A Comprehensive Review of State Matters -- A Record Which Should be the Pride of Every Voter!

BEPUBLICAN CANDIDATE'S REC. ORD VENTILATED.

An Able and Logical Address to the Voters of Oregon.

Fellow citizens of Linn County :- I must here return my thanks at the very outset of what I shall say to the citizens of Lebanon for the honor they have done me in the past by extending invitations, at two er three different times, for me to address them. I have not been able to comply with such request until now. As soon as I was nominated I remembered my obli-gation to you and promised even before the state committee had made appointments to come up here during this can rass and speak upon the issues of the day. I am pleased to witness this large blage and I shall endeavor to gratify the purpose of your assembling to-gether by presenting to you a frank statement of the issues of the campaign. STATE MANAGEMENT.

It is proper that the first thing I should say to you should be in regard to the management of state affairs. Four years ago I was selected as your servant to have charge of a specified branch of your business, and it is but proper that when I speak before you in regard to questions of public importance, a plain statement should be made concerning my stewardship. And I am greatly pleased to tell you here, my fellow citi-zens of Linn county, that I can render a good account. The state is prosperous; the small debt that existed at the commencement of my term has been extinruished and the ordinary expenses of the state have been kept within just limits. A comparison of the first two years of the present official term, with the last two years of the preceding term. shows that the total expenditures were less by over \$200,000, and that the ordi-nary expenditures were less by \$500, not-withstanding the growth of the state, and necessarily a corresponding growth of expenses, and notwithstanding the further fact that such ordinary expenditures had been increased by over \$25,000 for the two years by the creation of our ernamental, if not useful boards of railroad and fish commissioners. In the management of the school funds, we have dispensed with agents in the counties, where sometimes money was per-mitted to lie idle, and all the money is paid into the state treasury whence it is at once loaned out. The growth of the chool fund has been most gratifying. That fund in 1885 including all items amondted to \$868,735.16; in 1889 to \$1,-The amounts actually loaned 758,700. not including certificates of sale, were, in 1885 \$733,288.52; in December 1889 \$1,568.071.14. In 1885 \$0.75 per scholar was distributed to each connty; in 1889 \$1.40 was so distributed, and \$1.60 will probably be the amount this year. In he management of state affairs, strictly e lowest ret he has been compelled to fulfill his contract to the letter. The penitentiary and ssylum were never under better management, and the trust confided to the asylum and the reform school boards to purchase lands for those institutions has been faithfully and judiciously executed. LEGISLATIVE EXTRAVAGANCE. The extravagant expenditures of the last legislature has been seriously felt by the taxpayers of the state. Its total appropriations exceed those of the previous legislation by more than \$239,000. It appears that in modern legislative bodies, measures are passed not so much es, measures are passed, not so much upon their merits, as upon the facility of those advocating them to enter a combine or log-rolling scheme. Thus, at the last session the Portland water bill was the measure concerning which a combinawas made by which twelve wagon roads received appropriations aggregating the snm of \$113.000, and by which additional favora were received both by the Agricultural College and State University. I have been censured for not vetoing the grants for wagon roads. did not sign any of those bills because did not believe it to be just to levy a general tax for a local benefit, but as I do not believe the governor, while hav-ing the power, has the moral right to interiere with the action of the legislature except where in his opinion such action clearly unconstitutional, and as I could not see any clear constitutional inhibition against such an expenditure, I suifered them to become laws withhut ex-ecutive approval. But the most flagrant act of extravagance perpetrated by the last legislature was in the increase in the number of railroad commissioners and the provision for their payment when it had been established by a division of the supreme court that they were utterly ineffective of any good purpose whatever under the law as it now stands. \$9500 of the people's money, raised by taxing the already over-taxed people of this state, is paid out annually to four stalwart men, whose only effective labor under the law is to ride to the capital at the end of each quarter and draw from the treasury their fat salaries for doing notht. The party guilty of perpetrating th a cool and deliberate fraud upon the taxpayers of the state as was perpetrated at the last legislature in perpetuating in power the railroad commission, which can do nothing, as well as the fish commission, which defices the law, and which are effective of really no other purpose than a depletion of the treasury to the extent of their salaries, ought to be rebuked, and if I do not greatly mistake the temper of the free people of the state of Oregon it will be rebuked.

