

The Oregonian

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PORTLAND, SATURDAY, MAY 3, 1913.

ABRITRATION AND DISARMAMENT.

Discussion at the St. Louis Peace Congress raises the question whether the cause of peace would be promoted or hindered by disarmament, whether a weak army and navy do not invite war, instead of insuring peace. The observation of Mr. Dadmun that at the last Hague conference the strength of our Navy gave weight to our words in the cause of peace and that with a fifth-rate Navy we should have fifth-rate influence would be taken to heart by those who confuse preparation for war with eagerness for war.

Peace advocates make the mistake common to idealists of assuming the world to be as they wish it to be. America and some countries of Western Europe are pledged to the cause of peace, but in Eastern Europe, Asia and Africa are barbarous or semi-barbarous nations which may at any time stir up smoldering rivalries and enmity and set the most peace-loving nations by the ears. As peaceable citizens are seldom reminded of the existence of the law until they encounter the lawless, so the peaceable nations are reminded of the need of armies by the threatened or actual assaults of the nations which accept no final arbitrament but that of the sword. Armament may be accurately called the noble art of self-defense for nations as for individuals. Nothing restrains a bully as effectively as knowledge that a man can and will fight. Much as the fact is to be regretted, there are still bullies among nations. They are kept in order only by fear of chastisement.

Our splendid military causes us to have the truth in mind but dimly, but European nations have it ever-present. The Slav states fear attack from Austria, as Germany fears it from Russia. We regard our frontiers as permanently fixed, but they have race ambitions to realize their frontiers, regard present boundaries as subject to change whenever occasion offers. These ambitions are, to their minds, matters of vital interest and National honor, such as would not have been arbitrable under the Taft treaties, but which Secretary Bryan would subject to arbitration.

Traces of the Republics of Europe consider the Bryan proposal may be seen in one expression of opinion by a leading German newspaper, the Berlin Neueste Nachrichten, which says:

Our ally declines to have, as substitutes for the Pacific Conference, Europe, it behooves us to work for its adoption as earnestly as ever, but gradually, and not to attempt to press it farther than other nations are prepared to go, and at the same time to be ever-ready for the alternative of war. Our ability to fight with Europe, it behooves us to work for its adoption as earnestly as ever, but gradually, and not to attempt to press it farther than other nations are prepared to go, and at the same time to be ever-ready for the alternative of war.

CHECKING THE YELLOW PERIL.

Several citations from court decisions bearing on the Japanese land tenure question are given in a communication from Mr. N. H. Bloomfield, published in the board of directors. It will be noted by those who read the letter that Mr. Bloomfield, who is a lawyer, concedes that the Oregonian has correctly stated the law in the case. The treaty-making power of the Federal Government is superior to any enactment of the state which is repugnant to it, and in sympathy with the policy of excluding from ownership of land aliens who are ineligible to citizenship—particularly alien corporations.

As a matter of fact it is doubtful if there is any well-defined or general opinion on the Pacific Coast as to whether aliens not eligible to citizenship should be encouraged in acquiring title or possession of agricultural lands. The Oregonian is opposed to the orientalization of this or any other section of America, agriculturally or industrially. It is not, however, ever, that there is at this time serious cause to fear that undesirable condition. Moreover, if the danger does exist the Oregonian believes that, even eliminating the legal phase, it could better be guarded against in a way other than that of excluding Mongolians from owning or leasing the land.

It need only be recalled that at the time the Oregon constitution was adopted the acquisition of land and mining claims by the Chinese was considered a menace to the newly-formed state. An inhibition was placed in the constitution against the Chinese ownership of land and working of mining claims. But there followed the Federal Chinese exclusion act. Chinese coolies ceased coming to Oregon. The Chinese population diminished rapidly. The Chinese issue ceased to exist. An immigration restriction solved the problem.

