# The Oregonian

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PORTLAND, THURSDAY, MAY 27, 1809.

#### THE RAILBOAD PEACE PACT.

The new peace pact by 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. If this agreement between the two railroad kings were to be regarded as significant of a general settlement differences and as a parceling out of territory between the two lines, it might be viewed with some misgivs. The Pacific Northwest is in need active competition between the rallroads. Not competition of the cut-throat, ruinous kind, but a legitimate struggle for traffic, and for the development of new territory where transportation facilities can coax traffic

Since the first announcement of the 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 territors tributary either to Portland or Puget Sound. We objected to a road taking millions which had been earned in the State of Oregon and building an unnecessary road in the State of Washington at a time when there was such a crying need for railroads where none existed in this state. In supplying traffic for the long haul across the continent, the Puget Sound and Grays Harbor country quite naturally appealed to Mr. Harriman. To his credit as a sagacious business man, it must be said that he realized the follof spending \$20,000,000 to \$25,000,000 in duplicating a road already built through the country, and physically able to handle the business for both roads for many years. It seems to have required the ex-

penditure of several million dollars to convince Mr. Hill that the Harriattempt to reach Puget Sound not a bluff. Appreciating the fact that Mr. Harriman was determined to reach Puget Sound over hi own rails, provided he could not reach an agreement with Mr. Hill, the North ern Pacific-Great Northern magnate seems to have accepted the inevitable. and granted the concession. As the favor was worth a great many millions to Mr. Harriman, it is of course quite reasonable to assume that valnable concessions at other points have been made to Mr. Hill. The peaceful adjustment of this protracted dispute efore more millions had been wasted in fighting is an indication of the gradual changing policy in railroad management. This change brings with it a growing consideration for the of the public. No matter if this change in sentiment has been forced by the people themselves in lative laws, etc., it is here, and is increasingly noticeable

Had Mr. Hill refused to open the way for Mr. Harriman to reach Puget Sound economically, it would have necessitated an expenditure of about \$15,000,000 more than will be essary 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 cen-tury. The road would have been built to make a profit, and the traffic producers would have had to foot the bills. On a 6 per cent basis, this extra cost of the unnecessary road, had it been constructed, would be \$900,000 per year. To the producers and consumers who in the end pay all railroad bills, this saving may not be easily detected in rates made in the immediate future. But it is a saving that has been effected. The man makes two blades of grass grow where only one has grown before may be a public benefactor, but the man who builds two railroads where only one is needed, is merely wasting money which is needed elsewhere and which later must be recouped from the pro-

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 Government of the Harriman plane. The Coos Bay line, however, seems to have been overlooked. There can be but little new development in the Coos-Bay country until a railroad is built. For that reason, the demand for a 4 per cent guarantee before constructing the road might very properly be waived, especially at this time when a saving of about \$15,000,000 has been effected by not building the line to Puget Sound.

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 in-creasing their operations. As the Puget Sound dispute was apparently settled for purely economic reasons, the terminal troubles in this city will undoubetdly be straightened out for sim-Har reasons. One terminal yard and station can certainly be handled much more economically than two, and the interest of the public will be better served by an immediate consolidation of Hill and Harriman terminal inter-

aristocracy may or may not permit to become effective. The Doums is now discussing a law legalizing the sect of Old Believers, a religious body which was separated from the parent Orthodox Church during the period of religious reforms under Peter the The sect embraces fully 15,-Great. 000,000 worshipers, and, as this is a large number of Russians to be trusted with any kind of legal rights by aristocrats who are running the Russian government, it is hardly probable that the Douma will get very far with its work in that direction

MAKING TROUBLE FOR NOTHING

It would appear that the people of the Irvington district who made complete arrangements for paying their streets with asphalt would be entitled to the support of the city administraion in their commendable enterprise But they are not getting it; they will not get it from a Mayor who fancies there is a "steal" behind every project that does not emanate from his massive intellect or from an Executive Board that has no purpose in life but to hold its job, and to hold the job it must at all times and in all places

truckle to the Mayor.

