that Oregon may build 200 or 300 miles of railroad. Usually such ventures turn out to be state aid to the large systems that eventually get hold of state-built roads."

LONG DRESSES AND SHORT.

The question of how high a woman may lawfully and properly hold up her gown when she walks in a muddy street is under heated debate in the Mississippi Valley, but the subject interests the Pacific Coast also. We have mud here as well as they have there, but it must be admitted that ours is neither so deep nor so sticky as that of Illinois and Wisconsin. The natural rule for holding up the gown would be to raise it as high as the mud is deep, but a woman who applied this principle in Milwaukee, Wis., came into collision with the minions of the law. It appears that the prevalent depth of the Winter mud on the streets of that beery town is fourteen inches. A woman who was compelled by her affairs to make a pilgrimage to the grocery on a certain morning, raised her gown to that reasonable height and set forth, only to be arrested and haled before a magistrate. This petty tyrant ruled that fourteen inches was too high. Just how much he thought a gown ought to drag in the mud he did not specify, but evidently it was his opinion that it ought to go down a certain distance.

The matter being still under judicial meditation, The Oregonian prefers not to express an opinion upon it directly, but it feels at liberty to remark that there seems to be a conflict between the law and common sense in this domain of the conduct of life. Upon most streets there are substances strewn about more or less thickly which cling to garments when the opportunity is offered and are thus brought into the house, dispersed through the air and breathed. They are also mingled with food in the kitchen and on the table. What these substances are it is not necessary to specify particularly. Some of them are contributed by men who chew tobacco, some by higher animals. None of them seems to be exactly fitted for breathing or for savoring food. Still, as long as trailing gowns are worn on the street, that is what becomes of them. The Milwaukee magistrate who launched his judicial thunderbolts against short dresses may take his place on the bright roll of fame with the Pennsylvania judge who decided that Swedenborgianism is an immoral cult. Both of them illustrate the great truth that a man may know a big bunch of law without being precisely what one would call wise.

TO WHIP OR NOT TO WHIP?

It is a dull day in Chicago when they are not discussing something which interests heaven and excites the earth. The last man to stir things up was Professor O'Shea, who dispenses psychology in the University of Wisconsin. Chicago hired him to discourse to the assembled teachers of Illinois, and he delivered himself to the purport that boys are too much mollycoddled in school. They ought to be thrashed, declared the professor. Persuasion is wasted on the male section of the rising generation. Women teachers refine them too much. What they need is the rough-and-tumble life. Out with the woman from the schoolroom and in with the wholesome and invigorating hickory. Such was the purport of Professor O'Shea's remarks.

From the spelling of his name one may guess that he has a native predilection for the shillaleh, but for all that there is something in what he says. It is pretty generally admitted now that the exclusion of bodily punishment from the schools was a mistake and that the mistake was due to the influence of women. They opposed whipping because they did not like to whip or sometimes because they were not strong enough. There are times in a boy's experience when a sound thrashing means salvation to him, as was beautifully set forth in a celebrated tale published years ago called "The Evolution of Dodd." The book was written by some indignant person who believed that the deprivation of the rod would ruin all the boys in the country, and it is fair to say that he made out something of a case. There is a happy medium between too much whipping and none at all. It is well for the rod to hang over a boy's head, like the fabled sword, by a hair; but it is not well to break the hair very often. Pain administered in judicious doses is most medicinal to the soul of a boy, but felt too oft, familiar with its sting, he first endures and then it makes him mad. There comes an epoch in a boy's life when a whipping is just the one thing needed to drive him into reckless courses and finish his reprobation. It is a bit of nice science to distinguish exactly where the benefit of the rod ends and the harm begins.

FOREIGN TRADE RECOVERY.

Gradual return to normal conditions which were so seriously disturbed by the panic of the closing days of 1907 is unmistakably shown in the figures for imports and exports for January and for the first seven months of the current fiscal year. The Bureau of Statistics, in its preliminary figures for January, shows exports of $156,767,714 and imports of $103,524,028. Imports make quite a favorable showing in comparison with January, 1908, when they dropped down to $84,997,514, which was very close to the low water mark of May, 1908, when the imports amounted to but $84,042,628. In January, 1907, the imports were $126,586,934, and the preceding month the maximum record was established with figures of $134,349,760. Heavy imports, of course, reduce that somewhat vague "balance of trade" which is supposed to represent, as near as it can be determined, the difference between what we sell to the foreigners and what they buy from us.