In San Francisco a few years ago it was proposed to segregate the Japanese from the white children in the public schools. Japan was offended and negotiations followed between Secretary Roosevelt and the Chinese School Board officials. The matter was adjusted by both Japan and the United States restricting the flow of Japanese laborers to this country. Japan has kept faith in this restrictive procedure and the school controversy has passed out of mind. In fact Japan prefers to colonize Formosa, Corea and Manchuria. The reports of the Commissioner of Immigration show that in the last two years departures of Japanese from the United States exceeded the arrivals. So long, therefore, as the immigration restrictions exist, the problem concerns the Japanese who are here, and, but for one factor, it would be hard

to believe that 45,000 representatives of that race can have a great influence on the welfare of white agriculturists in a state the size and population of California.

The one factor, however, must be considered, but it is a factor with which California alone is powerless to deal. It is the admission of so-called "picture brides" from Japan. The Japanese farmers who are already established in California cannot be legally dispossessed of their property. It is proposed, now, to prohibit the descent of real property to aliens and it is patently asserted that this provision in time will break up the Japanese farm colonies. Yet the children of the Japanese farmer and his "picture bride" will be American born and American citizens, though alien in race, thought, habits of life and temperament. And the Japanese would be a Japanese family. There is no way that the American-born Japanese can be legally deprived of rights accorded other citizens. There is certainly reasonable prospect that the California land tenure law, even if valid in all particulars, would be dealt with as a dead letter.

Examined from every angle the case seems to be one for Federal, not state, consideration. The Japanese population in America is now not large. Increase by immigration has been effectively checked except in one particular. That is, the provision in time will break up the Japanese farm colonies. Yet the children of the Japanese farmer and his "picture bride" will be American born and American citizens, though alien in race, thought, habits of life and temperament. And the Japanese would be a Japanese family. There is no way that the American-born Japanese can be legally deprived of rights accorded other citizens. There is certainly reasonable prospect that the California land tenure law, even if valid in all particulars, would be dealt with as a dead letter.

CAUCUS RULE.

Although the Democratic steam roller has been flattening out opposition to the Underwood tariff with great success, we have heard little about it. The machinery is so well oiled and the shrill whistle which usually announces the approach of steam rollers has been so effectively silenced that we are scarcely aware that it is in operation. Had it been operated by Republican engineers, we should have heard wild shrieks of pain from those whom it flattened.

The Underwood tariff bill was prepared by a body having no authority to act. Until April 7, when the Congress elected its ways and means committee, no persons had that authority, but before that date the bill was ready for action. During the time when Mr. Underwood and his colleagues were drawing up the bill they were simply individual members of an embryo House. But in collaboration with President Wilson they prepared the bill and induced the Democratic caucus to endorse it. They are now carrying out the caucus decision with inexorable determination, operating the steam roller with merciless efficiency.

We are not condemning the Democrats for executing the will of the party organization. What we do condemn is the arrant hypocrisy of men who denounce while in opposition the methods to which they resort when in power. The Republican organization did wrong to carry out the caucus decision, the Democratic organization equally does wrong in doing the same thing. Procedure which was wrong for the Republicans cannot be right for the Democrats.

ANOTHER WAY OF DOING IT.

At the same time that the trainmen ask Eastern railroads to raise wages, the roads move to advance rates sufficiently to compensate for increased expenses due to former advances. The railroads seek to mollify the shippers by saying that higher rates are necessary to enable them to increase and improve traffic facilities. This happens at a time when the Government is about to begin physical valuation of railroads in order to determine on what capitalization their rates should equitably be based.

There is another means besides raising rates by which railroads could increase their earnings and at the same time avoid the necessity of enlarging terminals, on which their attention is now centered. Let them co-operate in the movement for improvement of inland waterways. Let them encourage revival of river and canal navigation by restoring to water lines the water rights which have been abandoned. Let them then turn over to the water lines the low class, bulky, heavy freight and retain for themselves only the high-class, light freight. Let the railroads become auxiliaries to water lines instead of supplanting them. Water will not then be a crowded and terminals so overtaxed that freight takes three weeks to cross the continent, as long a time as a steamer will consume in coming from New York to Portland through the Panama Canal. Business generally will be stimulated by speedier transportation. Net earnings will gradually increase without advances in rates.

In killing water competition the railroads took upon themselves a load they are unable to carry. Let them put a large part of it back on the water, where it belongs.