Governor Pennoyer's Speech removal of the obstructions in our great interstate river is clearly within the scope of its duty and its powers, it has been clearly derelict in its duty to us by TOTERS OF OREGON, READ! READ!! its continued neglect in this regard. The speedy opening of the Columbia to free commerce is a question of such paramount importance that I felt impelled four years ago to recommend that the state should move in the matter. I had then no hope that the United States engineers would recommend any other im-provement than that by canal and locks. But a board of engineers was sent out bere two years ago to examine the ob-structions of the Columbia between The Dalles and Celilo and repert to congress the most feasible means of overcoming them. That board reported in December, 1888, recommending the building of a portage railroad at a cost of \$431,500 as "the cheapest and quickest solution of the existing difficulties." Strange and unaccountable as it may seem, Senator Mitchell, in the face of this very report, introduced and had passed in the senate a bill appropriating \$500,000 for a boat railway, which scheme the board had refused to adopt. The tenor and purport of the recommendation of the board in favor of a potrage railway was unknown to the people of Oregon, but it certainly must have been known to our delegation in congress. Without having any intimation of such recommendation on the part of the board, but doubtful of the practicability of the boat railway scheme addressed a letter to the chief of en gineers urging him to recomment to congress a portage insteadiof a boat railway and I addressed letters to our delegation in congress urging them to co-operate with me. Senator Dolph in his reply to to me made the statement that the board had recommended the building of a portage road. This was the first intimation I had received that such a report had been made. I then wondered why our delegation did not at once seize the opportunity offered by the board for securing a speedy open-ing of the river by procuring the small appropriation required, and I have been wondering ever since. Did our dele gation in congress really desire the Columbia river opened for commerce If so, they ought to have seized the op-portunity offered. But Senator Mitchell had committed the senate to the boat railway scheme, and engineers were sen to Europe to examine boat railways there. They returned, and probably in view of the fact that the senate was al ready committed to the boat railway scheme, they reported that, "it is suited to a considerable commerce;" but they still insist in their last report, as in the first, that a portage railroad is, "a cheap and speedy solution, adequate, in the opinion of the board; to meet existing requirements." But in the very face o this report our delegation in congress persist in pushing the boat railway scheme, the full completion of which the board estimates, will cost \$3,576,356 35 (within \$200,000 of what a canal and locks would cost), which would require \$275,000 annually to operate it, an which will consume a period of about thirty-five years in its construction provided congress makes oppropriations for it as it has for the locks at the Cas cades. Under these circumstances is i not the imperative duty of our delegation in congress to secure an appropriation for a portage road, as it undoubtedly could? Senator Dolph in his reply to my letter stated that "congress had never entered upon the work of con-struction of such railroads, and I do not believe it possible to secure an appro-priation for a portage railroad." Neither do I if our solid delegation oppose it. A Washington dispatch to the Oregonian business methods have been adopted. Washington dispatch to the Oregonian There have been no fat jobs under this administration. Work has been fairly river and harbor committee have in-bet to the lowest responsible bidder and timated that they would support the portage railway scheme on account of the small appropriation necessary," and that "it may be possible to compromise on a portage railway if the people of Oregon would prefer that now rather than take the chances of delay, which the improvement of The Dalles by other methods may cause." Let then the people of Oregon declare for it by giving their support to the candidates standing upon a platform which declares in favor of a portage road, providing the whole amount for a boat railway cannot be secured at once, and our success would be instructions to our delegation in congress, to carry out the recommendations of the board of engineers, by securing during this session an appropriation fo a portage bridge, which, as the board declares, could be built in one year, and which would be a solution "adequate to meet existing requirements." Let this be done and within a few years the Columbia river would bear a fleet of steamers, its commerce would expand beyond all conception, and Eastern Oregon and Washington would awaken to turned to the old line, about two blocks new life and energy. No more im- to the northward. Mr. Thompson, by portant issue was ever presented to the people of Eastern Oregon than is now presented to them by the two parties, upon that important question of the speedy opening of the Columbia river to free commerce. Let the people declare

