

Corvallis Gazette.

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OUR IMMIGRATION LAWS

Every time there is such an incident as the attempted assassination of Frick by Bergman, and Russell Sage by Norcross, there is a great deal said about the evils of immigration and the necessity of protecting ourselves from the influx of foreigners of criminal or anarchistic tendencies, but the subject soon dies out. Yet there is growing a general sentiment that we are admitting too many foreigners of the ignorant, vicious and degraded class and are bestowing the rights of citizenship altogether too freely. Both the great political parties put in their platforms the usual claptrap about the exclusion of criminals, paupers, insane and contract laborers, and the democrats were careful to qualify this in order not to give the least offence. Meanwhile, they are pouring into the country at the rate of 600,000 a year, and no effort is made to stop it. Even when they are sober, industrious and peaceable, they have ceased to be an acquisition, because our labor market is already overstocked, and the steady stream of labor flowing in makes the competition more bitter, causes reduction in wages, labor troubles, strikes, lockouts and finally, makes opportunities for the anarchist to demonstrate his hatred of law. It is time for the American people seriously to consider whether an effort should not be made to sift out this immigration, taking the good and declining the bad or undesirable. If about two thirds of it were turned back it would be a great blessing to the country. This cannot be done by an exclusion act such as that which keeps out the Chinese, for European countries would not submit to such treatment; but we can require every person who sets foot on our soil to exhibit a passport from some American consul, and hold our consuls down to very strict rules as to the character of persons to whom they may issue passports, without discriminating against any nationality, we might in this way cut down the immigration one-half, the half cut off being that the most undesirable. When congress shall have ceased to work solely for political ends and shall begin an actual business session, this question will no doubt receive some attention.—Portland Chronicle.

As usual, new wheat commands a higher price in Corvallis again this season than in any other city in the Willamette valley. A farm in the vicinity of Corvallis is worth from \$2.50 to \$5.00 more per acre to its owner than the same farm with the same location, adjacent to any of the other valley towns, for this reason alone, the farmer being able to sell his crop in the Corvallis market for from one to five cents more per bushel than he can get anywhere else in the valley. Yet farm land can be bought as cheap if not cheaper in Benton as at any other place in Western Oregon.

The greatness of the mail service is indicated by a statement of General Superintendent Whire, who says: "The average mail from New York to Chicago is forty-five tons, filling seven mail cars. The mail leaves New York at 9 P. M. on Monday, reaching Chicago at midnight Tuesday. The Union Pacific leaves Omaha with an average of from fifteen to sixteen tons of mail matter for Nebraska, Wyoming, Montana, Oregon, Nevada and California.

A WRITER comes forth with the argument that the majority of women in the insane asylum are farmers' wives, whose malady is due to isolation caused by bad roads. The writer of that argument must have endured considerable isolation himself.—Klamath Star.

THE WATERWORKS QUESTION.

It appears the city council has passed an ordinance for the purpose of purchasing the present works, or building a new system of waterworks for this city, and have designated a day when citizens may meet and by their ballot say aye or no to the issuance of bonds by the council for the above purpose.

The above is a business proposition, though very complex, and should be thoroughly examined by every taxpayer before voting, for, if the measure carries he is a partner in the concern, and as such, will have to bear his part, whether the same is successful or otherwise.

It must be remembered that here the charter of the city permits a departure from former usage. It has now the power, with the consent of the taxpayers, to do certain things named in the charter and the limit of indebtedness for those purposes is given by the legislature, subject to the judgment and management of the council. It must also be remembered that the charter does not make it obligatory, either on the council or citizens, to undertake any of the propositions in the charter at or on any particular day or time. They word "may" is used, not "shall," excepting when undertaken; certain regulations are compulsory.

Proposition.—Shall the city council at this time undertake the business of building or buying and managing a system of waterworks for this city? To those who are familiar with our present condition, our conveniences for public purposes, the money paid and to be paid for the same, no argument is required for a negative vote. But for the stranger in our midst, and those who take little thought on such matters more is required. Let us ask of those, in what city or state have you lived where more or better conveniences are to be had than we have already, taking into consideration population, wealth and other circumstances? Whatever your experience may be they far surpass any similar providings in any other place in the writer's experience.

It is true the waterworks and electric lights are run by private capital, but we have them, and they are sustained. Now let us look at the means expended the past four years and that to be expended in settlement for things obtained, and at our tax rate, then compare those with the same conditions in other cities, taking into consideration population and wealth, and the question or proposition is answered. It is impossible as a business proposition to do this at this time.

But even if we were beyond the expenditures of the past few years the proposition would be questionable in many ways: first, there can be no comparison as to the cost of managing business between an elective council and of men who have their own money invested. In the first place there is no pecuniary responsibility beyond a citizen's part; in the other, whatever loss or gain there is the owner must take. On this head at a recent convention of delegates of the American Waterworks Association a leading engineer stated the discrepancy between receipts and disbursements of a city, and this statement was brought out: "If any representative here know of any public water supplies that are making money I would like to hear from them." The president answered "I believe that the reports of Hartford show a profit. I do not know of any other city." In this meeting you can read of the many places where citizens have been too premature in their taking hold of these improvements—interest due is unpaid and bonds repudiated. This is not a condition any of us desire. So, if we wish to avoid such troubles we must do no more for this city than a prudent man would do for himself.

Another reason why at this time we ought not to entertain the proposition: Some years back the city granted a charter to Mr. Pitman in good faith; this charter was to run for so many years.