By our high tariff partisans, large imports are regarded with disfavor, the assumption being that we are buying something abroad that should be bought in this country. This, in a measure may be true, but it is equally true that these purchases are made abroad because it is to the advantage of the buyer to make them there, and liberal buying denotes prosperity on the part of our own people. In nearly all of the commodities imported from foreign countries, valuations are much lower than during the years preceding the panic, which indicates that we are again buying nearly as freely as before the panic, and receiving much more for our money than we were getting. Exports increased in the months following the panic from the same causes that produced a decline in imports. Our people needed money and in order to ease the situation in the briefest possible period, exports were hurried out of the country in record-breaking quantities.

The maximum record was reached in December 1907, with exports of $207,119,996 and in January, 1908, the figures were $206,114,718, or nearly $50,000,000 more than for the corresponding month this year. The figures for the seven months ending January 31 also reflect satisfactory gradual gain in both branches of our foreign trade. For seven months of the fiscal year beginning July 1st imports show a total of $697,520,960 compared with $756,888,151 for the same period a year ago. Exports for the same period this season were $1,021,805,448, compared with $1,189,090,551 for the same period in the preceding season, the heavy decrease in exports, as previously explained, being due to the forcing of exports for the purpose of restoring the financial equilibrium. Viewed in all its phases, there is much that is encouraging in the general foreign trade situation and, with average crops this year, the end of the season will undoubtedly find us back on a normal plane.

The saloon and gambling business continues to flourish under our admirable city administration, but it must be admitted that this administration is rapidly putting in a bad way all the lodging-houses that do not enjoy special police favor. Of course, no citizen cares to run the risk of being hauled out of bed at midnight to show his marriage certificate, or to permit the invading moral squad to enjoy the humiliation and discomfiture of his wife over being required to meet the curious and insulting gaze of strange men. Therefore, he keeps out of all lodging-houses except as a last resort.

It takes about all of everybody's income and everything he can make and save to pay his taxes; and means of support must be pinched out in some way, while the tax-gatherer is being satisfied, or afterwards. It wouldn't be so bad if the taxpayers got the worth of their money. But they don't. Sixty per cent is frittered away. Officials get it, or it is wasted in ways that lead to no results. An organization for conservation of the revenues is the first duty of city, county and state. Under the present system most of them are wasted.

Now since Harriman will build the Coos Bay railroad if 4 per cent on the cost is guaranteed, the first bonds of the state, under the new system, should be issued for the railroad to Coos Bay. The state would know exactly what it was to pay, and the road is needed, if any road is. This would be the cheapest possible construction for the state. There is one drawback, however; it wouldn't exploit an Eastern Oregon land grant, from which most of the effort comes to induce the state to let loose its fructifying subsidy showers.

It is not possible at present, nor will it be till the constitution shall be changed, to consolidate, or make coterminous, the City of Portland and the County of Multnomah. No county of an area of less than 400 square miles can be created and such an area is too large for the City of Portland. However, we may assume that the old mouldy and moth-eaten instrument (the constitution) "don't go" anymore.

The purchase of 5000 acres near Goldendale by Samuel Hill and associates for an immense vineyard has the right sound. In the old days it was the "gentleman farmer" who spent money in experimenting. Though scoffed at, he learned how to do things better, generally at a money loss. In these later days capital takes hold and wins. So, too, does the poorer neighbor, in a general way, by example.

Comparisons are odious, but it might not be amiss to note that the Sheriff has been catching all the local thieves of late, including the bank robber, the purloiner of the Ladd trotters and the defaulting secretary of the Leatherworkers' Union, while the only thing that appears to the credit of the police recently is the arrest of one of their own number in a rooming-house raid early Monday morning.

It costs the state one dollar a ton a mile to carry freight over the state railroad at Celilo. From one-half cent to one cent a ton a mile is "big money" for carriage over the railroads in general. But you know the state railroad exists for relief of the people.

Not every man can have his brains and genius capitalized for several millions, as has Luther Burbank, and yet that course is necessary if the world is to benefit by his work, for Nature rarely combines genius and business acumen in a man.

Professor Lowell thoughtfully says we will have fourteen years' notice of the time of the great catastrophe when an unknown body shall collide with the sun. There is small need to worry. Noah got along on less.

Of course, at the special session of the Legislature—should there be one—every old job will put up its head again; and if there are not many new ones it will be a wonder.

We shall also undoubtedly hear a lot of loud and defiant denunciation of President Roosevelt by certain members of Congress when he is far, far away in Africa.

