

The Oregonian

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Portland, Thursday, May 27, 1909.

THE RAILROAD PEACE FACT.

The new peace pact which the Harriman roads secure access to Puget Sound without the necessity of paralleling the Northern Pacific tracks with a new road is the most important development of the year in Pacific Northwest railroad circles.

Since the first announcement of the proposed Harriman line to Puget Sound The Oregonian has protested against construction of the new road. This protest was based solely on the ground that such a line would not develop a single acre of new territory tributary either to Portland or Puget Sound.

It seems to have required the expenditure of several million dollars to convince Mr. Hill that the Harriman attempt to reach Puget Sound was not a bluff. Appreciating the fact that Mr. Harriman was determined to reach Puget Sound on his own rails, provided he could not reach an agreement with Mr. Hill, the Northern Pacific-Great Northern magnate seems to have accepted the inevitable.

Had Mr. Hill refused to open the way for Mr. Harriman to reach Puget Sound economically, it would have necessitated the expenditure of about \$15,000,000 more than will be necessary to place the Northern Pacific line in condition for handling all of the traffic that both roads will send over it in the next quarter of a century.

Having effected a saving of several millions in the anticipated outlay necessary to reach Puget Sound, Mr. Harriman may now feel more inclined to take up some of his proposed Oregon branches. The Tillamook line is making good progress and Central Oregon awaits only the approval by the Governor of the Harriman plan.

A double-track road and improved train service which will follow the advent of Mr. Harriman in the Puget Sound and Grays Harbor country will afford Portland an opportunity much better to serve a trade territory in which our merchants are rapidly increasing their operations.

The Russian Douma, undismayed by the fate of its predecessors, is again proposing reforms which the

aristocracy may or may not permit to become effective. The Douma is now discussing a law legalizing the sect of a "Believer," a religious body which was separated from the parent Orthodox Church during the period of religious reforms under Peter the Great.

It would appear that the people of the Irvington district who made complete arrangements for paving their streets with asphalt would be entitled to the support of the city administration in their commendable enterprise.

The Oregonian is informed that the Irvington project had the individual indorsement of every property-owner concerned, with no exceptions. It was desired by all to give the work to a local contractor under firm and definite conditions.

Mr. Thomas Lawson, of Boston, seems to be experiencing some difficulty in keeping in the limelight just at present. A year or two ago, when he was making a series of literary onslaughts on the trusts and the "system" that it was necessary for the new dictionary-makers to add several pages of new words, his name came on every tongue.

Tukon Gold vanished from the financial horizon several months ago, and the verbose Bostonian failed to note another opening to the public eye until Secretary Wilson's March report appeared.

Perhaps the most reprehensible bid for public notice which Mr. Lawson has yet made was a fawning, slobbering tribute to the late H. H. Rogers, a man whom Lawson had previously painted as a fiend incarnate. No public man in the United States ever received such a wealth of adoration as Lawson heaped on Rogers in his "Frenzied Finance," and now, for the sake of a little cheap notoriety, he comes before the public and flatters the man whose name he said about the mean things he had said about the mean things he had said.

Mr. L. A. Cavello's opinion that the cost of living is high in America, deserves comment. He is a gentleman from Australia, who has traveled widely and his business naturally directs his attention to comparative facts and economic conditions.

Not many months ago The Oregonian published a letter from a local clergyman, complaining that he could not afford to eat much fruit in this city on account of its excessive cost. Considering that Oregon is the paradise of fruit, this is a strange phenomenon.

most productive soil, our consumers cannot afford to buy food in its natural condition. This is an anomaly which the law may remedy sometime, but there is no prospect of its doing so immediately.

The Oregonian gathers several interesting things from the letter of Mr. Dan Kellaher, printed today, about the proposed municipal lighting plant. His object, it would appear, is to emulate Seattle in its municipal lighting experiment.

The Oregonian cannot agree with Mr. Kellaher that the recall is a dependable device for enforcement of a proper administration of public affairs. So far as it has been used in Oregon, it has shown itself to be an instrument of private revenge and of public disorder.

By his initial investment of \$2,000,000 in a lighting plant, Mr. Kellaher would double the city's expenditure for public lighting which, he says, is now annually \$150,000. It is to be hoped that Mr. Kellaher's Seattle figures are more nearly correct than his Portland figures.

Reclamation of Texas Hillside Island, in the Lower Columbia, is an excellent example of the possibilities for development in the tideland districts along the lower river.

The City of Seattle has gone into the lighting business in competition with two private concerns. The result has been that prices have been demoralized and the plant is being operated at a heavy loss.

For more than a year there have been in circulation repeated rumors to the effect that the American-Hawaiian steamship line had fallen under control of the transcontinental railroad line.

It is a very fortunate thing for our sportively-inclined first cousins across the water that Minora won the English Derby yesterday. Minora is owned by King Edward and, with that inherent worship of the nobility for which the English are noted, it is quite the proper thing for King Edward to place their money on the animal from the royal stables.