cific Northwest have been taxed for are those net profits? The law declared for private use without due compensa- when it is bestowed as the free expresnearly a half a century for the support that the sum of \$200,000 was appropri-of the Federal government, and as the ated "upon the express condition that ated "upon the express condition that said corporation shall pay to the state of Oregon 10 per centum of the net profits arising from the toll collected for passing freight and passengers through the said canal and locks, which sum of 10 per centum of net profits shall be paid into the common school fund of the state." Now, by ascertaining the sum so paid by said company to the state, we can correctly arrive at the present value of the locks as determined by that company itself. Now, what sum has so been paid by the company into the state treasury? Not one cent has ever been paid. The locks are worth, therefore, nothing to the company, and would not the state, therefore, be justified in taking them off from its hands, without any compensation, and so open the Willamette river to free commerce? The company have thus placed themselves by their dealing with the state in a dilemma. If there have been no net profits, the locks and canal are valuless and the state would be justified in taking them without compensation. If there has been net profits, the company has been defrauding the state. The canal and locks company will be compelled to stride one or the other of the horns of that dilemma. And the voters of the state should see to it that the state and not that company should dictate the terms of the settlement of that important question. Mr. D. P. Thompson is a stockholder in the electric company -a credit mobilier arrangement-which owns a controlling interest in the locks company. Mr. Thompson, of that com pany is nominated for governor-an able captain-and Mr. Easthan, of Clackamas and Mr. Morey, of Multnomah, of that company are nominated for the legislature-most efficient lieutenants. The peculiar combination of such remarkable ability at this particular time, is well calculated to arrest the attention of the people of Oregon by its significance and they should see to it that no inter-ested parties should be placed in official positions where they can act as umpires in the settlement of this question, so im-portant to the people of the Willamette valley.

MR. THOMPSON'S OFFICIAL RECORD. It is proper, when a candidate aspires to fill so high an office as that of gov-ernor, to subject his actions while hold-ing either official positions or respon-sible places of trust, to thorough inspection, in order to ascertain his inness to the office to which he aspires. The cold record alone should be disclosed and nothing else should be sanctioned In referring to Mr. Thompson's record, I shall waive all allusions to his surveying or mail contracts or to his provate business, but shall simply refer to his record as it appears in the supreme court reports of Oregon and the recorded or-dinances of the city of Portland. In 15 Oregon reports, page 34, the supreme courts of Oregon held that Mr. Thompson could not lawfully, while acting as receiver of the Holladay estate, to which important office he had been appointed by the court, take a mortgage as he had done from a party in the pro ceeding, upon property in his custody as such receiver, and the court declared to allow it "would sanction a contro-vention of public policy and lead to the establishment of a pernicious precedent." Again, on page 604 of the same volum is a decision in another case in which he claimed, in addition to his salary of \$500 per month, as such receiver, \$250 more per month, as such receiver, 200 more per month as president of the saw mill company, which salary had been paid to Ben Hollady. Thompson, as receiver, held Holladay's stock in the mill and he wanted Holladay's salary piled on top of his own salary as receiver. The court very justly held that when such services as (president) were rendered to the the defendant's corporation, he rendered m, not in his own title, but by a title derived from the estate, and as it were, standing in Holladay's shoes, and consequently he could have no claim for such service or for the salary, in his individual right, or for his individual benefit—the right in which he has sued for. So much from the record of the court. Now let us look at the records of Portland. In the year 1881 Mr. Thompson was mayor of the city of Port-In 1879 a wharf line had been es tablished by ordinance along the river front. During his occupancy of the mayor's office an ordinance was passed to amend the previous ordinance and it became the law of the city by securing approval. It made no change in the wharf line of the city from one end of it to the other wharf in front of the block that had recently been purchased by Mr. Thompson, commonly known as the Starr block. The amended wharf line de flected from the old one two blocks south of the Starr block out into the river, until it took in forty feet of the river in front of that block and then again resigning that ordinance, as mayor of the city of Portland, took from the city's highway-the Willametteriver-forty by two hundred feet, and appropriated it to his own private use without one cent of compensation to the city. That strip of property is now richly worth \$100,000. His salary as mayor was only \$1500. The river at that point was before this seizure, already too narrow. This made a bad matter still worse. It is a grave inconvenience to commerce. On the 25th of July, the officers of the Board of Trade of the city of Portland and some visiting statesmen, including Congress-men Hermann and Burrows, Governors Goff and Stewart, boarded the steamen Potter which lay just below the Star block, for a trip to the government jetty at the mouth of the Columbia river. The Oregonian of the next day says that "while the Potter was turning round in the harbor, the rudder stuck in the mud on the east side, and when the hydraulic pressure was applied to guide it, the tiller rope snapped. Over one hour was consumed in repairing the break. Our distinguished guests were delayed and perhaps disgusted with our narrow haror, but what matter as long as D. P Thompson had enlarged the borders of his block. Citizens of Portland and East Portland crossing the Stark street terry or the Morrison street bridge can easily see Mr. Thompson's real estate bay window protrading into the river by looking northward. A public office should be a public trust and ought not to be used for a private snap. There is

tion.

