

The Oregonian

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Portland, Friday, Oct. 7, 1910.

WHEN IN DOUBT, VOTE NO.

Ten per cent of the sovereign voters of Oregon have initiated and referendum measures to be enacted by their into law, or rejected, at the November election. This estimate is a reasonable inference from a careful canvass among all classes of citizens made by a reporter for The Oregonian.

These measures are of great importance. But prohibition concerns every one, for it touches every citizen, every home, every family. It absorbs the public attention to the exclusion of nearly all other subjects.

Yet there are thirty-two separate questions to be determined by popular vote. It is too many. It will be obvious that help was given to the initiative and referendum measures.

Nevertheless there are 22 measures proposed now for the general determination. The Oregonian would be recreant to its duty if it should fail in any possible effort to enlighten the public as to these measures and to insist that they be given the fairest possible consideration.

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The fate of the "old brown grasshopper" does not appeal these human grasshoppers. Being human, it is not allowed to overtake them. Hence their refusal to rake hay in June, work in grain harvests in July and August, pick hops in September, gather apples in October and dig potatoes in November.

When this confidence departs, as it did for a few weeks three years ago this month, even the immense reserves that are piled up in the banks

are insufficient to replace it and they melt away like a snowball in the sunshine. Fortunately for the nation there is now so much of both cash and collateral in sight that the possibilities of any trouble are remote.

Senator Bourne must have forgotten his "love for the people" when on July 1, 1909, (the Senate was considering the Aldrich tariff in committee) he made the following remarks:

Mr. President—I have felt that the committee on Finance (Aldrich, chairman) had better opportunities for collecting data, for greater experience as to how the tariff can best be applied to produce the greatest good for the greatest number, and I myself, having neither the experience, information, means of obtaining data, nor the support of the committee's recommendations.

The Oregon Senator poses as friend and tribune of the people, insistent foe of trusts and privilege. Yet in fact he is the most unscrupulous and special privilege in Congress—the de-throned and detested Aldrich; this because the Oregon Senator has "neither the experience, information, means of obtaining data, nor the support of the committee's recommendations."

Oregon Development Unchecked. Says President Louis W. Hill, of the Great Northern: "Oregon is the best field for railroad construction than any other state today, not alone because of the lack of development of a large portion of it, but also because of the fact that almost any variety of climate that may be found from Maine to Mason and Dixon's line, or between the Atlantic coast and the Mississippi River, may be found in Oregon."

The present crusade against capital in the East has made it very difficult to secure funds needed for railroad construction. For that reason a number of the enterprises planned by Mr. Hill and his associates have been delayed and work is being carried forward only on the Oregon lines already well along toward completion.

In view of the unsettled financial condition in the East and the hostile attitude of the Federal government in railroad securities, it is somewhat surprising that the work on both the Hill and the Harriman systems in this state is progressing as rapidly as it is. The combined mileage of new track which will be laid by these lines in 1910 will exceed that of any previous year of railroad construction in the history of the state.

Conservative Portland. The reputation of Portland as a conservative banking center is well maintained in the figures which appear in the latest report of the Federal currency bureau on the condition of all National banks September 30, 1910.

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There were assembly and anti-assembly tickets for submission to the Republican primary. The primary rendered its decision, accepting some, rejecting others, but choosing its nominees as it saw fit from among them.

The Bourne & Chamberlain partnership, which owned the hue and cry against the assembly because the assembly was not its own assembly, and for no other reason, is greatly disconcerted because Republicans who were against assembly before the primary are now for assembly in the primary election.

Not long since The Oregonian printed an emblematic cartoon by Murphy under the caption "The Oregonian's picture of the police opposing the Republican party, with drawn sword in a powerful hand, to the hideous face of Anarchy. It told clearly its own story and pointed its own moral.

It is a pity that the Oregonian can never be reconciled to the insurgent movement. But they are not. Nor has The Oregonian ever assumed or believed or said or intimated that the Oregonian is not the general character of a detestable and dishonest publication like Collier's, to endeavor to pervert a straightforward and clear-cut presentation of a patriotic sentiment into a shocking expression no person or newspaper in Oregon would ever publish.

Under the benign influence of higher education, a wider knowledge of climatic conditions and a study of statistics, those lugubrious humorists who in the past informed strangers that it rains thirteen months of the year in Oregon have been realized in any reflections on the damp Oregon rain, however, lose much of their force when we compare the gentle, healthful drizzle with the downpour that floods other portions of the country.