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 certain contractor under terms and onditions that guaranteed first-class service. Since the property must stand the entire expense of the im-provement, and since also it was under-taken on the initiative of the owners, it is difficult to see why the city should block their plans. That is just what is being done, for no good reason, by this "business" administration,

We want good streets in Portland, But how and when are we going to get them if we are to have an administra tion that unearths a mare's nest whening in any particular district is pro-

#### THE LATE MR. LAWSON.

Mr. Thomas Lawson, of Boston, ems to be experiencing some difficulty in keeping in the limelight just at present. A year or two ago, when he was making such flerce literary onslaughts on the trusts, the octopand the "system" that it was necessary for the new dictionary-makers to add several pages of new words, his name was on every tongue. His retirement from the literary field was followed by a savage attack on the "gelatine spined shrimps" and "saffron-blooder ipes" who had failed to take Tommy's "hunch" and turn over to him their life insurance policies and other collateral. The pastime of going after the trusts and people alike becoming wearisome, Mr. Lawson promoted Yukon Gold and in the promotion incidentally demonstrated that, while the spines of the shrimps were a little weak, their pocketbooks were in

Yukon Gold vanished from the financial horizon several months ago, and the verbose Bostonian failed to note another opening to the public ear until Secretary Wilson's March crop report appeared. Not realizing that it was as unreliable as Yukon Lawson grabbed his spear mounted his Rosinante, and began charging the windmills, which, in this case, proved to be the mythical Patten wheat corner. May wheat was then selling around \$1.20 per bushel, and, while exhorting the people to take up arms, if necessary, and down with the tyrants, who were putting up the price of bread, Lawson is reported to have "sold short" in generous quantities, with the avowed intenof dragging down to financial ruin the Patten crowd.

Unfortunately for Mr. Lawson, and also for Patten, either the Lawson nerve or the Lawson money gave out when wheat approached \$1.30 per bushel. With the much-despised Wall Street crowd and the Pittsburg steel kings still putting up margins, Law-son took his losses and retired to ponder over the worthlessness of Sec-retary Wilson's report, and the nerve of the Chicago men who knew that

wheat was scarce. Perhaps the most reprehensible bid for public notice which Mr. Lawson has yet made was a fawnir bering tribute to the late H. H. Rogers, a man whom Lawson had previously painted as a flend incarnate No public man in the United States ever received such a wealth of vituperation as Lawson heaped on Rogers in his "Frenzied Finance," and now, for the sake of a little cheap noteriety, he comes before the public and "takes back" all the mean things he said about the Standard Oil magnate Some of Mr. Lawson's friends should tell him that he is a "has been." he will not believe them and cease trying to break into print, they should consult an alienter

## A TRAVELER'S VIEWS,

Mr. L. Caper Mordaunt's opinion that the cost of living is too high in America, deserves comment. He is a gentleman from Australia, who has traveled widely and his business nat-urally directs his attention to commercial facts and economic conditions. In stating that an Australian workman with wages at \$1.75 a day can live better than an American who receives more wages, he doubtless speaks by the book. Wages signify what they will buy, and no more. High wages with exorbitant prices may not mean nearly so much in the actual comforts of life as lower pay with cheaper

Not many months ago The Orego nian 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 paradisc of fruit, this is a strange phonomenon. The clergyman said that apples, strawberries, and so on, were dearer here than they were in the East where he formerly lived. Yet in the East these fruits cannot be produced without much toll and expense, while

goods.

in Oregon they grow luxuriantly with little attention. Why should they cost the consumer more? From the purchaser's point of view the business of selling provisions is too well organized. The members of the organization, or trust, pay the producer as little as possible and charge the consumer as much as pos-sible, thus gathering their harvest at both ends, while the rest of the community suffers from their extertion This fact accounts not only high prices of green supplies, but also The Russian Douma, undismayed struck Mr. Mordaunt as so remark-by the fate of its predecessors, is able. The simple truth is that with

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

### FINE BUSINESS, INDEED,

The Oregonian gathers several interesting things from the letter of Mr. Dan Keilaher, printed today, about the proposed municipal lighting plant. His object, it would appear, is to emulate Seattle in its municipal lighting experiment. He would at once double the number of street lights. He would enter into competition with any estabished lighting concern for the business of private consumers. He suggests the recall as a definite remedy for any mistakes or misdeeds of the lighting ommissioners.

