# 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 informed themselves fairly well of the initiative and referendum measures to be enacted by them 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 of The Oregonian. Only half of the men interviewed had seen the official pamphlet, containing the text of the measures and the various arguments. A large proportion of the half had not read that elaborate and varied document, and would not. Many openly acknowledged their entire indifference. The great majority clearly did not know what they were called on to do and did not care. Yet nearly all knew about the one live and vital basic of prohibition. The liquor question alone appeared to be stir up more than a languid interest.

The results of this little canvass revealed a situation already known to every careful observer. The public at large does not want to be bothered about abstract and difficult questions of taxation, and will not acquire the information necessary to settle the local questions of county division involved in the six or more questions put up to them for determination. Nor are they now greatly interested in most of the remaining measures, many of them involving issues of great im-But prohibition concerns portance. every one, for it touches every citizen, every home, every family. It absorbs public attention to the exclusion public is weary.

Yet there are thirty-two separate questions to be determined by popular vote. It is too many. It will be obvious to all, and it will scarcely be supporter of the initiative, that a burien is thus imposed on the public that should not be made to bear, and that it will certainly syade or shift. The initiative should be limited as to imber and kind of measures to be roposed at one election. It must be: r there will be chaos.

roposed now for the general deterination. The Oregonian would be creant to its duty if it should fail in any possible effort to enlighten the length. public as to these measures and to insist that they be given the fullest doubtless have merit; but no one easure unless he has informed himwhen in doubt, is to vote NO.

#### THE HUMAN GRASSHOPPER An incident in a familiar chapter of

from Medford telling of the inabilty of fruitgrowers to secure sufficient help to pick and pack their apples and pears. But now hopgrowers in various sections of the state were in the labor narket, seeking; before that graingrowers were earnest in their appeals help to gather their harvests; still before, help was needed in the hay fields, and prior to that, in plowing, owing, picking strawberries, thinning apples, planting potatoes, etc., with always a reserve call for men to cut rdwood, slash brush and clear land. not. Life is easy for the hobo class fruit and vegetables plenty and to be furnishes a warm bed and the sky an ago. solicitation of charitable organizations. sources reached The turkey dinner at Thanksgiving \$9,826,181,552. solicitation of charitable organizations. and Christmas has come to be a settled housing furnished by jails in Winter is

Of course this is outside of the reguover and above the expense of food lay willing hand to whatever there is to do in carrying on the work of the farm. But this supply is, in the very nature of things, inadequate in times of seeding or of harvest stress. Floating labor enjoys "floating."

The fate of the "old brown grass-

hopper" does not appall these human grasshoppers. Being human, it is not llowed to overtake them. Hence their refusal to rake hay in June, work in grain harvests in July and August, ick hops in September, gather apples in October and dig potatoes in Novem-As a result of this refusal, those who were willing to work in these vocations were overworked, much hay and grain that could have been saved desolate vines in many yards, and apples and pears rot on the ground in iously and in vain seek pickers and packers to enable them to save and

The story of the ant and the grasshopper is repeated in this story until nes to the sequel, except that the actors in this labor drama are human the interchange of business so long as publicanism stands for precisely that ants and human grasshoppers. Human ants, for some reason not justified have confidence in their redemption. says he wishes to promote. If he in economics, consider it incumbent When this confidence departs, as it would take the trouble to peruse the in economics, consider it incumbent upon them to feed the human grasshoppers through the Winter, so they

idle enjoyment in the Spring, while the insect whose wisdom is extolled by Solomon leaves the grasshopper to his fate when Winter comes.

## SENATOR BOURNE AND ALDRICH.

Senator Bourne must have forgotter his "love for the people" when on July 1, 1909, (the Senate was consid-ering the Aldrich tariff in committee of the whole) he made the following remarks:

remarks:

Mr. President—I have felt that the committee on finance (aldrich, chairman) had better opportunities for collecting data, far greater experience as to how the tariff can best be applied to produce the greatest good to the greatest number, and I, myself, having neither the experience, information, means of obtaining data, have voted almost without exception in support of the committee's recommendations.