HOW OTHER NATIONS DO IT.

A strong contrast between the attitude of Germany and Great Britain toward trusts and that of the United States is brought out by Samuel P. Orth in an article in The World's Work. He shows that Germany fosters and Britain does not discourage trade combinations, though some of them have grown to international proportions. Our laws distinctly forbid their existence, though not enforced until the last decade.

Both Germany and Britain differ from us in having stringent laws against the evils which have found no legal impediment in this country but are attendant upon the organization of corporations. Stock-watering, fraudulent promotion and secret manipulation are impossible. But Germany encourages the organization of cartels, trusts and combinations, and favors them with special rates on railroads and with discriminatory tariff duties. Great Britain encourages competition, but does not prohibit combination. In deciding a famous lawsuit brought against a shipping combination which had agreed to share all business with those who would boycott its only rival, the House of Lords held that competition, however violent, is not contrary to

public policy. Lord Justice Bowen held that such combinations in a country of free trade would not become monopolistic and that peaceable and honest combinations of capital for purposes of trade competition are not unasked to take steps against monopolies and combinations. Premier Asquith refused. He agreed that in some cases their effects might be prejudicial to the public interest but he said:

The operations of such trusts are necessary more or less in every country here than in other countries in which they are fostered by a general customs tariff. Thus in England the Standard Oil Company, the American Tobacco Company and the National Cash Register Company would not have been condemned for pursuing those methods of unfair competition which brought about their dissolution. Germany would have smiled benignly at the wielding of the trusts which each of the monopolies established its power. England would simply have treated them with indifference, saying that foreign competition would prevent their doing any mischief. But neither England nor Germany would have allowed the trusts to be established for the sake of value and, if such manipulation as that by which the New York traction roads were wrecked had been attempted in either of those countries, somebody would have smarted for it.

The policy of the two greatest industrial nations of Europe conveys a valuable hint to us in one respect—that the time to begin regulating a corporation is before its stock is on the market. Half of the evils of monopoly will have been extinguished when we have reformed our corporation laws. Having done that, the law has provided means for easily doing away with the other half.

CONVICT SHIPS.

The teak-built British ship Success, which is on exhibition in the harbors of Eastern cities this Spring is interesting for more than one reason. It is an example of the staunch East Indiaman by which the trade of England was carried round the world before the era of steam navigation opened. These vessels were perhaps fully as able to withstand storm and accident as the modern steamship and they were even more durable. Vessels of recent construction do not as a rule last very long. Not that they fall to pieces, but changes in type are so rapid that they are soon out of date and must be replaced by a craft of newer design. This is particularly the case with warships, which seldom have more than ten or a dozen years of usefulness. The Success was built in 1790, 123 years ago, and she went out of commission only in 1857. After her period of usefulness as a merchant vessel was over the Success served as a prison ship, and this is no doubt the reason why people flock to gaze at her in the Eastern harbors. Convict ships were a scene of unimaginable horrors. They were used to house and transport prisoners in the days when a man or woman who had broken the law was supposed to have forfeited all human rights and might be subjected to every possible outrage without violating Christian ethics.

Some of these convict ships were stationed in the British Isles. Others plied to Australia and Van Diemen's Land with their loads of dehumanized men and women. All of them reeked with filth and contagion. Jails situated on land in the heart of civilized communities were infected with contagious diseases. The convict ships were worse in proportion, as they were less open to light and air and less subject to observation. It is almost incredible that any of the thousand of unfortunate shipped on board them for the antipodes were able to survive the passage, but many did and it was they who founded the first settlements in British Polynesia, Australia and Tasmania were originally settled by convicts. So were some other Southern colonies and it speaks wonders for the power of a good environment, reformed the habits of those persons and their children became some of the most honest, progressive and intelligent citizens in the world. They not only planted British institutions and British liberty in the South Seas, but they improved on what they obtained from the mother country.