THE LABOR OUTSTION.

Both parties profess devotion to the muse of the laboring classes in their recent platforms. But record evidence is mightier than professions, and both par-ties should be judged by it. It was a re-publican administration that fastened the convict contract labor system on the state. Two years ago, as you may re-member, trouble was anticipated at Corvallis because a railroad contractor, after having received a payment from the company, had fled the state, leaving the laborers unpaid. My attention was then called to the fact that while we had lien laws for laborers on boats and buildings and other structures, there was no law protecting laborers on railreads. To seture, therefore, such protection by the invention of law, my last message to the egislature recommended "an addition to our lien law, giving to laborers employed by corporations of any and every char-acter, a first lien for their wages upon whatever property of such corporations they may have labored." A bill was in-troduced embodying this recommenda-tion, but it did not become a law until after it was emasculated in the senate of all its force and virtue. It was so changed as to deprive it of affording the security to laborers on railroads that is afforded to laborers on buildings, and the law, as it now stands, is merely an empty mockery. Again, at the legisla-tive session of 1887, a bill was passed granting to a railroad corporation the right to build a bridge across the Willam-ette river at the lower end of the city of Portland. The bill was vetoed on ac-count, mainly, of the objection urged by the United States engineers against its location at the point desired. The veto message closed as follows: "All the restriction that I would wish beyond what is already stipulated in the bill would be one preventing the collection of fares from foot passengers. While granting favors to railroad corporations, it would not be amiss if the legislative assembly should grant for once one small favor to the poor man. The wear of foot passen-gers on the bridge is not really perceptible and their free passage would work no other injury to the owners of the bridge than the loss of the toll. For about thirty years past all legislation in this country, state and federal, has been entirely in the interest of the rich, and if now, the legislative assembly of Oregon, in one single instance, should make one small provision in the interest of the poer man, it would shine out in the midst of the legislation of the country like a lurid torch in the midst of cavernous gloom. Every charter for every bridge across the Willamette ought to have contained such a provision. And yet Mr. Thompson, the opposing candidate for governor, came up to the capi-tal to help lobby the bill through over the veto, and it was so passed, and now every laborer, as he crosses the bridge to and from his daily labor, is compelled to pay tribute to a rich corporation. But there is one other very noticeable

instance besides this in which Mr. D. P. Thompson has arrayed himself against the laboring men. Allusion has been made, in the record evidence of the supreme court reports, that he claimed not only his salary of \$500 a month as receiver of the Holladay estate, but desired to have \$250 more per month as presi-dent of the sawmill company. If he had been successful in that suit he could have claimed Holladay's salary as president of some other corporations, which would have made his monthly stipend to exceed \$1100. Now while Mr. Thompson was looking out for himself, how was he looking out for the employees of the mills? The answer is found in the fact that about the first thing that he did after being appointed receiver was to scale down the wages of all employes of that mill ten per cent. This shows

sion of the popular will, but when the time comes, if it ever does come, when it is auctioneered off to the highest bidder for cash, paid at the primaries in procuring the nomination, and more cash paid at elections in se-

PENNOYER AND WEBB!

ing the suffrages of the people, its honor is lost and its dignity is perished. It was a scandal of the Roman empire, when a horse was declared to be a consul by the imperious will of the imperial master, and would it not be equally as great a scandal if a man should be chosen as governor of the free commonwealth of Oregon alone by the potency of his

A TARIFF FOR REVENUE.