The Oregon Senator poses as friend and tribune of the people, insurgent, foe of trusts and privilege; yet in tariff-making he submits to the greatest of all defenders of monopoly and special privilege in Congress—the despecial privilege in Congressthroned and detested Aldrich; this because the Oregon Senator has "neither the experience, information, means of

obtaining data." People of this state dislike the Aldrich tariff. Like people of other states, they are discontent with every protective tariff and are "insurging." Senator Bourne poses as apostle of the new faith. Yet on his record he is an Aldrich tariff man, tied to the interests that invade Congress for protec-

tive tariff spoils. This is no less consistent in the Senator than his present pose as Republican, yet opposing election of Republican candidates regularly nominated, and making alliance with Democrats.

OREGON DEVELOPMENT UNCHECKED.

Says President Louis W. Hill, of the Great Northern: "Oregon presents a better field for colonization 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 Mr. Hill and the great Oregon." financial interests he represents are backing their judgment regarding this state by investing more millions in this field than have ever been spent here in a similar period. The North Bank road, across the Columbia River, was built almost exclusively for the purpose of developing the great trade of the Willamette Valley, Central Oregon and the coast regions of the state. The construction of that road was followed by the absorption of the Astoria & Columbia Railroad, the Oregon Electric and United Railways systems and the building of a road into of nearly all other matters, including the long-neglected Central Oregon female suffrage. Of that question the country and to the Pacific Coast by way of Tillamook and Nehalem.

The present crusade against capital in the East has made it very difficult to secure funds needed for railroad construction. For that reason a numdisputed by the most uncompromising ber 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. The possibilities of the region that is now being invaded by the Hill lines. are so great, however, that it is hardly possible that the present aversion to Nevertheless there are 32 measures rallroad investments will extend far retrieve all he has lost in the way of enough to retard construction of the necessary feeders in Oregon and Washington for a period of great

In view of the unsettled financial condition in the East and the hostile possible consideration. Many of them sentiment that is preventing investment in railroad securities, it is someshould vote affirmatively on any what surprising that the work on both the Hill and the Harriman systems in self as to its provisions and is sure this state is progressing as rapidly as that he approves. The only safe way, it is. The combined mileage of new when in doubt, is to vote NO. in 1910 will exceed that of any previous year of railroad building in the history of the state. In order to get new territory which is being this n old story is repeated in a dispatch opened up into traffic-producing condition, the railroads are making strenuous efforts to induce immigrants to come to Oregon. Publicity work now carried on in the East is the most effective that has ever been undertaken.

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 condi-The call is without variation. It is tion of all National banks September growing season, and all along the line. National banks and shows that despite Of course there are men enough to an-the disquieting rumors and disturb-ewer it, if they would. But they will ing political situation, deposits in purpose of purifying it. banks have increased more than in the Summer, when walking is good, \$135,000,000 since September 1, 1909. while the surplus and other profits had for the taking, and the ground are \$72,000,000 greater than a year Individual deposits in these ample covering. Not only this, but banks were \$5,145,000,000 and there the Winter is robbed of hardship by was a paid-in capital stock of more the contributions of thrift made at the than \$1,000,000,000. The total reached the enormous sum of

It is in the details of the reserves contribution to the ne'er-do-wells of that the comparative strength of the Summer high roads, while the Portland is shown to the best advantage. In the percentage of reserve equal to their desires for food, shelter, held this city leads all others, with armth and congenial companionship. 30.51 per cent to its credit. The nearest approach to this figure is in the lar army of men who work steadily Galveston report, which shows a refrom harvest to harvest; who realize serve of 29.50 per cent. The other the benefits of a monthly wage that is reserve cities in the Pacific Northwest are pretty close together, Tacoma and shelter; who enjoy the simple having 28.53 per cent, Seattle 28.08 good cheer of the farmer's fireside and and Spokane 28.02. San Francisco shows up with 26.44 and Los Angeels barely gets over the 25 per cent deadline with 25.50 per cent reserve. This report, made immediately after the beginning of the crop-moving season, reveals the banking strength of the country sufficiently strong to meet all ordinary demands. As we have since passed through a month in which these demands are unusually heavy without any appreciable effect on money rates, it would seem that any danger of a serious money squeeze

this season had been averted. which are to a degree synonymous terms, are fully as essential in faciliwas lost, blackened hops swing from tating business as bank reserves. The sives. The situation is the same almany orchards, while ranchmen anx- report are of use only when they are wish to put good men at the front or those who loan and borrow them. is by its nature reactionary. Its alli-Checks, drafts, grain certificates, lumber certificates—anything that represents some intrinsic underlying value have failed to chasten it. -make excellent collateral for use in

did for a few weeks three years ago platforms which it has made in Wis-

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.