Oregonian cannot agree with Mr. Kellaher that the recall is a de-pendable device for enforcement of a proper administration of public offolia. So far as it has been used in Oregon, it has shown itself to be an natrument of private revenge and public disorder. It ought never to be resorted to, if at all, except in cases of extreme emergency or necessity. It is childish for Mr. Kellaher to suggest that the lighting commissioner will be responsible to "the people" and to inquire of The Oregonian to whom it would have them responsible We would make them responsible to the law, and we would have the law definite, circumstantial and enforce able. no occasion for demagogic talk or fu-tile pretensions that it is enough for any public official to be responsible to "the people."

By his initial investment of \$2,000, 000 in a lighting plant, Mr. Kellaher vould at once double the city's expense for public lighting which, he says, is now annually \$120,000, It is to be hoped that Mr. Kellaher's Sc. attle figures are more nearly correct than his Portland figures. The City of Portland, during 1908, paid the Portland General Electric Company for public lighting the sum of \$78, 157.28, though the lighting company oils for this service amounted to a s doubtless the proper basis for es mating the present cost of lighting. The private company offers to continue rvice on a basis approximately \$92,000 yearly for the present of lamps.

Now, what does Mr. Kellaher pro He wants to borrow \$2,000,000 and to go into a business that will impose on the city, as J. W. Campbell learly showed in his letter yesterday fixed charge of \$220,000 annually This takes no account whatever of operating expenses, damage from acidents, repairs or other incidentals, which would, without question, bring the total expense to the city up to \$390,000. Mr. Kellaher wants to double the number of lights in Portto treble the present expense. Fine business, indeed.

The City of Seattle has gone into the lighting business in competition with two private concerns. The re-sult is that prices have been demoralized and the plant is being operated at a heavy loss, with a continually increasing burden of debt. The sum otal of results in Scattle is that the private consumer of light and power is getting cheap rates at the expense of the taxpayer. Somebody has to pay for it, of course. With Mr. Kellaner it is all right if nobody has to pay out the taxpayer.

It may be, and probaly is, true that ve should have more lights in Portland. Certainly we must have a greater umber as the city grows. But The Oregonian does not think there has been demand enough for an immediate duplication of the total of lights. Even there should be, it is quite positive that there is no public wish or ne-cessity that the increase should be made at the cost of adding 200 per cent to the present annual expense of public lighting.

## NEED OF CHEAP SHIPS.

For more than a year there have been in circulation repeated rumors to the effect that the American-Hawaiian steamship line had fallen under con-trol of the transcontinental railroad frol of the transition the vehiment de-interests. Despite the vehiment de-nials of the steamship officials, some color is given these rumors by the confident manner in which the railroads refer to the steamship rate as a fixed. immovable rate which they will have no difficulty in meeting. Accepting the steamship company's denial at full value, the fact still remains that it would not be a difficult matter for any of the mighty transcontinental systems to purchase outright every steamer owned by the American-Hawattan line. Once in possession of this line, anything bearing the semblance of competition ceases. The Pacific Mail, which is only an adjunct of the Harriman rail system, has never been regarded as a factor in ratemaking nor will it ever be so considered as long as it remains under the present

Before the railroads came, and for many years thereafter, Portland and other Pacific ports maintained a very efficient service with sail vessels plying between the two coasts of the United States; but salling vessels are now out of date, and the American steamers available for the trade are practically all owned or controlled by great cor-porations, and even at that are insufficient in number to meet the demands of the business. It is in just such emergencies as will confront the Pa-cific ports if the American-Hawaiian line falls into the hands of the rail-roads that the vital necessity for cheap ships will appeal most power-

If the American people were granted the same rights and privileges granted the citizens of every other nation on earth, the Portland, San Francisco and Puget Sound business interests could purchase at about one-half the cost per ton of the American-Hawaitan fleet a sufficient number of first-class steamers to handle all of the business offering between the Atlantic seaboar and Pacific Coast ports. New and second-hand steamers can be secured oday at the lowest prices ever quoted other nation except the United States.