boodle

Perhaps it is not amiss, although the leading issues before the people of this coming election are state issues, to say one word or so in regard to the one great question of national importance. There is now no free trade party in the United States. A free trader is one who would do away with all tariff re strictions entirely. Because one party favored free wool and the other free hides and sugar does not make either an absolute free trade party. The peo-ple of the United States are divided on the tariff question; some favoring a tariff for revenue while others favor a tariff for protection and the advocates of both systems, to a greater or less extent, are found in both of the political parties. The difference between these two systems can best be shown by illus tration. Suppose that a purticular kind of cloth can be manufactured in Great Britain for \$1 50 s yard, while the cost of its manufacture in the United States is \$1 75. The cost is greater here than there, for several reasons among which is the higher price paid for labor. Nor is the high price of labor here the re sult of protection, because in Italy-one of the highest protected countries of Europe-as Mr. Thompson, my opponent stated in one of his letters from there two years ago the wages are of the very lowest rate. High wages here are mainly the result of a comparatively spare population and an undeveloped country. But this is a degression. We writes to the British manufacturor: "Your cloth cost \$1 50 a yard; the duty is 25 cents the cloth sells here at \$2 a yard. If you will be content at 10 cents profit, I will pay the freight and duty, and handle your goods." The propoyard. and handle your goods." The propo-sition is accepted, and British cloth is cloth is imported, from which the government receives a revenue. This revenue. At the next session of Congress the American manufacturer implores protection from cheap foreign labor, and congress raises the duty to 75 cents a yard. The American manufacturer at once raises the price of the cloth to \$2 25, while the British goods are shut out of the market, as 75 cents duty added to the cost, \$1 50, leaves nothing for profit, freight or pay to im-porter. This is a protective fariff. The onsumer pays an enhanced price, but just one.

the government gets no revenue. A revenue tariff affords incidental pro-tection and yields a revenue to the government. A protective tariff engovernment. A protective tariff enof the consumer, and just in the propor-tion that it is protective just in that same proportion it fails to yeild any any revenue to the government. The one is conducive of revenue and favorable to the consumer, and inimical to the purpose of revenue. Every farmer of Linn county, every fair-minded man, upon this statement of the difference between a revenue and a protective tariff, cannot fail to choose which

tariff, cannot fail to choose which system he will favor. The people along the lower Columbia river will have an impressive object lesson as to the value and effect of a protective tariff. A San Francisco dispatch to the Oregonian of March 4, stated in ambatement in B.

vetoed during the session three years ago be again repeated. They are reasons founded upon those provisions of the constitution which requires the assess ment of all private property and the equality of all taxation. Under the sol-emn oath of office taken by the chief executive of Oregon there was but one course to pursue and that was to obey its behests by the veto of any bill exempting any private property from taxation. The issue upon this question between the great political parties is a plain issue. The convention which nommated Mr. Thompson for governor made the following delphic declaration . "We are in favor of a fair and equal distribution of taxation and we believe that all property not exempt by law, should con-tribute its due proportion in payment of the legitimate expenses of the govern-ment." Does that favor or oppose exment." Does that favor or oppose ex-emption from taxation of municipal water bonds? The fact is, it is a palter in a double sense. It was intended to be read in one way in one locality and an-When it other way in another locality. is known that at the extra session of the legislature in 1885 \$700,000 of those water bonds were authorized to be issued, and when it is further known toat the loyalty and constitutionality of that issuance has been affirmed by the courts you can then read that plank of this platform above quoted as declaring in substance that such water bonds, are exempt by law, and therefore are not subject to taxation. In contradiction to the equivocal expressions, of that platform, the platform upon which I stand is plain and unequivocal. But it must be satd, in justice to Mr. Thompson, that his position is more definite that of the platform upon which he stands. At a ratification meeting held at Portland, on the 24th of last month he said . "The Bull Run water bill as in-troduced in the last legislature, has some objectionable features, which I attempted to have removed. I said then if I was successful in my efforts I would vote for the bill anyhow. I did vote for it and I voted for it six times. I was present at every meeting and voted, and all knew how I voted." The issue, therefore, between the two parties and the two candidates is a plain issue before the coun-try. It is the paramount issue of this campaign and transcends in importance all other issues. The equality of faxation is the very corner stone of all just governments, and when once that is re-moved the fair fabric will sconer or later fall. Upon that issue I invoke the support of every freeman of the state of Orport of every freeman of the state of or-egon. If the people of this state were willing that a certain species of property, which would mainly be held in the coffers of the rich, should be exempt by law, thus throwing an increased burden upon themselves, then they should give their the the state of the support to Mr. Thompson, who voted six times to secure such a result; but if they do not, then they ought not to support him. The issue has passed from the legislative, executive and judicial halls to the forum of the people. Their de-cision will be a final one and 1 believe a

CONCLUSION.