There was no use for the convict ship which it is still more unpleasant for Americans to remember. These vessels were used to confine prisoners of war during the Revolution. One or more of them might have been seen in New York harbor from the capture of the city to the close of the war and citizens were treated every morning to the sight of the dead being carried out for burial in the sea. The Continental soldiers confined in the prison ships perished by the score simply of filth and neglect. They were so crowded that they could not be properly cared for even if the British officers had thought it worth while to attend to their needs, and they seldom thought it worth while. Death was the due of the colonial rebels, from the British standpoint, and if it happened on board a prison ship, it was not their fault because so much the cheaper. Public sentiment at that time was as barbarous as possible upon the whole question of treating both prisoners of war and ordinary delinquents. Even loyal troops under transport at sea were subjected to extreme inhumanity. It was an order that for one in three or four men on board British transports to the West Indies to die of contagious diseases. Sometimes entire expeditions went to ruin from this cause. Neither the source of such diseases nor their treatment was understood by the army surgeons, or, for that matter, by anybody else.

The prisons on land were not much better than the ships, though there were some points in their favor, as we have said. The terrible maldy trade combinations, though some of them have grown to international proportions. Our laws distinctly forbid their existence, though not enforced until the last decade.

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Land tenure law distinctions California Anti-Alien Bill Radically Differ From Others.

NEWBERG, Ore., May 1.—(To the Editor.)—The Oregonian says: "The California pretense that its bill is on all fours with those of other states for bidding any alien without distinction of nationality to hold land is too hollow to deceive a schoolboy."

It is not the fact that few schoolboys and few men know anything about the land laws in this regard in other states? As Governor Johnson has asserted that the bill now on the stocks in Sacramento is more radical than the alien land laws in Washington and Arizona it is evident that he has examined the laws in those states and knows what he is talking about. Doubtless you have ready access to the statutes of the states quoted and you would certainly confer a favor on your readers by bringing their attention to the visions relative to alien land ownership.

It is almost 26 years since I became a resident of California. In California and have been a resident of that state until a little more than a year ago and a property owner there until my death. I am in full sympathy with the main purpose of Governor Johnson and the Legislature now in session to pass the bill which in effect without distinction of nationality and which has served to add to the conceit of the Japanese—already a prominent factor in promoting other prison reforms which are sadly needed.

Those who regard themselves as of the social elite should reflect on the case of Miss Lelshman. As daughter of the American Ambassador to Germany she would be received socially with open arms here or in most any American city. Yet German nobility stands against at the prospect of a Duke marrying such a "low person."

Lafayette had his first paper in 1855. Twenty years later the paper was moved to McMinnville. About a dozen years ago another was started, dying later. Now the old town has another, the Visitor, by J. A. Hart, and if succeeding issues maintain the standard of the first number, Lafayette will not find cause for complaint.

The Interior Department is to be run by men from the section with which it has most dealings—the West. Now we may have officials who know the difference between sagebrush and fir trees and who do not call scrub juniper timber.

If Andrew Carnegie is so firm a believer in pacific methods of settling international disputes, why did he compare the number of ships in the American and Japanese navies? That is another way of saying what the jingoists said.

One would think that railway corporations, with their elaborate systems of checking and auditing, would be free from embezzlement, yet they are not. The latest victim is the Santa Fe, from which a clerk took \$80,000.

La France takes it out on the detectives by telling them how easily he dodged them. Being ridiculed for not catching all the thieves and by those who do catch, detectives "get it acomin' and acomin'."

The New Jersey bosses under President Wilson's castigation must feel much the same as Boss Platt felt under President Roosevelt's lash. They created the power which scourges them.

Eastern roads would like to be allowed to increase rates 5 per cent "to meet changed conditions." So would almost everybody, but none would so modest as to ask only 5 per cent.

It is held by a Milwaukee court that a woman is justified in attacking any man who steals her husband. Not if it results in getting back the husband, we imagine.

The City Chemist says there is danger in the bottom of milk bottles. For the matter of that, there is danger in looking at the bottom of almost any old bottle.

It is well that we carry diplomacy just as far as possible and even farther than we might care to. We are not equipped for any other sort of quibbling.

"Where is Indianapolis?" is a question the Supreme Court must pass on. No doubt it will prove a heavy problem for that ponderously precise body.

