

The Oregonian

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THE STATE CAMPAIGN.

Oregon is at the close of an arduous and exciting campaign. It is well now to analyze the situation candidly and quietly so that we may know where we are at.

The Oregonian has sought for several months to perform its full duty in giving its readers all available information on the proposed amendments and laws.

The Republican state ticket for the most part is unopposed. It is made up of candidates who prior to the primary, September 24, were candidates of "assembly" or "anti-assembly."

The Oregonian does not say that it is the duty of every Republican always to vote the straight Republican ticket through. Nor is it among those who believe there are no virtues or merits in any other party or the candidates of another party.

It is impatient with the humbug, cant, false pretense and hypocrisy of the so-called "non-partisan" exhibited in Oregon by those who are not non-partisan and who have assumed the guise and pose of non-partisanship for the purpose of destroying the Republican party and creating a powerful political machine that will keep them indefinitely in public office.

Mr. West is an energetic young fellow, who has been vigorously pushed forward in public life by the friendly hand of Senator Chamberlain. He has a creditable record as State Land Agent and as Railroad Commissioner.

A Governor. Uninfluenced and uncompromised by the imperative necessity as Governor of promoting the joint fortunes of Mr. Chamberlain and Mr. Bourne, Mr. West is hardly to be considered in the hands of a self-seeking and unscrupulous partnership, he is out of the question.

Mr. Bowerman has been subjected throughout the campaign to a vast amount of misrepresentation and senseless vilification. His record of meritorious and conspicuous service in the Legislature has been ignored or falsified, or it has been used so that it should appear that he has been inspired by unworthy motives or controlled by disreputable associations.

It has been sought mainly to show that Bowerman as legislator was a "railroad man" or "corporation man." Yet it is a fact that no member of the Legislature has served the entire people more faithfully or effectively, or has been more scrupulously guided and directed by high purpose of worthy and independent sentiment.

The "Joiner" story about Bowerman's alliance with the Ross bank interests is silly, stupid, false and wholly malicious. It has not one scintilla of foundation and is not worthy of a notice.

So Bowerman is known in the State of Oregon to be a man of judgment, courage, grasp, understanding, and dignity. He has an impressive personality. He has in marked degree the confidence of all who know him.

The Oregonian speaks fully as to Bowerman and West, because here is practically the only contest of the campaign. It would say a word for Lafferty and Hawley for Congress. They are the nominees of the Republican party. It is a political office.

It is said that tomorrow's election will decide the question whether Chamberlain will be re-elected again for President. Should the big hunter's party win the Governorship of New York and the Legislature and the Congressional delegation, he will gain great glory therefrom, and according to the expectations of many, will be "the logical candidate" for President in 1912.

There will always be docks available over which freight can be handled at rates which will pay only a fair percentage of income on the investment. Mr. Chesebrough will never be obliged to discharge his ships at a bulkhead. While the promoters of debt-producing docks have been unable to present any figures showing where Portland can attract an additional dollar's worth of business by means of public docks, they have favored us with some figures on the Southern Pacific-controlled public docks in California.

posed his dictatorship. He is largely responsible for tomorrow's result. His candidate for Governor, Simson, is not a slight of the larger part of the ex-President. The Colonel is running for popular favor in the Empire State and to some degree in other states also. He could not be more concerned if he were running for the office of Governor.

Largely on Roosevelt's account, the Nation is interested in the result of the elections. That is not the large or most important concern, of course, since it is a personal matter and party policies are the real consideration. Yet a big question tomorrow night the country over will be: "Did Roosevelt win out?"

SETTING UP A NEW OLGARCHY? The people of Portland desire another arbitrary commission like the Port of Portland or the Public Docks Commission. It will be similar. It will have large and independent powers. Its five members will be appointed by the Mayor, not elected by the people and only one would go out of office each year.

The fat and sleek orator idlers who harangue street-corner groups these days with Socialist lingo are fond of pointing out what they call the plagues and diseases of civilization. These orators never saw the early Indians of The Dalles and Clatsop. Lewis and Clark did and found no great happiness or comfort among them nor capital with its plagues and diseases. Yet the condition of these Indians was the nearest approach to Socialism that can be imagined.

Nobody in this country was there larger opportunity for active brains and willing hands. These soap-box orators have the brains but not the hands. They say somebody else will do the fruit of a nation. They do no labor—unless sent to the rockpile for obstructing the street. Every person who works with industry and prudence will win his reward in this country; the effort never failed yet.

It is again an opportune time to exploit the advantages of Oregon as a poultry-raising state. With eggs 40 cents per dozen wholesale, and live turkeys selling at 20 cents per pound, the industry certainly can be made to pay for itself. It is in California and other localities where feed is more expensive and climatic conditions no more favorable.

With but a single day remaining before the voters will be called to elect the heavy burden of public docks, promoters of the scheme are still declining to present any facts or figures showing where the business to support these docks is coming from. Glittering generalities, theories and intimations are put forth for the purpose of deceiving voters, but the necessary instance since this campaign for increasing the public debt began has anything been offered to show where Portland could increase her imports or her exports to the extent of a single ton by building public docks.

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interest, insurance or depreciation, the cost of operating the public dock property reached the enormous sum of \$243,924.11. Money at a minimum is worth 5 per cent, so that the lowest earning power of the \$250,000,000 worth of docks, exclusive of the operating expenses, insurance, and depreciation, should have been \$12,500,000.

