

THE OREGON DAILY JOURNAL

AN INDEPENDENT NEWSPAPER

THE "SAVE THE PARTY" CRY.

ONCE MORE IS HEARD throughout the length and breadth of the city the same old cry, "Save the party!" It is the same old cry that has done such effective service in the past, which has put into office men known to be totally unfitted, which has caused the taxpayers' countless thousands of dollars in misappropriated public funds, which has given business to the various grand juries, which has filled the records with indictments and the courts with criminal prosecutions. It has served to keep in power men who neither had nor deserved to have either the respect or confidence of the people. It has reelected defaulters and worse and made of public office a private graft. It has been effectual in the past because it carried with it the odor of party but it is effectual no longer for the cry of wolf has been heard too often.

People have waked up at last to the conviction that whatever they may do in national politics and however much they may be swayed by partisanship, in their intimate home affairs what they need is men who will decently and honestly administer the public affairs. The party brands cut no figure. If they are dishonest Republicans they are an unwarranted tax upon the public purse and demoralizers of public morality; if they are dishonest Democrats they should be flung outside the breastworks without ceremony. The test is not what party an official belongs to but is he honest and efficient. More and more in the last few years have the people come to this way of thinking and more and more are they getting effective public service. They realize that in no other way can it be secured, and they are right. If a party, if the Republican party, sustains a defeat at the polls, are the rank and file responsible for it or the so-called leaders who have debauched the party for their own selfish purposes?

No recent act could more significantly illustrate the fact that this is not a narrow partisan campaign than the hearty endorsement which the Municipal League has given to the candidacy of Dr. Harry Lane. The association did what it could to nominate Mr. Albee who during his three years in the council made an ideal record. But the combination of Matthews' machine and liquor interests would have none of him. It is now expected that the association will stultify itself, that on the mere cry of party it will repudiate the sentiments which brought it into existence and swallow all its principles by voting for candidates who are pledged to undo everything the association has helped to do in the past years. The simple statement of it makes the question ridiculous. These men have their politics but like thousands of others they will no longer permit politics under whatever name to be a cloak to local officials to shield flagrant misdeeds.

The Oregonian, as usual, leads the cry to save the party. The party has a very well known candidate in the second ward. Is the cry that would save Williams the cry that must save Sullivan? Is the success of Sullivan essential to the success of the party, to the dominance of the high principles for which it stands and to the integrity of popular institutions? Must the Municipal League take off their coats and save Sullivan? Is there no other way to save the party and is this supreme test demanded? Where is the line to be drawn and what constitutes the difference in the principles for which Sullivan stands and has stood and the rest of the ticket which is pledged to uphold all he and his associates ask and perhaps more?

PRESIDENT, PEOPLE AND RAILROADS.

THE PRESIDENT at Chicago yesterday reiterated in general terms his Denver remarks about the necessity of federal control of railroads, and in connection with these public utterances it is again rumored that he will call a special session of congress for the purpose of enacting railroad regulation legislation. In this connection and in view of the president's manifest determination to get some remedial or regulatory legislation, a few remarks made by "a well known railway attorney," as reported by Walter Wellman, under date of June 5, to the Chicago Record-Herald are of interest. "If we defeat all railway legislation in the next congress," this lawyer said, "the American people will rise up and insist upon electing Mr. Roosevelt to the presidency." But since this remark was made Mr. Roosevelt has reiterated in positive terms his determination not to run again for president. What, then, Mr. Railroad Attorney, will the people do? To whom will they turn?

"The railroads of the country," Mr. Wellman reports this railway attorney as saying, "have it in their power to defeat in the senate all proposed legislation affecting freight rates. But I doubt if they have the courage to exercise that power. I know what will happen if they do. I have recently made a long trip through the middle west and a part of the south, mingling with the people everywhere. I have satisfied myself as to the state of public opinion. If the railroads induce the senate to kill all railroad legislation, the people will have their revenge. They are with the president. They say he is the one man who has had the nerve to stand up and fight the railroad interests. If there is no legislation, the railroads and the senate will be blamed, and a cry will go up for another term for Mr. Roosevelt in the White House, so that he may continue the war in the people's behalf till he wins. This sentiment is not confined to Republicans. I found it almost as strong among Democrats. Mr. Roosevelt has broken down party lines. He has the masses of the people hypnotized. They are with him heart and soul. And if our railroad friends make the colossal blunder of routing the president on the rate issue they will live to regret it. Despite Mr. Roosevelt's renunciation, despite the opposition of the railroads and big corporations, I believe the people would refuse to permit him to leave the presidential chair."