If Mrs. Belmont is not careful, she may escape the expense of spending money in England by being fed and lodged at Government cost.

LAND TENURE LAW DISTINCTIONS

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QUESTIONS IN ECONOMY ASKED

Matter of Street Fills of Especial Interest to Correspondents.

PORTLAND, April 29.—(To the Editor.)—Following up our protest against the paving of the upper end of Terwilliger boulevard, which is being done in 1910. The contract was let April 18, 1911. The work was evidently started soon after the contract was let, as for January, 1912. We are reliably informed by a contractor who worked on the boulevard that the same is being done mainly filled from dump cars and that a fill so made takes several years longer to settle than a fill made with horses. To pave over this at the rate of \$100 per yard is a monument to incompetency of the present Park Board.

We are reliably informed that Mr. Moffett represents the contractor who is the man behind all this haste. We notice that Mayor Rushlight and members of the present administration are claiming credit for many things done for the streets. We believe the saving of the \$40,000 by the new mode of bookkeeping in the Water Department. We notice by the bills that the city is paying for the same work several thousand dollars heavier than before this system of bookkeeping was installed. We think that the \$40,000 saving is imaginary.

We notice that some of the candidates are claiming the honor under the present administration of saving the taxpayers considerable money on the bill made on East Morrison street. We feel, therefore, that we are entitled to know the exact details regarding a fill on Broadway between Wheeler and Hamilton streets. We believe by the reports from the engineer's office, January, 1910, grew from 21,972 to 46,242 yards, for which the contract was let and completed in 1911. We do not want this account juggled. We want to know exactly where this dirt went. We would like to know why \$22 per ton is paid for Eastern timothy hay when the grass hay of private horse owners in our city are buying good hay for from \$12 to \$19 per ton with the probable average of \$17 per ton. We are not privately employed and do not receive the care of the veterinary surgeon the taxpayers are paying for the care of city owned horses.

We would like to know what chauffeurs of the municipal automobiles are doing while their machines are being bathed at a garage at a dollar a bath. What is the reason for this? We have heard so much about out at the crematory was not turned over to the park department when they were paying \$7 a cord for wood to heat a boilerhouse.

We would like to know why the garden hose is being bought in Seattle instead of at our own rubber houses. Why do we have to pay for telephone calls and pay as high as \$7 express charges on such things as locks for the park buildings? Why so much rush?

Does the Park Board have to pay \$7.50 apiece for those white globes for park lights? Many a woman would like that money for a little. We would like to know how many a thousand or nearly three-quarters of a thousand apiece for envelopes for the Park Board?

We believe in the Commission form of government, but these things might be straightened out under the present system. J. R. INGLEMAN, E. H. GLISTRAP.

MINOR FLAWS NOT MAIN ISSUE

Proposed Charter Held to Be Strong Measure for City's Welfare.

PORTLAND, May 1.—(To the Editor.)—In the Oregonian of May 1 Mr. H. R. Shroyer offers a criticism against the new charter. This criticism is not only a serious one, but it is one which we believe the City Council may appoint certain city officials, and may further, at any time, change their salaries. Mr. Shroyer has particular reference to the English system, which so affrights Mr. Shroyer, is also going to make possible the building up of a political machine which in Portland will be the "Tammany" of the future.

Now, I venture to say that if a man in his own business was to be held directly responsible for a particular department, but had nevertheless to accept as assistants those given him by others, regardless of his own wishes, and further that he was to receive a salary which would receive no right to raise a salary in cases of high efficiency, he would very soon come to the conclusion that he was in an unusual position as the head of a department who "paid the fiddler but could not dance."

He would be looked to for department grants, but would have no authority to hand in building up efficiency in organization. Of course, in a private enterprise assistants would be chosen in a far more intelligent manner than is the case in choosing city officials.

Efficiency has a very high market value and to damn an administration for inefficient work when it is impossible for it to pay for efficiency would seem to be a scarcely reasonable proposition. It is pretty well understood that the highest professional efficiency is to be had only by those who are offered themselves for elective positions. When it becomes understood that for a certain work absolutely competent men are appointed and they do not accept appointments at the niggardly compensation ordinarily offered by municipal ordinance or charter.