If Representative Humphrey, of Seattle, who has been one of the most active boosters for the ship subsidy bill, will about-face and devote his energies to fostering a sentiment favorable to a free-ship bill, he will do more toward placing his home port in position to stay the increasing power of the railroads than will ever be accomplished by a ship subsidy. The latter auhaldy would benefit only the

American shipping. The free-ship bill would give us all an opportunity to engage in the business when the ra-pacity of the railroads became too

#### PROFANITY.

In vetoing the act just passed by the Wisconsin Legislature to punish profine swearing by fine and impris-onment Governor Davidson has vio lated an ancient tradition; but virtue will not suffer by what he has done. Swearing is in bad taste. To many persons the sound of an oath is in-expressibly offensive, but the practice cannot be prevented by law. It is doubtful whether a modern jury could be induced even by the most eloquent lawyer to convict a man and

send him to jail for sittering an oath.
Of course bad language is never exusable. and yet there are circumstances which make it a real benefit to the physical health, whatever its effect may be upon the soul. The bishop who pounded his toe when he had aimed at the golf ball did not swear audibly, but a judge who was looking at him said his silence was the most profane thing he had ever heard. How much more of a sin would that saintly man have mitted had he blurted It out and had done with it?

Still, we would not try to palliate the offense of swearing. It is never to be praised, but sometimes it is hygienic, and, like eating onions, it la often not so bad as it seems.

The school year draws to a cloone month remains of its official activities-less than a month of its stu dent activities. A course of study reasonably exacting has been in the main skimmed or covered. That he thoroughness of mental discipline and digestion has been interfered with to a not inconsiderable extent by the exactions of the "show business" which have been laid upon it cannot be doubted. That these exactions in con-junction with the regular work have laid heavy and in some instances cruel stress upon the time and energies of both teachers and pupils is also true. The latter rebel audibly; the stress to which the former have been subjected is written in lines of weariness upon many a patient face. The futility the work is not its least trksome feature. Its volume is great, too great for anything like careful inspection by the surging mass of people who will visit the Alaska-Yukon Fair and the few, relatively speaking, who may chance to look in upon the exhibit till, it is done, and whether or not I will stand for what it is worth, it will stand for conscientious, intelligent effort on the part of both teachers and pupils, and for the educational sche as worked out in the Portland public

Reclamation of Tenas Illihee Island, in the Lower Columbia, is an excellent example of the possibilities for devel-opment in the tideland districts along the lower river. It is only quite re-cently that good land was so plentiful and cheap in all parts of the state that but little attention was paid to the rich tidelands on which the worl of reclamation required a greater outlay than was necessary to get other classes of land in productive state. It is doubtful if there is any other soil in the state that equals in richness the tidelands along the Columbia River and tributaries, and the phenomenal yields which have been taken other tidelands make it a certainty that the owners of Tenas Illihee Island will be amply repaid for their expensive improvements.

Mr. Harriman seems to be recognizng that there is such a place as Portland on the map. With \$4,500,000 appropriated for a road to Central Oregon, a \$2,000,000 contract let for th completion of the road to Tillamosk, a \$1,000,000 bridge across the Willamette, and two million-dollar steamships for the Portland-San Francisco lighting. True, some Portland lights route, the transportation situation in are bought cheaper than that. I can Oregon promises to show some stariling changes in a few years.

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. In a timbered state like Oregon It would hardly be noticed. A supply of 1,500,000 feet of logs would last the Portland sawmills nearly whole day, if the men were not rushing work pretty fast.

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

Now, here is the Municipal Assolation out for Albee for Mayor, and that other great reformer, E. S. J. McAllister, declaring for Judge Munly; and that reformer of reformers Mr. Kellaher, warmly supporting himself. Where are the reformers at?

referendum system at the coming city election. You will be able to verify this statement fully by examining your ballot June 7. Mr. Harriman offers a prize for distinctive and peculiar Oregon names for his new Portland-San Francisco

steamers. The Oregonian offers U Ren

Thirty-five-count 'em, thirty-five

is the number of measures to be voted

If any one knows a more effective remedy against children setting fire to buildings than the old-fashioned spanking, let him speak up promptly

Only a few weeks more and then Mayor Lane will give up the job of riding hard on his unruly and stubborn bunch of Councilmen.