Is there no way, for the general protection of the public against all manner of lawbreakers, that Sheriff Stevens can multiply himself?

The Billy Possum fad will make the meat a luxury in the black belt and stimulate the raising of poultry, in the dark of the moon, of course.

The Milwaukee judge who thinks fourteen inches too high to lift a skirt on a muddy crossing does not believe in revelations, evidently.

There are but a few days left in which to splinter the Big Stick, but a pitchfork cannot do it.

Half a loaf is better than no bread, of course. It has to be, under present price conditions.

Flood sufferers in the Ohio Valley should move to a dry country like Oregon.

Seattle says its fair will open on time. Portland made the precedent.

WILL STATE MAKE THIS MISTAKE?

Going Into the Railroad Business a Grave Blunder.

Eugene Register.

The people of Oregon are privileged to vote on whether or not we shall build a railroad of our own. Now we shall have the interesting spectacle of newspapers which oppose a state railroad, being charged with subjugation to Harriman's influence, while on the other hand advocates of a state road will be charged with an effort to plunge Oregon into the throes of socialism. So far as the Register is concerned, neither horn of the dilemma is disposed to give us any worry, but in the meantime it is not too early for us to say that in our opinion it would be a great big mistake for Oregon to go into the railroad business as a means of coercing the Harriman system into building more roads.

As much as we should like to see a competing force put into the field as a stimulus to railroad construction, the experience of other states ought to carry sufficient warning to keep Oregon out of such a losing game.

So far as Harriman or Hill is concerned it is a safe bet that neither of them would put a straw in the way of a state-owned railroad. They are in the road jobbing business and a state-owned road would fall easy prey to one of these big corporations after the line had been operated at a loss a sufficient length of time to convince the people of the state that it is not a success at the business. We can depend upon it, however, that the columns of the state press from now until the state railroad question is submitted to the voters, will be filled with weighty articles in support of the movement by men who never cocked a cannon nor caused a ripple on the surface of the state's industrial activity.

LOOKED OUT FOR HIS FRIENDS.

Motive That Seems to Have Guided Governor in Considering Bills.

Eugene Guard.

Governor Chamberlain's veto of the bill for the publication of the delinquent tax list, on the ground that it would entail a heavy expense upon the taxpayers, is silly in the extreme. Competitive bidding for such publication in Lane and several other counties brought the publication of the list down to the actual cost of setting up the type, making the expense inconsequential. Besides this expense is as a rule willingly borne by the property owners, because it frequently gives them the only notice they have that there are unpaid taxes against land they may have purchased, without looking up the records and believing the taxes to have been paid. The present law for collection of delinquent taxes is not in accordance with the accepted idea in this country of giving a poor man every possible show to pay up before his property is taken away from him, or heavy and unjust penalties are added to the burden of his taxes.

In this connection we cannot fail to note that the Governor has quickly approved every bill providing for new officials where his Democratic henchmen or Republican supporters were to be provided for. He favored the creation of a new Judgeship in Multnomah County because Billy Gatens, his faithful private secretary, desired to wear the judicial ermine, although he has probably never tried a case before a higher court than that presided over by a Justice of the Peace. The bill adding a third Judge in the second judicial district was approved in spite of the protest of Judges Hamilton and Harris, and John Coke, a Chamberlain Republican, was given the job without a thought for the poor taxpayers who have to put up $3000 a year for an official who was not needed. The tax commission bill was approved because along with others it provided a better place for State Land Agent Charles Galloway at $2500 a year, while two more staunch supporters of the Governor, King and Slater, moved up a notch and became Supreme Court Judges by appointment, when the bill increasing the number of Judges received the executive approval.

The moral to be drawn is that if some of the vetoed bills, like that requiring the publication of delinquent taxes, had carried with them a fat job or two, they might not have appealed so strongly to the economical instincts of our state executive, who has many good friends in both parties to provide for at public expense.

Just a Little Talk on Honor.

The Dalles Optimist.

How keen the Statement No. 1 men were to vote for Chamberlain and save their honor! Honor is a fine, sonorous word! It sounds so large and pleasing, coming from a Republican when casting a vote for a Democrat! But how about the passing of the bill placing two more judges on the bench of the Supreme Court, when the people, the same people who would be up in arms if Statement No. 1 was not carried out to the last jot and tittle—how about the voice of the people when they said last June by a majority of over 20,000 that such a law was not to be passed? And yet how simple it all is; the strict carrying out of Statement No. 1 placed a Democrat in the United States Senate, and the defeat of the will of the people in the case of the Supreme Court Judges placed two Democrats on the Supreme bench!

