

The Oregonian
 PORTLAND, OREGON.
 Entered at Portland, Oregon, Postoffice as Second-class matter, October 10, 1881. Postage paid at Portland, Oregon, Postoffice.
 Subscription rates—In Advance.
 (BY MAIL)
 Daily, Sunday included, one year, \$10.00
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 Postage Rates—15 to 14 pages, 1 cent; 16 to 24 pages, 2 cents; 25 to 40 pages, 3 cents; 41 to 50 pages, 4 cents. Foreign postage extra.
 Eastern Business Offices—Vero & Co., 100 Broadway, New York; 100 Broadway, New York; 100 Broadway, New York.
 Portland, Wednesday, May 31, 1911.

go on as they are and fear nothing from the Sherman anti-trust act unless Congress intervenes. Those which restrict competition stand on exactly the same footing as those which restrain trade. The first section of the act forbids the one kind, the second section forbids the other. The court holds, however, that it is only "unreasonable" impairments of trade and competition which are prohibited.

The New York Times, in upholding the decision of the Supreme Court, draws an analogy between the restriction of competition and the restraint of trade. The anti-trust act forbids the latter, says our contemporary, but not the former. It forbids both with the same rigor, as anybody can see for himself by perusing the statute. It treats both subjects alike. The same rule in limiting competition as in hampering trade. It accuses the Tobacco Trust of doing both and makes both equal grounds for the order of disintegration. It is altogether chimerical to claim that Congress intended to forbid the restraint of trade, but not to forbid the restriction of competition, and it is untenable to argue as the Times does that the Supreme Court permits the restriction of competition by its decree and bans the restraint of trade.

The Short Ballot League. The Short Ballot League of Oregon has taken an extremely judicious step by declaring its friendliness to the Oregon State Ballot Law. The league, as a body, and each of its individual members go on record as believers in the initiative, referendum, Statement No. 1, the direct primary and the corrupt practices act. Hence it is impossible for the league to have a secret intent to destroy these popular measures. More or less suspicion of this sort has haunted every effort heretofore made to restrict the number of initiative proposals at any election or to make other desirable changes in the system. The charges always goes out that the change always has some sinister purpose lurking in the dark. The number of initiative measures on the ballot must remain unlimited because, if a definite number is fixed, the "interests" will rush in to fill the places. In the fraudulent process of the well intended. This is a sample of the objections which have been made to every proposed reform in the system. But now that its declared friends have taken the matter in hand, we may hope for something more encouraging.

It is idle to expect the ordinary voter to understand the full bearing of the dozen or more measures which clutter the ballot at successive elections. Nor can he form a rational judgment upon the merits of the multitude of candidates whom he is asked to vote for or against. Necessarily he acts in the dark. It is fully as important to lessen the number of candidates on the ballot as the number of initiatives and referendums. In both cases there should be a limit. The matter of candidates is easily disposed of by making many of the minor officials appointive. The people gain nothing but corruption by electing them. To limit the number of initiative measures on the ballot is more difficult. Still it can be done. No problem is too difficult for human ingenuity to solve if it goes honestly to work. In this particular time itself will no doubt exert a certain corrective influence.

Simon and the Bridge. The Broadway bridge has had a career of vicissitude, vexation and obstruction. But it is to be now a reality, and not a hope or a dream or an aspiration. Seligman's opposition has made its last effective stand. It has been completely broken down and bluster and fuss a little more; but it can do nothing to hurt. The bridge will be built. The successful termination of the Broadway bridge troubles is due largely to the persistence and superior disposition of the Simon administration. The Mayor has waged a determined battle for the bridge. He has baffled the objectors at every point. He has sold the bonds in face of contemptible and ingenious efforts to hurt the city's credit. He has at last got the financial end of the bridge firmly and favorably fixed, so that the work will now go on.

Portland and Her Neighbors. The attitude of Portland at the meeting of the Southwestern Washington Development Association at Chehalis this week will be the same as has characterized the policy of this city towards all adjacent territory in which Portland does business. There has never been a time in the history of Portland, when it has been either necessary or advisable for its business to take advantage of the misfortune of rival ports. The unparalleled prosperity which is now enjoying is sufficient testimony as to the merit of that policy. The people of Southwestern Washington, since the earliest settlement of the country, have always found in Portland a very satisfactory trading point, and Portland has done more to develop that portion of the Evergreen State than has been performed by all other North Pacific ports combined.

Fix the Canal Dues. The most important feature in connection with the operation of the Panama Canal will be the fees to be charged shipping. While the rate of opening the canal is still some distance in the future, it is time some consideration was given this important matter by the Government. Thus far the only bill introduced in Congress touching on the matter of fees is that of Mr. Fordney, which attempts to provide only for exempting American merchant marine vessels and warships from canal tolls. As any favoritism shown American vessels in tolls would be a direct violation of the treaty we have with foreign countries, the Fordney bill attempts to evade this danger by a system of rebates or subsidies covering the amount paid by the American vessels.