Returning from his annual vacation in Europe, the reverend Dr. Parkhurst, of New York, brings with him a political novelty which he aptly styles "the new patriotism." Its essence may be explained very briefly. Dr. Parkhurst is a Republican. In his own mind he conceives that it is his duty as a patriot to vote the Democratic ticket. This is the new patriotism.

According to advance reports from the City Hall, Portland's housekeeping expenses were about half a million more next year than they were last year. Taxpayers must meet the bill. If state-wide prohibition is voted, the city will lose something like \$330,000 paid by saloons for licenses.

Canadian Pacific advanced nearly three points in the New York stock market yesterday; the best gain that was scored by the American railroad securities was a shade over one point. Some reason for this strength in the alien road may be found in the fact that it is permitted to come over into American territory and take traffic at any rate it sees fit to charge, while the American roads are unable to meet such competition without giving thirty days' notice and remodeling their entire rate schedules from top to bottom.

Deer hunters ought more than ever this Fall to pray for deliverance from their friends. The fool who cannot tell a human being from a deer seems unusually pervasive. His latest victim is Mrs. Samson, of Tacoma, but she is not the only one who has been so commonly selected their dearest friends for marks to shoot at. They kill their fathers or brothers if possible. When nothing better offers, they fire at some lifelong acquaintance.

Is a kimono a dress? This question is now before the courts. For the method of exclusion, invented by Aristotle, is the best to use in answering it. Thus, is the kimono a pair of trousers, is it a shirt, a coat, a shoe or a necktie? Being none of these things the conclusion necessarily follows that it is a dress. We give this little exercise to show the value of philosophy in practical affairs.

A crying need this season is some sort of breastplate that will protect the collapse of a football player when he gets into a scrimmage.

In the world's championship series Portland's sympathy will be with Chicago, two of whose players have worn the Beavers' uniform.

Infantile paralysis is reported in Washington County, but not the kind to affect Dr. Large's industry.

esty ringing clear and high. In these platforms there is no evasion of issues, no pandering to low sentiment, no double dealing. There never were men who bid more straightforwardly for the support of independent thinkers than have the progressive Republicans.

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OPEN GAMBLING BY CHINESE. Municipal Association Says It Should Be Stopped.

PORTLAND, Oct. 7.—(To the Editor.)—In The Oregonian today, page nine, is an article dealing with Chinese gambling. In which it is stated that "it has been the policy of the present administration to interfere with the gambling of the Chinese among themselves on the ground that it is a source of crime, playing and that attempted regulation opens the door to graft. But they (the police) have been repeatedly cautioned that they must allow one of another race to participate on penalty of strict regulation."

The policy thus outlined, by which public officers, sworn to enforce the law impartially, are permitted to choose what laws shall be enforced and against whom they shall be enforced and to make bargains and terms with those who desire to violate the laws, has been one of the prime factors in nullifying the law in question, and some other laws as well, by creating the impression in the public mind that it is open to them to make arrangements with public officers by which the penalties may be evaded.

It is ridiculous for the Chief of Police to maintain that "it is impossible to stop their playing." The law is plain and he has the whole police department at his disposal to enforce it. If additional force is required, he can readily obtain it, as he did in the case of a recent strike.

The above mentioned fact that it admits a preposterous condition of affairs in the Police Department, a condition for which the Chief of Police is responsible. No such policy would or could be pursued by him without the sanction of the Mayor and Police Committee of the Executive Board.

Where Women Can Vote, but Won't. St. Louis Post-Dispatch. Under the provisions of the Michigan constitution, supposed to be a model affair when approved by the people two years ago, women taxpayers may vote on questions of bond issues and municipal ownership. This concession in suffrage was made by the constitutional convention at the conclusion of a pro-campaign by advocates of woman suffrage.

In Detroit in November there comes up, in addition to a number of issues of bond issues and municipal ownership, the long-discussed question of street railways. Detroit has 32,000 registered voters, of whom three-cent fares since 1912. Since that time, too, the street railway matter has held a secure place as the paramount municipal issue of the city.

When Should You Tip the Porter? Chicago Evening Post. When should the hotel porter be tipped? About a mile from the station he discovers at last that you are on board. He then approaches you smilingly and requests to be allowed to "brush" you.

Character is what we wrest from temptation. Truth is found only by following that which is right. Life's danger lies not in its heights, but in its cliffs. We cannot attain greatness who cannot admire it. Temptations to wander never assail a hitching post.