A speed of sixty miles an hour in a San Jose automobile race Sunday sulted in the injury of only two. That is not enough. We know the size of the Derby

on the subject of King Edward's pri-Of course, his old friend Croker cabled congratulations to King Ed-ward over the victory.

stakes, but the cablegrams are allent

Just so long as any old hen will lay again proposing reforms which the the best climate in the world and the great corporations which control have pork for a "filler."

MR. KELLAHER AND LIGHTING DENOUNCES MURPHY'S CARTOONS CITY He Makes Same Observations That Are

Duly Commented On Elsewhere. PORTLAND, May 25, - (To the Edter.)-In The Oregonian of May 22 year advise the public not to vote for the Kellaher petition providing for a mu-nicipal electric lighting plant for the City of Portland. You say this comsalon, which is to be first conpoved of W. L. Morgan, C. A. Biglow and Daniel McAllen, would be a power unto itself; would have absolute controi of \$2,000,000; and would not be responsible to any authority. these and other reasons you think the people will not vote for the municipal lighting plant

I would like to call to your attention and to tout of your readers, two or three facts. In the first place, the proposed commissioners are distinctly and individually responsible to the people. To whom size would you wish than to be responsible? Each commissioner is subject to the recall if he does not con-duct re.

subject to the recall if he does not conduct the people's business properly and on husiness lines.

The commission is to have no exceptional nor peculiar powers more than are given to City Councilmen or any other set of public servanta. Do not the three Countsvioners of Multinomah County have absolute control of their work and funds? The proposed electric light commission averages up fair County have absolute control of their work and funds? The proposed electric light commission averages up fairly well with the County Commissioners of this or any other county, and Oregon County Commissioners handle in the aggregate millions of public momey. The commission plan of handling the people's business is a success, and is here to stay. It is true that this proposed city lighting hill does not permit the City Council to interfere with the city's municipal lighting business, and for that feature alone it is worthy of indorsement. Under this act the city lighting is taken out of politics as well as out of the hands of a private corporation that is now taking annually more than \$138,600 of the people's money and giving them less than one-haif of the number of street lights that are imperatively needed to make this city safe for its inhabitants at night. The so-called Kellaher act is substantially in harmony with the charter provision, and contains no unusual nor startling proposal to enable the City of Forfland to do its own street lighting in a safe, honcet and husinessilke way. Why should our unreasonably ex-

in a safe, honest and businesslike wa. Why should our unreasonably ex

Why should our unreasonably extreme conservatism continue to permit Scattle to forge abend of us in the matter of economical street lighting, as that city has already done in hard-surface street paving? Scattle has completed and now owns a municipal lightsing plant that has a capacity of 26,000 horsepower, capable of generating 46,000 of the new enclosed are lights such as the City of Portland is now using. Portland is getting 1600 of these area. Scattle's total debt for its complete plant and distributing system is \$2,240,000 of plant and distributing system is \$2.740,-260. With the proposed \$2.960,000 of bonds for Portland's numberical plant a model plant can be built and fully 25 per cent of the bonds can be left unissued if the experience of Seattle can be taken as an illustration. The average rate per kilowatt hour for rest-dence lighting in Portland is 12 cents. In Seattle the highest rate for the same lighting is 8 rents, and for business lighting a cents. Tacema owns its distributing system and also every private wire distributing current for lighting in that city. It buys current from the Seattle-Tacema Power Company at the amazingly low rate of 114 pany at the amazingly low rate of 13 cents per kilowart hour, and is sellin its surplus after lighting the street To realize what this means it is only To realize what this means it is only necessary to see the brilliantly-lighted streets of Tacoma. With the insight it has already gained into the great economies of municipal lighting. Tacoma is now building its own power plant, and will then ewn both the power and distributing system.

With these facts and conditions right at our door, is it wise for us to hesitate longer? Fortland should lead in all big movements that make for better and more economical public service.

ter and more economical public service.