This lawyer is pretty nearly correct. President Roosevelt, however, will not take the presidency again. He says so, most emphatically, and after due deliberation, and not now as last November, under the excitement of a great popular victory. We will have to take him at his word. Then, if the railroads induce the senate to refuse such legislation as the people demand—and it must not be a mere pretense of reform and regulation either—the people, almost irrespective of party lines, will turn toward whom? Certainly not toward Fairbanks, nor Root, nor with both confidence and enthusiasm. Taft, for it is doubtful at least if he sincerely favors the legislation needed. Possibly on one hand to La Follette, and on the other to Folk or Bryan.

Notice that this eminent railroad lawyer frankly states that the railroads can control the senate if they choose to do so. It is not a question at all of whether the senate will serve the people or the railroads; it is known, ascertained, understood, accepted and acknowledged that the senate will do whatever the railroads tell it to do. The only question is: How far dare the railroads go, through their pliant tool, the senate, in defeating or circumventing the will, desire, demand and determination of the people? But a good many of the railroad senators will be eliminated during the next four or six years. While the peo-

ple are electing Roosevelt in spite of his declination, or some other man who in this respect will follow in his footsteps, they will as opportunity occurs get rid of a lot of the old railroad and corporation attorneys and tools in the senate—Platt, Elkins, Spooner, Cullom, and others. The people will eventually, and not very long hence either, get men who will serve them, rather than corporations and combines, in not only executive but in legislative and judicial positions. They cannot afford to have railroads control either the president, the senate, or the courts.

INFORMATION ABOUT THE COYOTE.

THAT GOOD OLD FARMER, Secretary of Agriculture Wilson, in the course of many publications issued throughout the year about almost everything imaginable under the sun, occasionally furnishes the inquiring mind under whose observation these agricultural bulletins come food for reflection and occasionally for amusement, especially if one has nothing of great importance to study about. For instance: One of Dr. (we suppose he is entitled to be called "doctor") Wilson's recent Bulletins treats particularly of the American coyote, an animal quite familiar and somewhat interesting if not agreeable to many of our Oregon readers. The clerks under Dr. Wilson, who work nominally and theoretically for six long hours a day—or is it six and a half now? have discovered that the American coyote, purely a western product, has the attributes of a superior race, and like the Anglo-Saxon but unlike the red men mis-called Indians, thrives on civilization. It is pointed out in this interesting if not important bulletin that the introduction of domestic birds and mammals has been a means of sustenance and success to the unpopular wild western vagabond, the coyote. Instead of the poor fellow being in a chronic condition of starvation, as is popularly supposed, he lives on fine delicacies throughout the year, and is to be envied rather than pitied. Oregon paid out a good many thousand dollars for scalps of him until it was discovered that some shrewd people were doing a little too well in the scalp industry, and Kansas, a state well loved by the buoyant coyote, paid bounty on 20,000 of the elusive vagabonds last year, and other states have tried in similar ways to get rid of the fellow, but if Farmer or Dr. Wilson, or the author of his bulletin, be correct, the coyote thrives through all this persecution and is increasing in population as well as we lords of creation. It is intensely interesting and even exciting to read the vivid descriptions of the author of this bulletin, who was doubtless a long range observer. "Chicken," he says, "with a dash into the yard, take a chicken by the neck and are gone before any one can stop them. In the same way they visit pigpens and take young pigs from the mother." "They also devour colts, calves, lambs, goats, and cats, and kill full-grown cattle. \* \* \* And for dessert partake of watermelons, peaches, apricots, grapes and other fruits."

It is quite true, when we come to think of it, that the coyote doesn't wait for the farmer to dress himself and come out and beat him over the back with a stick of stove wood when he has secured a fat chicken, lamb, cow or horse, but that he catches and kills cats, will be a little surprising to some of us who have lived neighborly with him. If we could have a few cat-catching and devouring coyotes turned loose in Portland, at nights, we would urge that they be given a license and even policemen's badges. This interesting bulletin argues that the coyote prefers domestic to wild meat and vegetable products. He likes a fat goose out of a green pasture or a rail fence coral better than a wild goose on the wing, a nice fat little six-weeks' old pig better than to dig out a forest rabbit or chase a chipmunk up a tree. He has become, according to Doctor Wilson's informant and analyst, quite a foxy epicure, and devours "crabs, fish, turtle eggs, horned toads, crickets, gophers, chipmunks, mice, berries, rabbits, prairie dogs, rats, squirrels, woodchucks, weasels, birds, deer and antelope." If there were any elephants at large he would no doubt make meals of them, and we suspect that the scarcity of salmon in the Columbia and other rivers is due to his nocturnal depredations, when the doughty fish warden is trying to make a snoring accompaniment to the sounds of the sad sea waves.

There is a good deal more of information in this valuable bulletin about the coyote, but as we have no expectation that he will pay any attention to comments upon it or criticisms of him we forbear to note them at further length. It would seem, however, that the coyote sometimes destroys some other pests, and so justifies to some extent his persistent existence, but if he takes to killing cows and horses generally, we shall insist that he be declared an outlaw, or at least be given no benefit of a protective tariff.