#### BOURNE & CHAMBERLAIN, PARTNERS There were assembly and anti-as

sembly 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 joined 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 acquiescence in decision of the primary. call for anti-assembly Republicans to repudiate the primary and reject its nominees, or some of them.

Why? Everybody knows why. It suits the Bournocratic game to keep the Republican party divided and distracted. Bourne will deliver as much of the Republican party to Chamberlain as he can when Chamberlain needs it. Chamberlain will deliver as much of the Democratic vote to Bourne as he can (nearly all) when Bourne needs it. Both wish to elect West Governor, for West can and will be useful to both. There you see it That is the whole game, the entire scheme, the consummate strategy of this disingenuous pair of political

opportunists. If the Republican party is able to unite and present a solid front, the state will escape the greedy clutches of Bourne & Chamberlain, partners. If it is divided, then more and more of Bourne & Chamberlain. Bourne first must be looked out for. It is the Bourne campaign that is now under full headway.

#### MR. TAFT'S RESOLVE.

It s intimated by some of the Washington correspondents that hereafter Mr. Taft intends to devote all his time "to being President of the United States." This means that he will cease to dabble in small politics. a politician he has not been a conspicuous success. Most of his designs have miscarried. Often he has done the thing he ought not and left undone the thing that was desirable. But this may easily be forgiven him. The people did not elect him to play politics, but to serve the country as its chief executive. His office carries duties numerous and weighty enough to occupy fully the time of most men. It is a comfort to think that Mr. Taft has found this out and will try to act accordingly. He will discover that he will not lose any popularity by taking his hands off politics. On the contrary, he will gain immensely. The better President he makes the His stronger his hold on the country. election to a second term can be better attained by a completely worthy administration of his office than by any conceivable manipulation of men and offices

If Mr. Taft should adhere strictly to this new resolution, choose a better set of advisers and place himself unequivocally at the head of the progressive movement in his party, there is no reason in the world why he should not popularity and become a National idol before his term expires.

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, but this year he conceives that it is his Texas the rainfall registered from 4.54 duty as a patriot to vote the Demo cratic ticket. This is the new patriot-The novelty of the invention does not strike one so forcibly after reflection as it did at the outset, for, if our memory serves us correctly and we think it does, the concept has been | more next year than they were last heard of before. Nay, it has been year. Taxpayers must meet the bill. heard of many a time and oft, and it If state-wide prohibition is voted, the is always put forth for the same reasons which Dr. Parkhurst now advances. He is going to vote the Democratic ticket because he thinks a ists will argue that fewer policemen rousing defeat will "chasten" the Republican party. It has become dis-eased by too long a lease of power and needs a thorough purging by the potent physic of humiliation. The Evening Post opines that there are thousands of Republicans who will do heard throughout the cropping and 1. This report covers a total of 7173 exactly like Dr. Parkhurst this Fall. They will unite in a grand effort to defeat their party for the righteous

The project of defeating the Repubtime because a great and potent puriparty itself. No sign of the times is more striking than the wide accept-Republicans. Should voters of an independent turn unite to punish the construed as a condemnation of insurgency. They would be understood to say that they did not wish to see a party work out its salvation from the inside. In the popular mind they would be held to condemn everything of that sort. When a party is sick. do not try to cure its malady, but let it perish. This is what Dr. Parkhurst's not his last. new patriotism amounts to at the

present crisis. It is safe to say that if the returning preacher had given adequate attention to the current condition of our politics he would not have advised anybody to vote the Democratic ticket except in isolated cases. Perhaps in New Jersey, where such a man as Dr. Woodrow Wilson has been nominated for Governor it would not be disas trous, but his nomination is highly exceptional. In general, the Demo crats are doing nothing to deserve the confidence of upright voters. In Illinois they have renominated for the Legislature the tainted gang who took It should not be forgotten, of the Lorimer money. In Indiana the ourse, that credit and confidence, Taggart ring of gamblers bitterly opposes Beveriage, who is known to be one of the foremost of the progresalmost fabulous resources which are most everywhere. Seldom indeed reflected in the figures given in the have the Democrats shown that they supplemented with the confidence of stand for good measures. The party ances are universally with evil men