While comparisons are usually edicins and especially so when made to our own disadvantage, it is a fact that Seattle with its municipal lighting plant, can deliver electric current to its city ter and more economical public service deliver electric current to its city switchboard at an actual cost of by cent per kilowatt hour. Yet Portland with equally available water power, is

refer you to a certain department store in Portland that is getting its lighting for 1% cents per kilowatt hour. A municipal lighting plant, serving the city at night, has electric power to sell cheap during the daylight hours. For illustration, the Pacific block is Scattle, a six-story building, has thre-elevators, run by hydraulic power with water supplied by the city. The power was costing the owner \$220 is power was costing the owner \$220 to \$256 per month. An engineering firm in the building proposed to put in a steel pressure tank with an electric motor and a pump, at a cost of \$2500 and buy city electric current to supply the hydraulic elevators. This was done. The total cost of power, repairs and oil for operating the three elevators now is \$45 to \$55 per month, as a result of mulcipal ownership of eleca result of municipal ownership of elec-

tric current.
Theories and prejudice are enough sometimes, for certain purposes, but results are what we ought to con-sider in shaping our public policies. Portland has the water power, and needs the street lights. This city should today have double the number should today have double the number of street lights in use, and three years from this date will need them doubled again. When that time comes we will, under present conditions, have to pay the present lighting corporation something like half a million dollars a year, unless the City of Portland makes provision for supplying its own lighting.

DAN KELLAHER.

## Camel Hen in Connecticut.

Winsted, Conn., Dispatch to the New Xork World.

How long can a hen subsist on hay and go without drinking? Men engaged in moving hay in Patrick Bremnan's barn, on Sissan Hill, found a hen buried beneath tone of hay. She had been there show last August, when the hayloft was filled. The hen was alive when taken out and weighed just one pound, but died today, "She was overcome with joy at her freedom," said a hen expert.

## They haven't any children to provide

To watch-through anxious nights and trying days.

To lay their surplus carefully aside for Or keep from straying into error's ways.

They haven't any dogs to claim atten tion,
And not a cat receives their loving care;
No pet of any kind that you could men-

Has ever had a cosy corner there No child has ever figured in her wishes, And he has never longed to have a

son; She wouldn't even bother with gold For any kind of profit or for tun,

No furred or feathered creature, tame or wary.

Has ever shared the love they have in stock:

They've never even had a blithe canary.

But they possess a busy enckes clock.

They walk with Katle dear.

My arm her walkt around. But they possess a busy cuckeo clock .-- Chicago Record-Herald.

Senthing Criticism of His work, Which

the Werkman Defends.

PORTLAND, May 25 — (To the Editor.)

Many times since I have been in Portland I have been disgusted by your cartoons. I have never in my life seen such harrowing acress as Harry Morphy manufactures for The Gregorian. Perhaps it has not been bringing to your attention before that, if you would search the whole country aver for such hideous faces as he shows in his cartoons, you would fail, for I do

would search the whole country over for such hideous faces as he shows in his carrooms, you would fall, for I do not think that any other city shows such pictures on their pages.

Having been used to extraous that have a sense of humor and of the ridiculous, I fall to see how anyons with any sense of refinement would see anything to amuse in all the grimaces and distorted countenances that weem to be the only way he has of picturing the svents of the day. It you will examine them for the past two weeks and find anything that you think would do a person good in any way, please meation. If you will study the cartisons of the Chicago Tribune and other papers, Minneapolis Journal. Cincinati and Kansas City papers, you will see that they have ways of expressing current events without distorting the human countenance into all the evil forms that he can conjure up as no one clas can. It seems to me that I have never seen anything so borrible on the human face, which should reflect the giory of intellect behind it.

I cannot see how anyone could get one helpful thought from any of your cartooms, for they only show hideoms faces. Is that what the young of this city are to behold as they grow to majurity? What a spectacle! Think it over and see if you can find food for thought.

INTERESTED VISITOR.