Death, Where Is Thy Sting? Houston Post. The last man looked sadly at the last woman. "The world is dead," he said gloomily, "and there is nothing left for me to do but to die also." "Before that," replied she, "there is one thing I think you should do."

New York Has 300,000 Babies. New York Sun. There were 122,976 babies born in the five boroughs of New York last year. This figure is exclusive of imported babies, of which there were many, but they were offset by the report of babies to the country, which is equally heavy.

Arranging for the Funeral. Houston (Tex.) Post. Candidate Stinson, of New York, will kindly let us know at his earliest convenience whether he prefers cremation or plain interment. It is important to arrange the details of the Republican obsequies in New York without unnecessary delay.

Merely Conversation. Washington Post. Just shuffle the letters a little, and you can make "conversation" out of "conservation." Seems to be about all that can be made out of it just now.

Tendin' to His Kaitin'. Philadelphia Inquirer. President Taft, it may be remarked, is at the White House attending to public affairs in a quiet and dignified manner.

INITIATIVE AND REFERENDUM MEASURES

State Ownership of Railroads—Reasons for an Amendment Which Would Authorize Oregon to Construct Railways No Longer Exist—Change in National Sentiment—Switzerland's Disastrous Experience.

Article No. 2. For amendment of the Oregon constitution, article X, (XIX) authorizing the creation of railroad districts, and the purchase and construction of railroads, or other highways by the state, counties, municipalities and railroad operators, creation of liens upon property or levying taxes for the payment of the same.

Two years ago there was no prospect that the vast area of this state, known as Interior Oregon, would soon have railroad transportation. As a consequence the Portland Chamber of Commerce and other commercial organizations appealed to the Legislative Assembly of 1909 to submit the foregoing amendment of the state constitution to the people at the general election of 1910.

The Legislative Assembly granted this request and the amendment is therefore to be voted upon. But in the Summer of 1909 the eyes of two great railroads turned toward the long neglected district comprising two-thirds of Oregon and the construction of two main lines into Central Oregon began.

These two railroads are spending \$10,000,000 to \$12,000,000 merely to reach the outskirts of Interior Oregon and in the 100 miles that must be traversed before reaching the table lands they will be operated through a canyon almost wholly unproductive of tonnage or passengers.

The two main lines, now under construction, will not serve a country large enough to make both or even one of them pay fair returns on the money invested and it is a necessity, in order for them to protect the capital invested, to extend feeders and branch lines throughout the interior.

Recognizing these facts and conditions the Portland Chamber of Commerce has abandoned interest in the proposed amendment, believing that there is no longer reason for its adoption.

However, the amendment is so broad in its scope that it permits the purchase of existing railroads, as well as the bonding of the state or portions thereof for the levying of taxes for the construction of new railroads. So it has been taken up by individuals, in the list of whom stand forth the names of W. S. U'Ren, E. Hofer and E. S. J. McAllister. Arguments for its approval have been submitted, in which the chief thing urged is that the amendment would permit the state government to own the railroads of Oregon.

Inasmuch as the men so favored thought in the complicity who once favored the amendment concede that reason exists no longer for its enactment it might be supposed that there is no likelihood of the amendment receiving the approval of the voters. The prospect is always present, however, in the question of initiative or referendum measures, that the ones who at heart oppose them may permit them to be carried by default of interest on the negative side.

Adoption of the amendment under present conditions would be accepted throughout the country as an indication that Oregon believes in state ownership of railroads and that the state is preparing to go into the transportation business. While if the question were squarely put before the people of Oregon the state for the construction of new railroads or the purchase of existing ones it probably would not be approved, the adoption of the constitutional amendment permitting such action would undoubtedly have a disastrous effect on railroad construction, only now fairly started by private capital in Interior Oregon.

The amendment, as it is written, would permit the state to do almost anything in the railroad line except sell to a private corporation any railroad that it had once constructed or to which it had obtained title. The state could pledge its credit, levy taxes, create a lien upon property to be benefited or do any other act necessary to create a fund for the purchase or construction of railroads.

One section of that would have an important bearing on the future welfare of the state and the taxpayers at large provides that the state, county, municipality or railroad district shall not operate any railroad unless compelled so to do for good reasons, or unless justified in so doing by a superior profit. In other words, preference is given to leasing, and in all instances for a rental sufficient to pay interest and fixed charges and a sinking fund for the redemption of the debt, or if there be no debt, then for a sufficient rental to pay "a reasonable return upon the investment such as would be demanded by private capital."