It is to be wondered that the Southern Pacific and the immensely wealthy transportation companies which have California by the throat favor public docks? What a fine thing it would be for the railroads entering Portland if there was a system of public docks here that would handle their business at a dock charge paying less than one-third of 1 per cent on the investment.

The star of empire is still pursuing its westward way, or its way westward. It was only two or three decades ago that Iowa was the Mecca for the cheap-land seekers who were flocking into the West. Now, according to the census returns, the state has been so comfortably filled—that, instead of showing an increase for the past ten years, there has been a decrease of more than 7000 in the population.

The present opposition to the Port of Portland should serve as a warning to the voters not to approve the proposed amendment to the city charter which would permit five men appointed by the Mayor to exercise even more arbitrary powers over the river and the waterfront than those claimed by the members of the Port of Portland. The Dock Commission, as provided in the proposed amendment, would be allowed to make ordinances governing the waterfront, as well as to exercise unrestricted control of the waterfront property and its receipts, as well as to levy a tax for its own use to the amount of one-tenth of a mill on all city property.

Would any man be so crazy as to buy an automobile which would cost, say \$4000, on a proposition of paying \$200 cash and the balance in 12 payments of \$2 or \$3 per gallon, just to escape the first cost? Well, I guess not; and that has about as much merit as paying for water mains in installments as long as you own the property.

It was George who said this—not Bowerman. In fact, Bowerman nor any other Oregonian that time had ever conceived the assembly idea. And observe in passing that George used the word "suggest" and he wanted the voters to "suggest"—to whom? Why to the voters?

Now, there can be no need for "suggesting names to voters" except on the theory that the voters have not the sense to select their own candidates—haven't sense enough to know "capable and trustworthy men" when they see him.

There is but little difference in the Old Campaign. Democrats need Harmon and Republicans need harmony. Both may get what they want. A few days' delay in Acting Governor Bowerman's Thanksgiving proclamation will be pardonable. Iowa has less people than ten years ago, but wait until the returns on hogs are in.

CHEAP WATER; NO FREE MAINS

Writer Cites Minneapolis, and Says Make Low Owners Pay for Pipes. PORTLAND, Nov. 5.—(To the Editor.)—The writer visited a number of cities in the East last Summer, and while in Minneapolis made an inquiry into the manner of laying mains as well as the charges for water.

All water mains, not exceeding six inches in diameter, are paid for by abutting property. Once the improvement is made, the cost of such work at once becomes a lien against the property benefited. In the event of a larger main (except a trunk line) the abutting property pays for a six-inch main and the excess cost is paid for out of a general tax levied on the whole city.

Minneapolis lays its own water mains and therefor does not have the trouble complained of here by contractors who are afraid to do work ordered by the city, which, let me say, is all temporary. The system in use in that respect, let us change the system so that whenever an improvement is found necessary and approved by the majority of people or taxpayers who are to be benefited, and then shall be ordered by the city council and will become a lien on such property.

When this difference in rates of water, when Minneapolis is compelled to maintain a pumping station (and is now building another) but fail to generate steam, and when from the Mississippi River into reservoirs? All that we do is open our faucet to let the water out. Of course, some will object to the maintenance of the difference comes in; well, they surely have the same expense in Minneapolis.

Check on tax legislation is desirable because of jumble of bills that would be submitted by theorists under initiative with probably chaotic results and impairment of state credit. For amendment of Oregon Constitution authorizing the creation of railroad districts.

It is an opportune time to exploit the advantages of Oregon as a poultry-raising state. With eggs 40 cents per dozen wholesale, and live turkeys selling at 20 cents per pound, the industry certainly can be made to pay for itself. It is in California and other localities where feed is more expensive and climatic conditions no more favorable.

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INITIATIVE AND REFERENDUM MEASURES

Complete List of Measures Given, With Defects and Merits Terseely Told. Good Roads Amendment is Best, and Proportional Representation Amendment Most Dangerous of Thirty-Two—Suggestions Made as to How to Vote.

Herewith The Oregonian presents a list of the 32 initiative and referendum measures that will be voted on by the state at large in the election of November 8, together with a brief summary of the objectionable or meritorious features of each and The Oregonian's opinion as to how the electors should vote on most of them.

In some instances the official titles have been abbreviated to economize on space, but the opening phraseology of the titles is retained in every instance so that each may easily be identified.

An act authorizing the purchase of a site for and the construction of a branch insane asylum to be located at or within five miles of Baker City, Pendleton or Union in Eastern Oregon.

For amendment of Sections 6 and 7, Article I of the Constitution to provide for the district of each state Senator and each state Representative.

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321 No. This bill was drafted by the labor organizations and as it represents solely their views on the issue involved is unfair to employers.

322 No. A bill for an act to create the County of Orchard out of the northeastern portion of Umatilla County.

323 No. Local issue improperly submitted to state at large. Validity questionable. If valid, adoption would encourage endless succession of similar bills.

324 No. A bill for an act to create the County of Clatsop out of the northeastern portion of Grant County.

325 No. Local issue improperly submitted to state at large. Validity questionable. If valid, approval would encourage endless succession of similar measures.

326 No. A bill for a law to annex a portion of the territory in the eastern part of Washington County to Multnomah County.

327 No. Local issue improperly submitted to state at large. Validity questionable. If valid, adoption would encourage endless succession of similar bills.

328 No. A bill for a law providing for the permanent support and maintenance of the Oregon State Normal School at Weston.