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Marshfield Oregon

A BUSINESS BASIS.

At the Commercial Club Friday evening so conservative and genuine a man as Rev. Father Donnelly advised the people of Marshfield of his opinion; based on substantial facts, that this city would within almost twelve months have its population increased by approximately ten thousand people. Father Donnelly is not the only one who has proof of the facts on which his judgment was based. Railroad or no railroad, the future to that extent is an open book. But what condition is Marshfield, as a municipality, in, to receive and assimilate such a population? What probability exists that it can be regulated under an inelastic charter and by the same old customs and practices which have been in vogue for twenty years? Its financial system, its official laxity, its peculiar theory that the city pays a police officer to use a club instead of a cool head, do not suggest much security for the inhabitants, whether they have lived in the city twenty years or twenty days.

Unless the people of Marshfield get down to real business, they will get down and out of business in short order. If the signs of growth and prosperity do not fail. It is not a question of churches or saloons. Neither of these institutions is in politics, the former because they have or should have better business and the latter because no business interest as such should seek to influence political selections. It is a business proposition solely. It happens to be very serious business, too. The first thing to be done is to take the city hall and charter out of their "twenty years' rut," modernize them, get a set of books, publish the ordinances, find out how much the city owes, devise a way to keep the people informed and take the people into partnership. The fire department should be liberally encouraged and the police force should be trained and rules made to guide them in the use of clubs, blibles and guns. If even half the people expected here next year shall arrive, what a spectacle would the city make with the same methods and practices which developed in village conditions.

The issue in the present municipal campaign is one of methods and not of men. If five thousand people arrive next year most of the people will be strangers to one another and

if they find a few jovial men recalling and citing the usages of twenty years in Marshfield, they will look at such usages derisively and ask some very pertinent and ugly questions. The people of Marshfield have invited them to come here and be citizens. They will have a right to ask questions. They will ask about these ordinances. Will they be amused when they find that one must run all over town to find them? Will they be surprised when they find that hardly one of them has ever been published in any paper except the fire ordinance? Will they be instructed when they ask to look at the city books so they can study out the city indebtedness? Nobody questions the skill and honesty of each official in his own line of private business, but when it comes to putting this city in a state of preparation for the near future and for anticipated growth, it will take a business man to do it. Who's afraid of business methods? Men who have accepted the methods of twenty years of quiet isolation on the theory that matters were so insignificant that they would run themselves, and who admit that they do not know how else to run them, should feel appalled when they realize what a chaos will overtake them, if the city doesn't scramble to the dry land of system and business methods. It is in full recognition of the fact that Marshfield's day of trial is at hand and that Mr. Ira S. Smith has been urged to enter the race for mayor by business men who are anxious to have the city put on a business basis. All classes are or should be interested in that result. All forms of business which are legitimate, need the protection of a competent business system applied to the municipality. Live and let live, decency and liberality, breadth and exactness, will characterize Mr. Smith's administration and he will not be a prude or a martinet in dealing with the problems of human frailty.

REBELLION.

Oklahoma is a state which has just been admitted into the Union as number forty-six. That it is a wonderful commonwealth and has made the most remarkable record of any state in many ways is an undeniable historical fact. But like many new states which have outstripped all their competitors, Oklahoma has an inclination to do a little speculating in the economic field. One of the objections which the staid old statesmen of the ancient states found against admitting her into the Union was that she had adopted the initiative and referendum as one of its constitutional provisions. It is also charged that the new state has some socialistic features in its constitution.

Now Oklahoma, having been admitted, is said to be plotting another form of treason. She is not submissive as she should be to Wall Street. She is actually going so close to an overt act as to propose to build and operate a railroad on her own hook. She will build it, own it and operate it. It will go through Oklahoma down toward the Texas line. What follows shows how necessary it is always to check treason in its inception, for it is invariably contagious. As Oklahoma proposes to build a state road to the Texas line, that State which has been in rebellion against Standard Oil and the Trusts for some years, will build, own and operate a line from the end of the Oklahoma's tracks straight to Galveston and the sea. How un-American! How pro-British! How like New South Wales and New Zealand! Here are two states which will be so reckless as to provide for their

own wants notwithstanding the fact that they have many miles of railroad. Now Oregon needs railroads. She is not rebellious. She prefers to get down on her knees and pray loudly across the mountains, and prairies and valleys until her voice is heard in far away New York and her good Harriman answers her supplication. Oregon knows she can't do anything herself. What a pity Oklahoma and Texas do not know as much as Oregon on the subject of railroads.

FIGHT TO SECURE LAND FOR SETTLERS.

T. S. Minot, of San Francisco, left last night for Washington, D. C., to represent certain claimants for lands formerly belonging to the Coos Bay Wagon Road company, now held by the Southern Oregon company. There are about 110 applications who are asking 160 acres, at \$2.50 per acre under the act of congress appropriating these lands to construct a military wagon road from Roseburg to Coos Bay.

HALT IN SURVEY WORK AT KLAMATH.

Klamath Falls, Ore., Nov 23—Teams and wagons used on the Oregon Eastern to the north have been brought here and turned over to Assistant Engineer J. D. Church, of the California Northeastern, stationed at this point.

Mr. Church has also received and stored for future use a large quantity of supplies, turned over to him by Engineer D. D. Griffiths, who has been recalled from location work on the Oregon Eastern.

The feeling here is that this lull in railroad activity is only for the winter and that spring will bring a large force and more extensive work.

—See Geo. Goodrum for your toggery.

—Lunches served at Corthell's Delicatessen.

—Satty razors at Milner's.

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