WHAT PLEASED THE CONDUCTORS.

THE RAILROAD CONDUCTORS of the country who are here attending their national convention while very much pleased with Portland are more than pleased with the fact that there have been no holdup prices for anything which they wanted to buy, whether meals or rooms or trinkets. They say that while the attendance is large it is not as large as it would have been but for two circumstances, first, the great distance from the populous centers of the east, and second, because of the apparently well founded belief that because of the near approach of the fair prices would be put so high for everything needed in Portland that those who attended this convention would be practically robbed. Much to their surprise they found everything normal so far as prices went, in fact rates were lower than similar transient accommodations would have cost them at home. The conductors and their families will therefore return home well pleased with their treatment and ready to bear testimony that no holdup will be practiced in this city during the fair. Few bodies of men are in a better position to spread these facts than the conductors, for few men come in contact with more people or are in a position to more favorably impress them. In it all is a lesson which The Journal long ago pointed out. Every one who comes here expects to pay reasonable prices for accommodations, and it is only fair that these should be charged, but the whole city should set its face against exorbitant charges, for nothing will send away from the city reports that will do it more harm. The people who come here to the fair are in a particular sense our guests. They do not come to get something for nothing, but they have a right to expect that they will not be charged famine prices for those things which they require. Good treatment from restaurants, hotels and rooming houses will do more to more favorably advertise Portland during the coming five months than all else combined. We will have here an exposition that will appeal to every visitor and no one will be disappointed on that score. Let everybody do his duty in the other respects and the fame of Portland as a hospitable city will be established for all time to come and the number of visitors who come here during the summer in the years to follow will be as five to one compared with what they have been in the past.

SMALL CHANGE

The Lane is straight. Look out for the council. To the boardyard with partisanship.

A great many voters won't stand pat. Remember to patronize home industry.

How about that high school building? Nearly all Missouri ought to show up at the fair.

We'll bet that May What's-her-name will catch Loeb yet. The growing deficit is worrying the stand pat statesmen.

No, although it is May, it is not unlawful to eat oysters. The weather acts as if it was mad at what we said about it.

Don't forget that in beautifying and improving every little helps. But, Mr. President, suppose the railroad moguls won't behave?

The chances are that Mayor Dunne wishes he were judge again. "Be kind to the rich," but don't expect them to pay your taxes.

Bill thankful; Jimmy Hyde is nearly crowded out of the news columns. Togo will probably prove yet that he didn't run on to a reef or a mine.

Didn't the whiskey men make a bad bargain in taking over the old machine? Will several hundred or thousand school children be schoolhouseless next fall?

Chauncey Dewey is so optimistic that he hopes to live to be as old as some of his jokes. Before the year is out you may travel to Lewiston without asking Mr. Harriman or Mr. Gould.

OREGON SIDELIGHTS

Union county wheat is already in the "boot." Fine salmon being caught in the Umpqua river.

Crop prospects better than ever in Grant county. No damage to fruit or vegetables right around Milton.

Grant county sheep are almost entirely free from scab. Next year the Elgin public school will employ three teachers.

Chinese pheasants are rapidly increasing in Jackson county. Jackson county is almost \$30,000 in debt, but is getting out.

Gardiner is shipping out products from its creamery and tannery. A few Ashland stockmen paid \$2,700 for an imported Belgian stallion.

Still a fair prospect of a big cooperative woolen mill at Stayton. In the past year Union county has reduced its debt nearly \$50,000.

Most people of Oregon will celebrate the Fourth of July in Portland. The editor of the Milton Eagle announces that he has the mumps. Too bad.

A 25-acre farm near Talent was purchased by an eastern man last week for \$3,700. A strangely colored bear was killed near Elgin last week, and has been stuffed.

Horse buyers are busy in southern Umatilla county, paying from \$5 to \$10 a head. Farmers around McMinnville have imported seed from Iowa and are preparing to raise more corn.

A Mr. Snowgoose contemplates establishing a smelter in Grants Pass. We hope he will not be a hot air goose. Milton's census shows 990 inhabitants in that pretty, prosperous town. Ten more can easily be scared up.

The trees around the public square in Vale are being treated to water cure by the aid of a gasoline engine. Graphophone swindlers are still busy in eastern Oregon. Somebody up there may get a shotgun in action before long.

Nine unlawful dams have been found by deputy fish wardens in Catherine creek below Union, and will be torn out unless fish ladders are provided. Some orchardists in southern Oregon were in hard luck; their trees are so heavily loaded that they will be at considerable expense to get them trimmed.