On the other hand progressive Rethe people to whom they are tendered purity in politics which Dr. Parkhurst this month, even the immense re- consin, Kansas, Iowa and elsewhere can start over again on their round of serves that are piled up in the banks he would find the note of sincere hon- them.

esty ringing clear and high. In these platforms there is no evasion of is sues, no pandering to low sentiment, no double dealing. There never were men who bld more straightforw for the support of independent thinkers than have the progressive Repub licans. To turn from them and lend support to the feeble, shallow, puroseless Democratic party is to betray the hope of mankind. If men like Dr Parkhurst cannot recognize political virtue when it stands before their aces, what must we expect of the masses? Fortunately the masses often handle politics with sounder sense than do the Parkhursts. For thing, they are not so often blinded by spiritual pride and foggy conceit. At any rate this Fall it is pretty certan that the masses will not follow the Parkhurst precepts. They are going to vote for progressive Republicans wherever they have been nominated. The Republican party will be purified, not by defeat, but by bringing its progressive element to the fore and giving it an opportunity to carry its ideas into practice.

Not long since The Oregonian printed an emblematic cartoon by Murphy under the caption "The Coming Ad-The picture opposed 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 Now Collier's Weekly reproduces this cartoon with the astounding declaration that "this is The Oregonian's pic ture of the progress of the insurgent movement." If insurgency and anarchy are synonymous, then The Oregonian can never be reconciled to the insurgent movement. But they are Nor has The Oregonian ever assumed or believed or said or intimated that they are. It is quite in accord with the general character of a detestable and dishonest publication like Collier's to endeavor to pervert a straightforward and clear-cut presentment of a patriotic sentiment into a shocking expression no person or newspaper in its senses could have made. But that is Collier's. Who that knows that unspeakable publication can suppose that it ever had a sound inspiration or uttered worthly a worthy sentiment?

"The hog market is not holding up well under the free supplies that are coming in. The best price realized in the yards yesterday was \$10, two lots aggregating 323 head bringing that figure." says an item in yesterday's market news. That prosaic page relating to commerce, trade and finance also quoted steers at \$5 and \$5.50, sheep \$4, wheat 89 cents per bushel, eggs 35 cents per dozen, and everything else from the farm or the ranch in proportion. When the hog market is weak but offerings still sell at \$10 per hundred pounds, it is not a very difficult matter to account for the creased cost of living, so far as the products of agriculture are concerned. While the consumer is not inclined to view these prices with great joy, they have brought greater prosperity in the farming districts than has been in evidence for many years.

Under the benign influence 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 mostly reformed. 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. We note, for example, that Covington, Ky., experienced a rainfall of 8.40 inches in twenty-four hours Wednesday. At a number of other points in Kentucky, Tennessee, Arkansas and and 6.68 inches in the twenty-four

According to advance reports from the City Hall, Portland's housekeeping expenses will be about half a million city will lose something like \$330,000 paid by saloons for licenses. That means still more taxes. A few theorwill be needed. As a matter of fact, there will be more "blind pigs" than there are now saloons, more drunkenness, more lawlessness and consequently employment of more police. This is the invariable experience of every city in the few prohibition states.

Canadian Pacific advanced nearly three points in the New York stock market yesterday; the best gain that was scored by the American railroad lican party in order to purify it is securities was a shade over one point, particularly sunfortunate just at this Some reason for this strength in the alien road may be found in the fact fying movement has arisen in the that it is permitted to come over into American territory and take traffic at any rate it sees fit to charge, while the ance of the progressive tendency by American roads are unable to meet such competition without giving thirty days' notice and remodeling their en party this Fall, their action would be tire rate schedules from top to bot-

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 These demented creatures commonly select their dearest friends for marks to shoot at. They kill their fathers or brothers if possi-When nothing better offers, they fire at some lifelong acquaintance.