Mr. Rieselnd's Little Bill. The communication from Mr. Ben Rieselnd published elsewhere in The Oregonian reveals chiefly what trivial notions burden the mind of the sponsor for the local public utilities bill. It is illuminating to that extent and no further. While it may be comforting to Mr. Rieselnd to know a competent attorney drafted his measure, the people, we take it, should look to the text of the document and not rest content with its authorship. The measure in a dozen particulars contains provisions which even a layman could know are inoperative and unenforceable. The city of Portland has no more authority to direct the Supreme Court, the Circuit Court, the County Grand Jury, the Sheriff or the Governor than they should do under given circumstances. The bill, as drafted by the Sultan of Sulu. If Mr. Rieselnd's attorney is competent then he is also either careless or has assumed for Portland authority which he knows it does not possess probably under instructions to make the measure a good joke for the city. The bill, as drafted, is a piece of trash. It is a body, created by state law and is delegated with powers by the state which the city of New York could not give it. The Oregonian has no knowledge of the Commission in the cities of Nebraska and, we opine, neither has Mr. Rieselnd. The Oregonian has never expressed a doubt that a few remnants of the Rieselnd bill will still stand after the courts get through with it. The Oregonian in one article did not attempt to give all the features of the Rieselnd bill. It had mentioned, therefore, the matters whose omission Mr. Rieselnd criticizes. It has stated clearly and distinctly that the referendum has been invoked against the bill. It has stated that the referendum will undoubtedly fail, there by causing the failure of the Rieselnd bill 18 months hence if it shall now be approved. Mr. Rieselnd's attitude concerning the gross earnings tax measure directed against public utilities is the identical thing The Oregonian has often decried and denounced. Certainly these measures if adopted will bring in a large revenue to the city. But why spend that revenue for an ineffective Commission when we can get an adequate one for a fraction of the cost? The sacrifice of needed things for extravagances is reprehensible, even in the face of added income. We can use the proceeds of the gross earnings tax to build a sewerage system promoting the political fortunes of Mr. Rieselnd, Mr. Kellar and like demagogic guardians of the public welfare.

needed to assist in paying expenses. But whether these tolls are to be high or low, it is time that the schedule was being made up. Much of the transportation business of the world is handled on contracts made many months, or years in advance, and it is due our prospective customers that they should know at the earliest moment what they may expect in the way of canal tolls. It should not require a very great knowledge of mathematics or of the world's commerce to enable Congress to frame up a schedule that would make the canal attractive to much shipping that is at present following other trade routes.

MR. RIESELND'S LITTLE BILL. Weakness of Commission Bill Passed Over by Invoking Attorney's Name. PORTLAND, May 29.—(To the Editor.)—In The Oregonian of May 29 an editorial is printed which makes repeated reference to me and my work in connection with the Portland Public Service Commission, which will be voted on June 5. I wish to correct a few of the statements made in this editorial article.

Driving a heavy train at high speed round a sharp curve on a new track cost the engineer of one of the new Milwaukee & St. Paul trains his life near Maiden, Washington, yesterday. The fireman was also killed, but the train staff of the engine which will probably happen in the other trust cases. Judged by precedent, the celebrated Union Pacific-Southern Pacific merger will receive an admonition similar to that which is now occupying the attention of the industrial trusts. These roads, even if they are divorced, will, however, "go right along doing business." It will be necessary for the roads to employ more officials and to rent more high-priced ticket and freight offices, but the railroad workers who are trying to push Ruelight in, in order to get something out for themselves.

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Advertising Talks
 By William C. Freeman.
 Recent experiences with business placed in the chain of newspapers printing these stories, have taught me how hard it is to do anything that does not call forth criticism—how hard it is to make an advertiser feel that he has done the best he could for the amount of money he has expended. Representatives of newspapers of big circulations are apt to think that newspapers of smaller circulations are not entitled to the intelligent consideration of the advertiser. I am very proud of the newspapers printing these stories. Not all of them have the largest circulation in their respective communities, but each has a circulation sufficiently large to pay any advertiser, because each newspaper bases its advertising rate on the quantity and character of the circulation it has. A collection or chain of the biggest newspapers in big communities would cost the advertiser a proportionately higher rate—that is, a combined circulation of 4,000,000 will cost, relatively, twice as much as a circulation of 2,000,000. If the advertiser buys the 2,000,000 circulation at its price, why should he be criticized for not buying the 4,000,000 circulation at its price? The publishers who have this 2,000,000 circulation are important factors in their respective communities and they furnish, collectively, a medium of publicity for any National advertiser at about half the rate he pays for publicity in the great weeklies and monthlies. If the big newspapers want their share of business, let them go after it in a legitimate way. We welcome honorable and intelligent competitors. That will help the cause of advertising. But just because publishers are big they must not think that publishers of honest daily newspapers with smaller circulations are not capable of giving advertisers a full return for their money. This subject will be continued in tomorrow's story. (To be continued.)

Country Town Sayings by Ed Howe
 (Copyright, 1911, by George Mathew Adams.)
 Honesty pays twice as well as half honesty.
 A circus wagon has a rich rumble that no other wagon can successfully imitate.
 It is better to stay at home than it is to go to some places.
 When you have anything to say in a business office, fire and fall back. Your surplus talking should be done in society.
 Never take any man's word for anything that refers to anything about an election.
 A man eats first, in order that he may hurry away to his work, but a dog can wait, as he has nothing to do.
 When a man marries a woman who suits him, a woman is the greatest institution in the world. Everyone envies a man who is in love with his wife.
 How people love a little excitement!
 "Well," the women have a habit of saying, after a marriage, "she finally got him; but she didn't get much."
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