The issues the present campaign have now been fairly placed befare you. You are to decide at the ballot box whether those who have administered the affairs those who have administered the sharps of this state with a record unquestioned shall be retained in office; whether the extravagant expenditures of the legis-lature in the creation of useless singcures shall be approved; whether a method of opening the Columbia river between The Dalles and Celilo which may occupy more than a third of a century for its more than a third of a century for its completion, or one adequate to existing requirements which can be completed in one year shall be pressed upon our representatives in congress for adoption; whether men whose pecuniary interests are adverse to those of the state, shall be placed in power while the settlement of the Willamette canal and locks question is pending, in which is involved \$200,000 of money which rightfully be-iongs to the school fund of our state; iongs to the school fund of our state; whether a party shall be retained in power that has shown itself opposed to the interesta of the laboring classes by its action in the legislature, and which in that same body, showed its opposition to ballot reform by smothering in a com-mittee of the senate a bill providing for the Amstralian ballot system. the Australian ballot system. the Anatralian ballot system. Whether a man shall be selected as chief mag-istrate of the state by the free use of boodle, both at the primaries and at the election; whether the per-nicious system of boss rule shall be perpetuated in Oregon; whether the people of the nation shall be taxed for the purpose of revenue, or for the pur-pose of enriching certain industries fos-tered either by tariff tax or subsidies at tered either by tariff tax or subsidies at the expense of the whole people; and lastly, whether the people of this state shall favor an exemption from taxation of a species of property, or whether on the other hand they will adhere to the doctrine of the constitution that all pri-vate propertry shall be assessed, and that all taxation shall be equal. These are all important questions, and more especially the last one, as its decision at the ballot-box involves the great princi-ple of "equal taxation," which is a doc-trine greater and more sacred than any which has ever been contended for at the hustings, in legislative halls or on the battle-field, since the time onr fathers struggled for that other, as sacred a doc-trine, that there should be "no taxation without representation."

COLUMBIA SIVER IMPROVEMENTS.

There is no question before the people of Oregon of more importance than that of the speedy opening of the Columbia river to free navigation. It is the im-perative duty of the Federal government is speedily overcome the obstacles to its free commerce. The people of the Par

for it. THE WILLAMETTE LOCKS AND CANAL.

The legislative assembly of the state of Ooregon, in 1870 passed "an act to ap propriate funds for the construction of a steamboat canal at the Willamette falls, by which act \$200,000 was appropriated out of the 5 per cent. of the net proceeds of the sale of public lands within the state, and out of the sale of the 500,000 acres of land donated to Oregon for internal improvements, for the benefit of the company building the locks. The act making this benefaction stipulated that at the expiration of twenty years from the time said locks and canal are completed the state of Oregon shall have the right and privilege to take and ap propriate to its own use forever the said canal and locks upon the payment to said corporation the actual value thereof, at the time of taking and appropriating the same, which value shall be ascertained in such manner as the legislative assembly may prescribe." The twenty years will expire at the close of the year 1892. The state can then, as it may choose, eitheir leave the locks in the possession of the private corporation now owning them, on condition that the \$200,000 advanced to it shall be returned stitution it properly belongs, and on the stitution it properly belongs, and on the the further condition that the toll shall be reduced fully one-half, or it may take the same to its own use at the actual the same to its own use at the actual the same to its own use at the actual the same to its own use at the actual the same to its own use at the actual the same to its own use at the actual the same to its own use at the actual the same to its own use at the actual the same to its own use at the actual the same to its own use at the actual revised instruments had ever imagined revised instruments had ever imagined

the interest he had in the laboring men of the city of Portland.

But there is one other instance in which he did the working men of Oregon a far more grievous wrong than this, He advocates a protective tariff in order laborer and have thus degraded his calling and reduced his compensation. The large influx of these Chinese here was the result of that infamous Burlingame treaty, which, while opening to the the United States only six citizens of cities of China, allowed in return the Chinese to come over here in swarms and overrun our land-a worse pest than the frogs and lice that overrun Egypt. In the legislative assembly of the state of Oregon in 1870 a joint memorial to congress asking for the abrogation of that most unfair and infamous treaty was passed. Mr. D. P. Thompson was in the senate and voted against the memorial. No comment on that vote is needed by the workingmen of Oregon. It speaks for itself.