Is a kimono a dress? This question is now before the courts. Perhaps 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 necktle? 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 collarbone of a football player when he gets into a scrimmage.

In the world's championship series Portland's sympathy will be with Chi-cago, 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.

Is Los Angeles welching, now that the first horror is over?

Young Kings need wives to rule

OPEN GAMBLING BY CHINESE.

### Municipal Association Says It Should

Be Stopped. PORTLAND, Oct. 6.—(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 not to interfere with the gambling of the Chinese among emselves on the ground that it is possible to stop their playing and at attempted regulation opens the door to graft. But they (the police) have been repeatedly cautioned that they must allow no one of another race to participate on penalty of strict

regulation."

The policy thus outlined, by which public officers, sworn to enforce the iaw 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 im-pression in the minds of victous persons that it is open to them to make arrangements with public officers by which the penalities may be evaded.

It is ridiculous for the Chief of Police to maintain that "it is impossible to stop their playing." The law department at his back for its enforcement. If additional force is required, he can readily obtain it, as he did in

the case of a recent strike. The significance of your article above mentioned is that it admits a preposterous condition of affairs in the Police Department, a condition for which the Chief of Police is not alone responsible. No such policy would or could be pursued by him without the sanction of the Mayor and Police Committee of the Executive Board.

But while the facts which The Ore-onian has stated in this article are well known to every one acquainted with the life of this city, it is also well known that the policy of the administration relative to Chinese gambling applies in a greater or less degree to every other of the commoner forms of vice and immorality. PORT. MUNICIPAL ASSOCIATION, By D. A. Pattullo, President

## Where Women Can Vote, but Won't.

St. Louis Post-Dispatch, Under the provisions of the Michigan onstitution, 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 suf-frage was made by the constitutional convention at the conclusion of a vigrous campaign by advocates of woman suffrage. In Detroit in November there comes

up, in addition to several issues bonds, the long-expected and muchdiscussed question of municipal owner-ship of street railways. Detroit has been the center of all agitation for three-cent fares since 1893. Since that time, too, the street railway matter has held a secure place as the paramount municipal issue.

On this great local question it is estimated that 20,000 Detroit women are eligible to vote. Only 600, or 3 per cent, of the number were interested enough to register. Can it be that the women, with their usual perversity, want merely the right to vote, and, having attained it, care nothing about

### When Should You Tip the Porter?

Chicago Evening Post.

When should the Pullman porter be tipped? About a mile from the station he discovers at last that you are on hoard. He then approaches you smilingly and requests to be allowed to "bresh'

collar and chokes you into submission while he brushes the lining of your coat as far down as he can reach. ragtime on the legs of your trousers, then he carefully and lovingly takes your hat and rubs it with an exaggerated toothbrush. At this psychological moment he has his hand out. The custom is to tip him then, but the trouble is if you do that he will allow you to carry your grip out of the car. If you defer the tip he will carry it out for you. Should he be tipped at the time of the

At least, if you wait until you reach the platform you are sure that he will have you in mind for 10 minutes. Other-wise he recognizes you for a brief three minutes. It is an open question, how-

## Sentence Sermons.

Henry F. Cope in Chicago Tribune. It is easy to show mercy to our mas-Character is what we wrest from

temptation.

Truth is found only by following that you have. One might fight a lie and still not follow the truth.

Life's danger lies not in its heights, but in its cliffs. He cannot attain greatness who cannot admire it. Temptations to wander never assail a

litching post. It's always tomorrow's burden that breaks the back of today. Faith is often the sense for facts as set above all fallacies. No man has so many friends that he

## Death, Where Is Thy Sting!

Houston Pos The last man looked sadly at the last

"The world is dead," he said gloomtly, '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."

"Please button me up the back."

As he drifted away into the everlasting sleep there was a smile of resignation on his pale countenance.

## 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 bables, of which there were many, but they were offset by the export of babies to the country, which is equally heavy. Of these 122,976 babies, 5171 came only to depart at once, and 15,976 falled to survive their natal year. So it is fair-ly correct to assume that there are about 300,000 babies in the City of New York between 3 and 4 years of age.

## Arranging for the Funeral.

Houston (Tex.) Post. Candidate Stimson, of New York, will venience 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 Conservation.