One Way to Make Harriman Happy.

Woodburn Independent.

Why is the plan of the state building a railroad meeting with favor? Because of the erroneous idea that Harriman will not build. He is building now, from Klamath north, and will extend into Central Oregon. We have waited for years for railroad development and will soon realize our hopes if we but have patience. Taking advantage of a wrong impression and throwing this state into millions of dollars of bonded indebtedness would mean development to a certain extent, but not real progress. Threatening to construct such a road is no bluff to Harriman, who would prefer the state doing it than himself. If anything, such talk merely makes Harriman pause to see if the state is really foolish enough to build the road.

If You Would Teach, Educate Yourself.

Hillsboro Argus.

The failure of the Legislature to appropriate money for the various Normal Schools of the state, will meet with the approbation of the people everywhere within the state, except in Normal School towns. The Argus is in favor of appropriations for the Oregon Agricultural College, as that institution educates the farmer boys and gives them education along practical lines. If young men and women desire to educate themselves for teaching, let them do so at their own expense.

Pays to Stand In With Chamberlain.

Newberg Graphic.

Charles V. Galloway has been appointed one of the new Tax Commissioners at a salary of $2500 a year. The Galloways are products of Yamhill, and although they belong to the minority party, they are always able to land the fattest jobs that are on the calendar. A happy response to rich soil, a salubrious climate and the glad hand. Nothing like it in all Oregon.

Hops Contracted at 10 Cents.

SALEM, Or., Feb. 26.—(Special.)—George L. Rose today contracted to deliver to Julius Pincus 100,000 pounds of 1909 hops at 10 cents and an equal amount of 1910 hops at 11 cents.

ANOTHER DEFECT IS FOUND

Appointment of Curricula Board Will Thus Be Delayed.

SALEM, Or., Feb. 26.—(Special.)—It was discovered today that the emergency clause on the act creating the board of higher curricula is defective, and therefore that the act does not become operative until May 23.

The emergency clause was put upon the bill because the University and Agricultural College must issue their catalogues early in the Summer, and it was therefore necessary that the board decide early upon the question of eliminating studies from the course of instruction of one institution or the other. The facts in this regard were recited in the emergency clause, but there was no reference to health, peace and safety, so the emergency clause is ineffective.

Secretary of State Benson today sent letters to the five men appointed on the board by Governor Chamberlain, informing them that when the law becomes operative he will reappoint them. Though the board cannot hold its meeting March 8, as required by the act, the letter from Secretary Benson will enable the members to arrange for a meeting as soon as the law goes into effect.

The members appointed by the Governor are: Dr. J. R. Wilson, of Portland, appointed for one year; A. W. Prescott, of Salem, for two years; O. P. Coshow, of Roseburg, for three years; J. C. Hedges, of Oregon City, for four years, and C. J. Smith, of Pendleton, for five years. Those appointed in the future will each serve five years.

WIRE THIEF IS CAPTURED

Victor Burns, Employe of Street Railway Company, Confesses.

Released from the City Jail yesterday afternoon because the police were unaware that he was a thief, Victor Burns was arrested immediately afterwards by Deputy Sheriff W. P. Lillis and is now a prisoner in the County Jail, guilty by his own confession of stealing a large quantity of copper wire from the Portland Railway, Light & Power Company. Burns has been an employe of the streetcar company and has worked in the stable at Nineteenth and Washington streets, where the company's wagons are kept.

Yesterday morning at 4 o'clock he was arrested by Patrolman Stinton at Seventeenth and Everett streets, while on his way home with a large sack of copper wire slung over his shoulder. At the police station he was charged with being out after hours. Being unable to get further information against him, the police decided to let him go at 4 o'clock yesterday afternoon, accepting the nominal bail of $10 for his release. Hardly had the man disappeared out of the door before Deputy Sheriff Lillis came in, inquiring about the case. When told that the man had gone a chase ensued. The Deputy Sheriff ran Burns to the corner of Third and Pine streets, where he overtook him. At first Burns denied his guilt, but finally confessed.

GRESHAM PLANS FOR FAIR

Association Soliciting for Sale of More Stock.

GRESHAM, Or., Feb. 26.—(Special.)—Arthur F. Miller, one of the directors of the Gresham Fair Association, is now traveling over the county soliciting subscriptions and selling stock of the association. About one-half of the capital stock remains unsold and it is hoped to raise $3000 at once.