Now, here is the Municipal Association out for Albee for Mayor, and against the great reformer, E. S. J. McAllister, declaring for Justice and that reformer of reformers, Mr. Kellaher, warmly supporting himself. Where are the reformers at?

Thirty-five—count 'em, thirty-five—the number of measures to be voted on at the coming election. You will be able to verify this statement fully by examining your ballot June 7.

Of course, his old friend Croker cabled congratulations to King Edward over the victory. Just so long as any old hen will lay high-priced eggs, "chickens" pie will have pork for a "biller."

MR. KELLAHER AND LIGHTING He Makes Some Observations That Are Daily Commented On Elsewhere.

PORTLAND, May 25.—(To the Editor.)—In The Oregonian of May 25 you advise the public not to vote for the Kellaher petition providing for a municipal electric lighting plant for the City of Portland.

I would like to call to your attention a fact of your readers, two or three facts. In the first place, the proposed commissioners are distinctly and individually responsible to the people.

The school year draws to a close. But one month remains of its official activities—less than a month of its student activities. A course of study for the coming year is being prepared in the main classrooms.

Why should our unreasonably extreme conservatism continue to permit us to lag far behind in the matter of economical street lighting that city has already done in hard-surfaced street paving?

While comparisons are usually odious, and we prefer to keep our own disadvantages, it is a fact that Seattle, with its municipal lighting plant, can deliver electric current to its city switchboard at an actual cost of 1.5 cents per kilowatt hour.

Mr. Harriman seems to be recognizing that there is such a place as Portland on the map. With \$1,500,000 appropriated for a road to Central Oregon, the contract let for the completion of the road to Tillamook is a \$1,000,000 bridge across the Willamette, and two million-dollar steamships for the Portland-San Francisco route.

A Wisconsin forest fire has just destroyed 1,500,000 feet of hemlock and hardwood logs. Owing to the diminishing supplies of lumber in Wisconsin, this is quite a substantial loss.

They haven't any pet to provide for. To watch through anxious nights and to lay their surplus carefully aside for or keep from straying into error's ways.

No child has ever figured in her wishes, and she has never longed to have a son. She wouldn't even bother with gold fishes.

DEMOUCES MURPHY'S CARTOONS Sentimental Criticism of His Work, Which the Workman Decries.

PORTLAND, May 25.—(To the Editor.)—Many times since I have been in Portland I have been dismayed by your cartoons. I have never in my life seen such harrowing scenes as Harry Murphy's.

People frequently write in complimentary terms to me—but such letters as these are too few. If some of my hated rivals could but see that about my pictures being the ugliest in the country, it would be a great relief to me.

Mr. Murphy received in the same mail the following, which he offers as a fair offset to the above:

Oh, Harry, you're a brave old chap. You don't let facts stick in your eye. In print, he grabs his pen, and in a trice is throwing ink.

BASE ATTACK ON IOWA GOVERNOR Accused by a Political Enemy of Wearing a Celluloid Collar.

Des Moines Special to New York World.—What can you expect of a man who wears a celluloid collar?

When the Governor returned today from Burlington, where he has been attending the state meeting of the O. C. U., he was the center of interest and his collar was examined critically.

Time was when I was handicapped To clean my sweetheart's waist, For I was ever short and stout, And she would laugh and jeer at me.

For all the ladies up-to-date Quite stylishly are gowned In all the latest fashions with The waist-line near the ground.

CITY ELECTION MATTERS Explanation of Measures Pertaining to Water System.

Voters in the June election will pass on two proposed charter amendments relating to the laying out of streets and the manner of paving thereof.

The amendment proposed by the Charter Revision Commission provides that "all water mains shall be charged against the water fund while the other, submitted by the City Council, authorizes the issuance of bonds by the city to pay for all water mains of ten inches in size and over.

It is not possible to say that the amendment is better than the other, but it is a hardy one for the property-owner of that particular district to be required to pay all of the expense.

Four Meals on 100th Birthday Mrs. Sprague's Advice: "Eat What You Want and as Often as You Want."

Chicago Special to New York World.—Mrs. Dinah F. Sprague, the oldest living member of the Washington-Rochester women's adjunct to the G. A. R., celebrated her 100th birthday today by eating four big meals.

Passing of the Cowboy. Omaha, Mo. In the American cowboy the United States has given one of the most picturesque and original characters in the world's history.

Test of Endurance in One Saddle. Pittsfield Dispatch to the Boston Globe.—George A. Dickinson, a horseman, rode 155 miles in 17 hours and 33 minutes.

Name for Minnesota "Twin Cities." Member Indianapolis News.—The "Twin Cities" of Minnesota—St. Paul and Minneapolis—are talking of trying for days.

Ball Makes Jealous a Pet Terrier. Pittsburg, Pa. Dispatch.—Jealousy between Harry, the little daughter of W. E. Miller, of Altoona, Pa., evidenced partially for her full pet fox terrier, attacked the child and bit her.