## 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 Knittin'. Philadelphia Inquirer.

President Taft, it may be remarked, at the White House attending to is at the White House attending to a similar work, the railroad commission public affairs in a quiet and dignified of Oregon is now engaged in the same manner.

## Aviation Martyra.

Buffalo Express.
Chavez makes the 20th man to lose his life in aviation trials. The new science is taking heavy toll.

## INITIATIVE AND REFERENDUM MEASURES

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

Article No. 2. 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, countles, municipalities and railroad districts, 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 foregoint 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 a fair return upon the money invested and it is a necessity, in order for them to protect the capital invest ed, 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 n its scope that it permits the purchase of existing railroads, as well as the bonding of the state or portions thereof, or the levying of taxes for the construction of new railroads. 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. Mc Allister. 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 of sober thought in the community 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 lations were altered to require the opera the voters. The prospect is always present, however, in the submission 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 cers were reduced. 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 squarely put before the people of bonding the state for the construction of new railroads or the purchase of existing ones it probably would not be approved. 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. Having raised the funds, it could purchase by agreement or through the power of eminent domain, any railroad in the state. It could operate its own railroads or it could lease them to an operating company under regulations that would require a fair return upon the investment or for a rental that would nav interest charges and a sinking fund for the retirement of any existing debt thereon. 'One section 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 retirement 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 visited those parts of Oregon that are crying loudest 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.

Again, the trend of opinion among ome even who are looked upon as radicals at present is away from government ownership. Rather, the determining of the physical valuation of railroads is urged with the view to ascertaining therefrom whether the owning companies are giving service and rates commensurate with the income derived from the property.

The railroad commission of Wisconsin has determined the physical valuation of the railroads in that state, the railroad commission of Washington has completed a similar work, the railroad commission enterprise, and other states are following in the footsteps of the three. In his Osawatomie speech advocating a New Nationalism Theodore Roosevelt declared that he did "not wish to see the government forced into the ownership of the railroads." and that the alternative was a thoroughgoing and effective regulation based on a full knowledge of all the facts "including a physical valuation of

the property." 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 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 constitu tional provision proposed, must demand

full return upon its investment.
Adoption of the amendment open the way for either one of three The amendment could be left a useless

burden on the statute books; The state could abandon the plan it is now working on of regulation based on valuation to enter upon an ownership of all railroads throughout the commonwealth;

Or it could continue to regulate the privately owned railroads expecting itself to operate any railroads the people might see fit to build. Under the last alternative there would

be no possibility of lensing a stateowned railroad unless one of two com-peting private companies should be will ing to sustain a loss on a leased state railroad in order to divert all the traffic from the state road to its own lines.

The experience of Switzerland gives an interesting light on government ownership and operation of railroads.

Late in the '80s the Federal Council of

Switzerland, after an investigation, re-ported 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 roads. Switzerland, like Oregon, has the ini-tiative and referendum and the people

forced the purchase of the roads on the theory that the profits from their opera-tion instead of going to foreign stock-holders would inure to the government. Switzerland in area is about one-sixth that of Oregon. Its population is four times as great and its railroad mileage exceeds Oregon's about 50 per cent. is a thickly settled country where the problems of railroad construction and operation in sparsely settled districts are not encountered. At the beginning of the present year two-thirds of the rail road mileage in Switzerland was owned by the people and known as the Swiss United Railway.

The Swiss United Railway is in control of a board of 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 on any portion of the lines. Service regution of three local trains each way daily on all lines, all of which trains were required to stop at every station. Passengers were permitted to carry commercial products to market free up to a weight of 55 pounds each. The wages of the rank and file of employes were increased and the salaries of administrative offi-

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 business. While if the question were 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 Railway in 1908. the adoption of the constitutional amend- after checking up all expenditures, inment permitting such action would un-doubtedly have a disastrous effect on \$1,000,000 behind. Railroads that for 10 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 al ready timid and with the railways 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

## FEATURES in the 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 32-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.

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

AUTOMOBILES FOR EXTRA

INVESTIGATING THE "THIRD DEGREE" ORDEAL Senate committee soon to begin

probing into startling abuses by

## ORDER EARLY FROM YOUR

American police.

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