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those who were here at the time of its inception will remember its puny efforts and its struggle for existence. For several years this infant industry craved assistance to get on its feet, but there was no alacrity on the part of either citizens or council to lend it aid, and from this fact it was not considered a good or safe investment. However, a change in ownership came about, a reorganization follows, and in looking at its work today and comparing it with what it was when the change took place it is certainly gratifying to the city, for it seems, as a corporation, it has not lagged, but has been fully abreast with either public or private improvements.

The opinion of experts in this business is that it takes in good cities from 10 to 15 years to get a water system on a paying basis. If one takes into consideration our scattered condition, the long excavations, and of pipe and flow, we can realize that the cost of supply must be higher than if people were more closely congregated together. This, it will be seen, operates as well to the disadvantage of the company as to the consumer, and in this tends to retard its advancement to the public's detriment.

As to the charge, or family rates, \$1.50 per month or \$10 per annum, we have a list of 25 large cities before us and the lowest charge per annum is \$21.50 and the highest \$45.30. the average is \$28.96.

Looking this matter over, and with the assistance of inside information, we are unable to see where the city is to be benefitted by the changes; more, especially, that the works as now conducted are as economical as the condition will permit and much more so than possible under the control of the city.

Then, again, we have the charter in the way. To now interfere with the company could be looked upon in no other way by good citizens than as bad faith. Such conduct may be tolerated by a citizen but by government, never.

Further, the proposition should be opposed from the fact of its indefiniteness. We are reminded of the Villard "blind pool." Light is wanted, and plenty of it before embarking in such operations.

There are many more substantial reasons why it is better the proposition should be opposed, but it is not possible in the space we have to enumerate them, but, as a final word we would say, let the city council go on spurring the water company to put forth its best efforts as to supply and quality; let them see that the cisterns are full and such appliances provided as are necessary for the prevention of fire, and let them look ahead for some way to provide a storage supply of water in reservoir or other ways by the time the city will have become a place of 8,000 or 10,000 population. Running waterworks is no boy's play, if to be run successfully. Your correspondent votes "No!" R.

REPRESENTATIVE Oates, of Alabama, who is chairman of the sub-committee which rushed off to Homestead in search of evidence to break down the popularity of the McKinley tariff law, and who was so profoundly disappointed at the evidence taken there by the committee, was accused by John Devlin, a member of the executive committee of the Knights of Labor of having shown extraordinary favors to the Pinkertons when they were before the committee, in allowing them to read all of the questions submitted by the Knights of Labor committee before answering any of them. Oates replied in some of the choicest billingsgate, telling Devlin to go to—warmer regions, called him a d—liar, and had him hustled off the floor of the house where the accusation was made.

GOVERNMENT WORK AT YAQUINA.

A SYNOPSIS OF CAPT. SYMONS' REPORT TO THE CHIEF OF ENGINEERS.

Captain Symons, of the United States engineers, in his report to the chief of engineers at Washington, D. C., regarding the improvement of Yaquina bay, says:

"The project adopted in 1881 was to run out a dike jetty on the south side of the entrance, so as to cause the south channel to shoal up and the flow to be deflected northward, with a view to opening and maintaining the central channel with a least depth of 17 feet at high water.

The dike was to run out into the sea a distance of 2500 feet, and was to rise to two feet above mean low water.

The stone for the jetty was to be deposited in place from barges, and cribs were to be used if practicable. It was found, however, that cribs could not be used on account of the strong currents and high seas.

The present project, adopted in 1885, is to raise the south jetty to full high water, without extending it seaward, thus making its total length 3,748 feet, and to construct a mid-tide jetty on the north side of the entrance about 2300 feet in length, extending from the north head along and behind the reef putting out from the head to a point opposite the end of the south jetty and distant from it about 1000 feet.

The appropriations up to September 19, 1890, amounted to \$650,000, and the amount expended to June 30, 1891, \$451,239.57. The amount expended during the fiscal year ending June 30, 1892, was \$84,108.69.

During the year the north jetty has been extended 840 feet; of this 405 feet are in an incomplete condition. The results obtained by the work done during the past year have been highly satisfactory. The extension of the north jetty has prevented the formation of a sand bank under the lee of the south jetty, and the entrance channel has been continuously straight.

The bar depth of 11 feet at low water last year has been materially increased. During the past winter it was constantly reported by the pilot in charge of the bar tug that there was from 12 to 15 feet at low water. Recent soundings taken by the tug indicate even a greater depth than this, and it is believed that the bar channel now has at least a depth of 16 to 19 feet. It is intended to make a careful survey during the summer as soon as the north jetty is extended to its full length to determine the actual conditions on the bar.

The extension of the north jetty is fraught with uncertainty. It is founded upon rock. The tramway piles do not penetrate this rock more than a foot or two, and are secured in place by bracing, and as soon as possible by dumping rock about them. If before they are finally secured by the enrockment a severe storm occurs the piles are very apt to be washed away. Such has been the case on several occasions. It is hardly possible to estimate what will be the cost of completing this jetty, owing to this circumstance.

Last year the amount estimated for the completion of the existing project was \$165,000. This is the amount stated that can be profitably used the next fiscal year for the completion of the project. It is possible that this amount is in excess of what will be required for the completion of the work. A close estimate of the cost of completing the work can be had one year from the present time.

It is expected to continue work on the north jetty now until it is finally and fully completed in accordance with the plan of the

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