A CAMPAIGN OF BOODLE.

The people of Oregon have entered upon a campaign the like of which has never before been witnessed. The nom-ination of my competitor was procured by a most disgracuful debauchery of the primary election in Portland. That nomination was secured, not by the free expression of the party will, but by a shameful purchase of votes and equally as shameful a staffing of the ballot boxes. Money was freely used, and the Oregonian next day reported that in one pre-cinct in South Portland 852 votes were cast where two years ago the total vote of both parties was only 650, while in one precinct in North Portland 780 votes were cast where two years ago the total vote of both parties was only 231. The free expression of the popular will was stiffed by the influence of the sack. And now the open announcement has been made by the person-his own nomination was procured in this manner-that he will be elected if he has to spend \$100,000. be elected in he has to spend \$100,000. No greater humilistion ever befell a party than when its candidates are elect-ed not upon their merits but by coin, and no greater disgrace could befall the people of this state than his election to office after having made this state that office after having made this statement so insulting to their intelligence and their intelligence and their manhood. The party upon which he has foisted himself as a candidate owes it to itself to rebuke the manner of his nomination and the free and unpurchasable people of the state owe it to themselves that this im-

dispatch to the Oregonian of March 4, stated in substance that B. Campbell, general Northwest freight agent of the Union Pacific Railroad Company, had asserted that three steamers would be placed on the route between Portland Or, and Japan, that they readed by He advocates a protective tariff in order to protect American labor. Now we all know that the Chinese who works like a beast and lives like a hog has been of the greatest injury to the laboring men of the Pacific coast, who have had fami-lies to rear and who wished to rear them respectably, because they have entered integret merchantman ever built by man, was launched. At that time, under a revenue tariff, when the average of entered integret merchantman duties was 20 per per cent. of customs duties was 20 per cent., The United States was the great shipbuilding country of the world, and its merchant marine-the best and most extensive government-carried the ensign of the republic upon every sea and in every zone. To-day after thirty years of a protective tariff, averaging 47 per cent., our ship building has nearly become a lost art and our merchant marine has been driven from the high seas. And now when an enterprising company wishes to engage in Ocean commerce, it is compelled to buy ships of English build, and adding insult to injury, it is compelled, by the behest of the protectionists who have controlled legislation in congress, to throw aside the flag of our country and raise at the masthead of its steamers the square breechclout of an effete Mongolian monarch. Protectionists claim that a protective tariff builds up domestic industries. This is theory. But the practical result can best be seen when in a short time on the Columbia river will sait these steamers of English build and carrying the Japanese flag. The protection which a protective taniff has af-forded to our ship building, as well as to agricultural interests has been of that character which the boa-constrictor affords to its victim against all beasts of prey by inclosing it in his coils and crushing the life out its body. And now after having taxed our shipbuilding industry out of existence by a tariff op-pressive to our people, they come orward with a proposition to tax it into life again, by granting subsidies equally as oppressive to our people. Never before but once in the history of all mankind has such a wise procedure been adopted and that was by the man whose valient deeds are recorded, as follows in Mother Gooses melodies:

There was a man in our town And he was wonderous wise. He humped into a bramble bush And scratched out both his eyes, And when he saw his eyes were out, He jumped with might and main into another bramble bush And scratched 'em in again.

THE WATER BOND QUESTION

I need not recapitalate to you the circumstances attending the efforts of the last legislature to pass a bill providing for the issuance of municipal bonds to be exempted from taxation after they had passed into the hands of private

THE readers, from the extracts on 'tariff," which we publish in this issue, will probably be astonished at the remarkable change which seems to have overcome the Oregonian in so short a time, especially when we take into view the fact that H. W. Scott, was the editor of that paper at the time the Oregonian was so outspoken against the robber tariff as well as at present. His position now may be regarded as rather inconsistent, yet it is no more so than his present subserviency to the Mitchell ring, and his humble submission to bossiam.

HAVE the friends of Col. T. R. Cornelius forgotten the treachery of D. P. Thompson and his advocate -the Oregonian?