It will be admitted by any reasonable man who has watched the progress of Oregon that the crying need for railroad transportation that a railroad would not pay a fair return on the investment for a number of years after its completion or before the country had been settled and developed and become productive. No private corporation would lease a railroad that was not paying expenses and in addition pay interest on the state's or district's investment. The state or district would be compelled to operate the railroad so long as it was not profitable and the taxpayers would have to foot the bills.

Switzerland's Disastrous Experience

The plan of the proposed amendment to the Oregon constitution and the plan of regulating rates, service and capitalization on a basis of physical valuation, do not work together. Privately owned railroads regulated by state or National government as outlined would pay but a fair return on the investment, or rather upon the true physical value of the property. Any private corporation so regulated would have to pay the state all the net earnings derived from a state-owned railroad it had leased or else charge rates higher than those in use on the private lines in order to derive a profit from the lease, for the state, under the terms of the constitutional provision proposed, must demand a full return upon its investment.

The amendment would open the way for either one of three courses: The amendment could be left a useless burden on the statute books; The state could abandon the plan it is now working on and regulation based on valuation to enter upon an ownership of all railroads throughout the commonwealth;

Under the latter alternative there would be no possibility of leasing a state-owned railroad unless one of two competing private companies should be willing to submit a load on the railroad in order to divert all the traffic from the state road to its own lines.

The experience of Switzerland gives an interesting illustration of government ownership and operation of railroads. Late in the '80s the Federal Council of Switzerland, after an investigation, reported that the railroads of that country were capitalized too high and paid too large dividends, but that the financial condition of the Confederation precluded the purchase of the railroads.

Switzerland, like Oregon, has the initiative and referendum and the people forced the purchase of the roads on the ground that the profits from their operation instead of going to foreign stockholders would inure to the government. Switzerland in area is about one-sixth that of Oregon, its population is about five times as great and its railroad mileage exceeds Oregon's about 50 per cent. It is a thickly settled country where the profits from the United States Railway in operation in sparsely settled districts are not encountered. At the beginning of the present year two-thirds of the railroad mileage in Switzerland was owned by the people and known as the Swiss United Railway.

The Swiss United Railway is in control of all the lines in general direction. This board in 1901 reconstructed the rates on the government-owned railroads by putting in force throughout the system the lowest tariffs that had previously existed on any portion of the lines. Service regulations were altered to require the operation of three local trains each way daily on all lines. The United States Railway is required to stop at every station. Passengers were permitted to carry commercial products to market free up to a weight of 35 pounds each. The wages of the rank and file of employees were increased and the salaries of administrative officers were reduced.

These "reforms" may sound attractive to the general public until the results are told. The ablest men in the administrative service on the railroads left their positions and were succeeded by men of small caliber who look upon and treat their positions as government offices. And instead of Switzerland realizing the expected profit from the operation of the roads, the United States Railway, after checking up all expenditures, including interest and the yearly proportion to the sinking fund, was more than \$1,000,000 behind. Railroads that for years under private ownership had been profitable have become a burden upon the taxpayers.

The Oregonian has opposed the railroad amendment to the constitution from the time it was first suggested. Now that the excuse for its submission to the people is removed, when capital is already limited, the railroads under construction using their utmost endeavors to attract money to this state for the prosecution of their work, The Oregonian looks upon the amendment as one of the most dangerous of the 32 measures submitted for the approval or rejection of voters.

FEATURES

SUNDAY OREGONIAN

GENUINE OREGON WILD WEST SHOW AT PENDLETON

A staff correspondent makes a round-up of the round-up that showed one of the picturesque features of outdoor life in the Oregon Country.

PERILOUS TRIP BY BOAT IN ALASKA WATERS

C. E. Rusk, who headed a party to climb Mount McKinley, tells of ascending Tokositna River in a 52-foot poling boat.

NORTH SIDE JETTY AT GRAYS HARBOR

Story of a colossal Government work that has been accomplished without loss of life.

BUNCH OF GOOD CAMPAIGN STORIES

These are told of and by speakers of National fame.

AUTOMOBILES FOR EXTRA WAR EQUIPMENT

Officers considering a law by which private motor-cars may be "drafted" in case of invasion.

INVESTIGATING THE "THIRD DEGREE" ORDEAL

Senate committee soon to begin probing into startling abuses by American police.

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