#### INTERESTED VISITOR

I have prevalled on the editor to print the foregoing, in order that I may thank its writer-since, because of I dare say, very good reasons, he has withheld his name-for his altogether charming opinion of my car

People frequently write in complimentary terms to me-but such letters as this are too few. If some of my hated rivals could but see that about my pictures being the ugliest in the country—goodness: They'd perish of The very thought makes me envy. shiver with joy. And that delicate and riginal conception of the human face representing the glory of intelle hind it-how elevating it is! My theals of my craft, I see now, are decidedly

But just think of the lofty outburst about the young rising to maturity under the baneful influence of my horrtd muga! Consider one man wielding all that dreadful power. By heaven? it makes me feel a very devil-or superman, or something like that,

My perfect happiness, however, is sedified by the four that the correspondent is mistaken in deeming it my pictures that he objects to. For everyme living in these asphisticated times of auto-suggestion." "wub-onescinus: etc., knows how easy self-deception is Purhaps my cartoons are only monplace, after all, and it is my manne that arouses dissatisfaction. Mayb Maybe station; or is it the arrangement of my hair or my choice in hosiety?

Will the correspondent please again and assure me that his judgment is not blased by any such siderations, and that my cartoons are all that he said they were?

HARRY MURPHY.

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

"To Oregon's Cartoonist."
When Harry Murphy sees a thing
In print, he grabe his pen,
And in a trice is throwing lok
To magnify some lady's sin.

Oh. Harry, you're a brave old chap. You'll do in any line; You hall from Oregon, perhap, But every lady thinks you're fine.

You're up-to-date in all your work; You don't let facts get state; You never once you're duty shirk, Your inspirations never fail.

Are keen for your support; You skin all the Bostonians, On cartoons of every sort.

And Oregon's mighty proud of your She aims your work to cheer. And wish you still more great success For every coming year.

Princeille, Or., May 21.

BASE ATTACK ON IOWA GOVERNOR ing a Celluloid Collar.

Des Moines Special to New York World "What can you expect of a man who wears a celluloid collar?" This inquiry has succeeded the "Iowa idea" of a tariff as the question of the hour in the Hawkeye State.

The man making if is B. F. Keltz, who resigned from the State Pharmacy Board after a sharp tilt with Governor B. F. Carroll. In the Mansion Democrat Keltz was credited with attacking the Governor's record by making the inquiry, which has gone broadcast over the state.

against the Governor is cruel."

## Name for Minnesota "Twin Cities."

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Indianapolia Naws.

The 'Twin Cities" of Minnesota—
St. Paul and Minneapolis—are talking about uniting, and a bill to that end has been introduced in the Legislature. The rumors of a possible wedding between these two old-time rivals and traditional enemies have aroused much comment in the papers throughout the country. The first to suggest a name for the consolidated municipalities in the Cleveland Leader, which offers "Minnepaul" as preferable to "Paulopolis."

## The Viewpolni.

Time was when I was francicapped To clasp my sweetheart's walst, For I was ever short and stout While Kate grew up in haste. But the latest Spring-time fachion This trouble has crased.

ELECTION MATTERS

## Explanation of Measures Pertaining

to Water System. Voters in the June election will pass

Voters in the June election will pass on two proposed charter amendments relating to the taying of water mains and the channer of paying therefor. Each of the providing amendments proposes a plan different from that now followed by the Water Board.

Under the present system, the nost of all water mains is paid as the conduits are installed by the owners of the henefitted property in the same installed as two conduits are installed by the owners of the proposed amendments, submitted by the original Charter Revision Commission, provides that the expense of laying all water mains shall be charged against the same from while the other, submitted by the Oily Council, authorizes the issuance of bonds by the city to pay for all water mains of ten inches in size and over. Roth the principal and interest of such bonds are to be paid out of the water find.

The plan now followed, by which the owners of the property benefited by the laying of a main are required to pay the cost, is defended by many as more equiliable than either of the proposed amendments. The only objection to the property has that where a new district is to be supplied with water, it is a hardship on the property-owners of that particular district to be required to pay all of the expense.

The amendment proposed by the Charter

Expense.

The atmendment proposed by the Charter Revision Commission provides that "all water mains, including laterals and mains for reinforcement hereafter laid or comstructed, shall be paid for out of the water raise and not otherwise. There is strong opposition to this assumdment from many sources on the general grand that it proposes to assess on all communices the cost of laying mains either for the despression in the system into districts not already served. It is charged that the expense of installing water mains in unimproved districts should be charged that the expense of installing water mains in unimproved districts should be charged against the property benefited and not be taken from the general fund of the water department.