The fair grounds, which were taken upon an option last year, have been bought outright by the association from the City of Gresham, the former owner, with the understanding that ten annual fairs must be held there before a complete title shall pass. The $1000 recently appropriated by the Legislature, together with the money raised from sale of stock, will put the association in good condition, it is thought. Many improvements are contemplated and the annual premium list is being made up.

SERVED WITH OOM PAUL

Jack Busch, Who Saved Boy's Life in Portland, Dies in Yakima.

NORTH YAKIMA, Wash., Feb. 26.—(Special.)—Jack Busch, who was buried here today, was one of the most interesting and picturesque characters in Yakima Valley. He was a native of South Africa and a friend of Oom Paul Kruger. When young men they belonged to the same company and fought side by side. Later Busch came to America, and was known up and down the Pacific Coast, where he was a longshoreman.

Some years ago Busch rescued a young man from drowning at Portland. The boy's father offered to recompense him for his heroism, kept in touch with him, and when an accident befell him, paid his hospital expenses.

WHEAT AREA IS INCREASED

Echo Farmers Planting Every Bit of Available Ground to Grain.

ECHO, Or., Feb. 26.—(Special.)—Wheat farmers are sanguine of bumper crops this year. Rain fell today and has been falling more or less since the snow left. All who can possibly do so are sowing their fields to wheat. Where to put the crop, when it shall be gathered, is a question the warehouses must decide, and those who know are inclined to the belief that both warehouses will need twice the storage room they now have.

College Expects to Get $50,000.

ALBANY, Or., Feb. 26.—Special.—That Portland has contributed its quota of $10,000 for the endowmnet fund of Albany College has caused rejoicing here, as it practically assures the $50,000 endowment. When the National College Board of the Presbyterian Church offered the college $25,000 provided an equal amount were raised in Oregon, the trustees of the college planned to raise $10,000 in Albany, $10,000 in Portland and the remaining $5000 among Presbyterians throughout the rest of the state. Albany contributed its allotment.

Elks in Amateur Theatricals.

WALLA WALLA, Wash., Feb. 26.—(Special.)—With practically 400 people in the cast, there was given in a local theater tonight the largest show of its kind ever presented in this city by the Order of Elks. The cast consisted in large part of young boys and girls, many small children taking part in the dancing and singing. The main singing selections were principally taken by advanced students attending Whitman Conservatory and the faculty of that institution also assisted.

Talesmen Oppose Hanging.

WALLACE, Idaho, Feb. 26.—Twenty-five of the 40 jurors called this morning in the trial of Thomas McDairmid, for the murder of W. H. Wilson, declared they were opposed to capital punishment. A new venire of 50 men has been ordered.

Andrew Chilberg Is Knighted.

SEATTLE, Wash., Feb. 26.—Andrew Chilberg, royal Vice-Consul of Sweden at Seattle, has been given the decoration of a Knight of the First Class of the Order of Vasa by King Gustaf V.

LABOR ACT IS UP TO PEOPLE

R. A. Harris Proposes to Use the Initiative.

SALEM, Or., Feb. 26.—(Special.)—An employers' liability act will be submitted to the voters of the state at the next general election, according to R. A. Harris, one of the labor organization leaders in the lobby of the recent legislative session. The bill to be submitted under the initiative will be no less drastic than that which was introduced in the Senate by Senator Sinnott and defeated by that body. The labor unions expect to enlist the State Grange in behalf of the measure and to secure its enactment by the people, by which means they hope to place the law beyond the reach of the Legislature, believing that the Legislature will not amend a law the people have adopted.

The labor unions did not fare well in the recent Legislature. Some of the measures they advocated were passed, but those in which they were most deeply interested failed. There were a number of bills not introduced by their request but which they indorsed and helped to pass. Others opposed by them failed. Their great disappointment, however, was over the failure of the employers' liability bill.

In his report to the State Federation of Labor, Mr. Harris rejoices over the defeat of Senator Bingham's anti-trust bill, which was so drawn that it would put labor organizations under the ban of the law.

The measures passed which pleased him most are: The bill increasing the salary of the Labor Commissioner from $2000 to $3000 a year, the bill permitting the organization of co-operative associations and the bill amending the 10-hour law for women so that it applies to telephone, telegraph and express companies. Other bills, the success of which he deems advantageous to laboring men, are:

S. B. 4, Bailey—Giving an injured man the right to have the damages fixed by a jury, even though the defendant defaults in a damage suit.