Now, I have been a member of a union 16 years. I am not at all inimical to the so-called labor leaders, but I believe the average man can vote intelligently and according to his own convictions without being coerced by these same gentlemen at every election, and there is a growing disposition to resent the rule of the unionists. Another good thing we are to vote for is what they call "commission government." I have read the charter through several times, and I do not think it is good foundation for government. With the 300 and some odd cities that are controlled under commission form and whose charters they had to guide them they should have been able to do better than they did, but after I read the names of the parties who framed the charter I do not wonder at the product. There are a few good things to say about the charter, but there are so many bad that it puts the good all to the bad. I believe, in order to draft a good charter, the originators must believe in themselves, otherwise they will be unable to convince the public of its merit, and I do not believe the framers of the proposed charter are able to do so.

Now, Mr. Lombard has said if he is elected he will appoint private citizens (not politicians) to draw up a decent charter for the people to vote on the next regular election. This is a good member. I hope he will be successful, and then we will not be at sea any longer. H. M. JOHNSON.

With a Fortune Teller. New York World. Fortune teller do not do something in your favor. It doesn't look exactly good, nor yet wholly bad. Actor—It must be some store eggs.

Twenty-five Years Ago

From The Oregonian of May 3, 1888. Springfield, Ill., May 2.—The Republican State Convention adopted resolutions endorsing Walter G. Gresham for President.

Boise City, May 2.—The Idaho Republican convention met today. Hon. W. B. Heyburn, of Coeur d'Alene, and George A. Black, of Harley County, were selected as delegates to the Chicago convention. Colonel George L. Shoup was named for member of the National Committee.

Washington, May 2.—The House passed the Senate bill to establish an additional land district in Oregon.

A petition has been circulated by persons supposed to be unfriendly to the Industrial Fair Association, which is to be presented to the Council, asking that Morrison street be extended to a junction with B street.

Large French nails are now being used to fasten down the new sidewalks being laid around town.

The first of the series of concerts to be given by the Orchestral Union will take place tomorrow evening at Masonic Hall.

Monday the Willamette Locks & Transportation Company leased to the East Portland Lighting Company 1000 horsepower of the falls of the Willamette at Oregon City.

The body of Chief Postal Inspector George Mason, whose death occurred last Sunday, was shipped to Alexandria, Va., yesterday.

Julia Ward Howe's lecture on Longfellow and Emerson was eagerly listened to yesterday evening.

Annie Pixley in "Miss" tonight. The East Side—It is now proposed to improve Sixth street from Holiday avenue to Hawthorne avenue by grading and laying crosswalks and sidewalks.

Contracts have recently been awarded for the partial completion of the new building of the First Presbyterian society. The contract for furnishing all the building material for the carpenter work, stone and brickwork, plastering and iron for \$65,672. Otto Schumann has the contract for furnishing all the building material for the carpenter work, stone and brickwork, plastering and iron for \$65,672. The approximate cost of the entire building will exceed \$118,000.

The Council last evening unanimously elected Van B. De Lashmutt Mayor to succeed the late John Gates.

The ordinance authorizing the Portland Cable Railway Company to construct and operate street railways was passed.

Half a Century Ago. From The Oregonian of May 4, 1863. We publish today the Proclamation of President Lincoln, declaring the sale of a large portion of the surveyed public lands of Washington Territory; sale to commence at Olympia on Saturday, June 12, 1863. This is the first public sale of land ordered in that territory.

C. H. Hale, superintendent of Indian Affairs for Washington Territory, accompanied by Mr. G. F. Whitworth, chief clerk of the superintendent's office, arrived in this city on Saturday, for the purpose of the Lewis and Clark agency, near Lewiston, at which place a treaty is shortly to be made with the Indians.

The contract for furnishing beef for the penitentiary was let on Saturday last to Messrs. Bergmann & Company, they being the lowest bidders; price, four quarters, 2 1/2 cents; hind quarters, 4 cents.