The same objection is urged against the amendment summitted by the Council, which provides that the city shall issue bonds in payment for laying all general distribution mains of ten inches and over in size. Under the terms of this amendment, if it is adopted, the city must assume the cost of installing the large distribution mains while the individual connections. The conditions of this amendment are:

Provided between the terms of this amendment are: The amendment proposed by the Charter

Eventiare:
Provided, however, that whenever the Conticil of the City of Furthand shall deem it necsessing for the purpose, the said themed in
hereby authorized to lesse and dispose of
heads of the City of Furthand for the construction of general distributions makes of
the dimension of 10 beckes or ever, which
heads heads shall be of an amount designhard by the Council, and the interest and
principal of which shall be paid out of the
water fund. The form, demonstration duration and these of interest, and all matters
and things relating to the been and dimensial
of such inside may be provided by the Council by ordinance, and the expenses connected.
With the issue and such thereof stall slee be
paid out of the water fund of the City of
Fortland.

## FOUR MEALS ON 100th BIRTHDAY

Mrs. Sprague's Advice: "Ent What You Want and as Often as You Want," Chicago Special to New York World.
Afra. Dinah F. Spragne, the oldest living member of the Woomen's Relief Corps—the women's adjunct to the G. A. R.—celebrated her 200th birthday reday by estless four big meals. Mrs. Sprague is as sory as the average woman of 10, and attributes her longevity to eating. This is what she are roday:

what she are today: Breokfast. Three daughtests bacon and aggs. Three daughtests bacon and aggs. French fried pointons. Dinner.

Hot Water, milk. Broad best, will done. Bedled potations, asparaque A piece of birthday cake. Doughnuts. Виррет. Night Lunch.

"Always eat what you want and as fren as you want," said Mrs. Sprague, "and you will be healthy. I've done it all my life, and never had to call to a doc-tor but once, and that was in my first year, when I fell down on the toe and broke

Mrs. Sprague was born in New York City in 1808. She mays doughnuts were considered quite a delicacy in the metrop-olis in those days, and that she never has got over her fondmens for them.

It was almost a whole chicken that sha ate for supper, her riscs said. When she took her right burch she said she believed that a little "bito" would help her

Omalia Res In the American cowboy the United States has given one of the most pin-tursague and original characters in the world's history. The passing of the hardy, care-free men, who were ready at any and all times to face danger and undergo any hardship without complaining, cannot be noted without a

regret.
It is only too apparent, however, that the cowboy's days are numbered. Even now in the sections where he is inquiry, which has gone broadcast over the state.

Members of the State House force, who are personal friends of the Governor, gave an indignant denial to the report.

"There is nothing to it," said State Treasurer Morrow, who is one of the executive council and thinks he ought to know "The Governor always wears a lines collar."

When the Governor returned today from Burilington, where he has been attending the state meeting of the activative and his collar was examined critically. It was found to be pure linen, moderately high and fashinnably cut.

"So far as I know there has never been a state official who wore a celluloid collar except Tim McCurdy, the ex-Custodian." eald another State House official today. "The charge against the Governor is cruel."

Test of Endurance in the Saddle.

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Pittafield Dispatch to the Beaing Globe.

George A. Dickinson, a horseman, rode 155 miles in 17 hours and 13 minutes. He used eight horses. This is the longest ride ever undertaken in the East, and the fastest lime made for that distance east of the Musiculppl River. It was the outcome of a bet. Dickinson, an ex-cowboy and excavalryman, had said that the ride of ex-President Roosevell in Virginia was no unusual feat. He told of riding 37 miles in a day, and appressed the belief that with his horses be could ride 150 miles in a day. His challenge was taken up and a large sum unsqueed. A course was laid out in Pitinfield. Washington and Dalton, 8.7 miles long, changing at every round of the course, the began riding at 15:50 e/clock, and at 11 A. M. had finished 5.2 miles. He completed his 22d round just before 7 evolock, having been in the saddie 13 hours and 53 mileutes.

## Doll Makes Jenlaus a Pet Terrier.

Pittsburg, Pa., Dispuich,
and Jealous because Mary, the little
daughter of W. E. Miller, of Alloena,
Pa., evidenced portlality for her dell,
a pet fog terrier attacked the child
and bit her.