S. B. 62, Bailey—Revising the scale of fees for factory inspection so as to favor smaller factories.

S. B. 33.—Kellaher—Prohibiting the operation of elevators by boys under 18 years of age.

S. B. 107, Coffey—Requiring streetcar companies to provide seats for motormen and to permit the motormen to occupy the seats half of the time.

S. B. 204, Smith of Umatilla—Authorizing working of convicts on state Fair grounds.

Mr. Harris regrets the defeat of the bill placing an eight-hour limit on factories running 24 hours a day and the defeat of the deposit guaranty bill. He thinks the defeat of the bill to work convicts on the road is a misfortune and in his report plainly declares that there is a "nigger-in-the-woodpile," to account for the continuances of the practice of leasing convicts to a stove foundry at 45 cents a day and the state board the men.

He declares that the fight against the leasing of convict labor will be continued until the Legislature repeals the law which authorizes it.

BUGGY HIT BY STREETCAR

Mrs. Gustafson, Farmer's Wife, Hurt and Horse Runs Away.

A streetcar collided with a horse and buggy driven by Mrs. Victor Gustafson and wrecked the vehicle yesterday afternoon, throwing Mrs. Gustafson out and seriously injuring her. The horse ran away. The accident occurred at Williams avenue and Failing street at 2 o'clock.

Mrs. Gustafson is the wife of a well-known farmer living near Gresham, Or. She has two married sisters living in Portland, and accompanied by her youngest child, but 5 years of age, drove into the city yesterday for a visit. She had been to the home of one of her sisters, where she had left her little child, and was on the way to visit the other. At the corner two cars were coming from oposite directions. Mrs. Gustafson became confused, and instead of reining in her horse, attempted to get across the tracks before the cars. One of them struck the buggy squarely.

The collision so startled the horse that he bolted. He was last seen several blocks away from the accident with nothing attached to him but the shafts of the shattered vehicle. Up to a late hour last night the animal had not been found. Mrs. Gustafson was picked up unconscious. An ambulance from the Central Stables was summoned and she was conveyed to the Good Samaritan Hospital. Here it was discovered that her collarbone was fractured. She also suffered considerably from shock and bruises.

DELAY IN PANAMA LIBEL

Action Will Not Be Started Until Pulitzer Returns From Cruise.

NEW YORK, Feb. 26.—Assistant District Attorney McNamara, of Washington, who has been here in conference with United States District Attorney Stimson in regard to the Panama libel case against the editors of the New York World, left today for Chicago, in connection, it is said, with matters involving the Indianapolis News in the alleged libel.

No attempt will be made to serve papers on Mr. Pulitzer until he returns from his present yachting cruise in southern waters.

Mr. McNamara, however, had a conference with an attorney representing Mr. Pulitzer, and it is believed he was apprised of the time of Mr. Pulitzer's return.

Service on Delevan Smith and C. R. Williams, of the Indianapolis News, in the Panama Canal libel case, will be postponed, it is said, until after a hearing in the World case in New York.

San Pedro Shipping.

SAN PEDRO, Feb. 26.—The steamer Geo. W. Elder arrived this morning from Portland and cleared on the return trip tonight.

The tank steamer Roma cleared today for Portland.

The British steamer Hazel Dollar, Captain Ridley, arrived this morning from Shanghai, via Japan, with 400,000 feet of oak timber from Otaru, 1000 tons of pig iron and 1700 tons of sulphur from Hakodate and general cargo of merchandise from Shanghai. Part of the cargo is consigned to Portland.

The steamer Shoshone cleared today for the Columbia River.

The steamer Santa Rosa cleared for Seattle.

Pioneer of 1852 Dies.

OREGON CITY, Or., Feb. 26.—(Special.)—Reese Daugherty, a well-known pioneer of Molalla, who died at the family residence yesterday morning, was born April 7, 1840, and came across the plains in 1852, settling at Molalla. Deceased leaves three daughters—Miss Etta Daugherty, Mrs. R. H. Sawtell, of Molalla, and Miss Belle Daugherty, of California.

After Seals in Antarctic.

VICTORIA, B. C., Feb. 26.—Advices have been received here that a whaling company is being organized in Norway to send two floating whaling stations conveying a fleet of small whaling steamers to the Antarctic to hunt off Falkland Islands, South Shetlands and South Georgia this Summer.

Buying Klickitat Lands.

GOLDENDALE, Wash., Feb. 26.—(Special.)—The Columbus Land Company, which has been investing largely in fruit lands in Klickitat County, has added to its holdings this week by acquiring several hundred acres of land in and around Columbus, on the Columbia River.