Malheur Gazette: Last week we had the Easter Sunday services written up, but somehow the copy got sidetracked, and to our great surprise did not appear. A La Grande woman owns 14 tenement slightly sheds and fences with vines, and to get them interested in a campaign against the back alley tin cans in favor of the back porch whitewash brush. The movement was started by the Joplin Improvement association and the children are taking much interest in it.

CHILDREN TO BEAUTIFY A CITY.

A Junior Improvement league has been organized by the school children of Joplin, Missouri, for the purpose of beautifying the city. The object of the association is to encourage every school child in Joplin to cultivate gardens in vacant lots, grow flowers, cover unsightly sheds and fences with vines, and to get them interested in a campaign against the back alley tin cans in favor of the back porch whitewash brush. The movement was started by the Joplin Improvement association and the children are taking much interest in it.

FROM LEWISTON TO CELLO

From the Lewiston Tribune. With the completion of the portage road at Cello and preparations under way for the trip to that point will be the Mountain Gem, a special interest has been aroused in the condition of the rivers between Riparia and Cello. This is not only a local character but extends the entire distance of the river where the freight rates on the shipments of the country's products will be regulated by the operation of the river. It is a community interest, interested in this question than the people of Portland and the members of the Open River association who have labored unceasingly for the building of the portage road and the establishment of an independent line of steamers to be operated in conjunction with it. No person, perhaps, in the northwest is better acquainted with the conditions of this stretch of the river than Captain W. P. Gray of the steamer Mountain Gem. Captain Gray came to this part of the country in the early sixties. He has devoted many years to the operation of river steamboats. He has run the rivers at all seasons of the year and has been engaged in the government engineering service when surveys of the river have been made. He has learned the locations of the reefs and obstructions by years of experience in the pilot house and is now prepared to say that the rivers between Riparia and Cello can be navigated at all seasons of the year by such a boat as the steamer Mountain Gem. "Yes, sir, it is practicable to navigate the Snake and Columbia rivers between Lewiston and Cello at all seasons of the water with the Mountain Gem," said Captain Gray yesterday. "Ice in the rivers will interfere, of course, and the low water will cause the banks to be so high that the boats will be going down river as the channels through the rapids are crooked and narrow and it is impossible to take a boat through these rapids when drifting water, during the low stage, is blowing. Coming up the river the wind does not interfere except in a sale. Snake river between Lewiston and Riparia is crooked and difficult every day. The first obstruction in their river below Riparia is Texas rapids. Swift at all times, the river is full of low reefs that hoist run over in high water, but during the low stage the channel between reefs is crooked and narrow. "Six miles below is Palouse rapids, at the mouth of the Palouse river. These rapids are always strong and difficult to go through. The river has cut out a canal less than 40 feet wide through the basalt reef. This channel has a bend in it and boats are submerged and the water surging through the rocks and over the walls, form large eddies and whirlpools just below, making them the most dangerous and difficult rapids on either river. "Five miles below are the Pine Tree rapids, which were impassable in low water until the United States engineers blasted out some reefs and the channel is now very narrow in low water, but about three miles below Pine Tree a long crossing, the most difficult of the most difficult place to get over on the entire river in low water, but all right when the river is up two feet. "Four miles below are the John Day rapids, 15 miles from the mouth of the Snake. Its name is given because of the crooked and close and requires careful handling, but is not considered dangerous or difficult as it looks. "Three miles below the mouth is very wide with numerous channels and boulders. Twenty miles below Wallula is Umatilla rapids, three miles long with a narrow, crooked channel where the currents swirl swiftly among reefs and boulders. Five miles below the town of Umatilla is Devil's bend, where the river is wide and shoal and pilots must pick their way among boulders and reefs. "Two miles above John Day rapids is another wide shoal where the pilot must know the channel, especially when the wind is blowing. Rock Creek rapids, where the steamer Billings was wrecked a few years ago, was not a bad place if the pilot knows the channel. Equally Hook rapids is a narrow channel between reefs with a bad short turn below. Indian rapids only require careful handling in making the curves. "John Day rapids, at the mouth of John Day river, is the most dangerous point below Palouse rapids, and a pilot must know his business both going down and coming up. There is plenty of depth of water at all stages, but there are sharp channels at both ends and lower riffles. This is the place an expert from the Mississippi was sent to examine. On his return to the Dalles he reported that no steamboat could be made to go up through the John Day rapids, but in spite of this report parties built the steamer Colonel Wright about 1858 and from that time until the O. R. & N. railroad was built the supplies and products of the inland empire were carried up and down the river, the largest steamboat being the Harvest Queen, 200 feet long, with a 35-foot beam. She ran the Snake river in high water and the Columbia at all seasons of the year. "There is not a blind rapid and Hell Gate, three miles above Cello, is the pilot's delight—very deep, and not a bit dangerous, and no accident has ever happened there, but the current sweeps the steamer directly toward a high, craggy cliff. The passengers look out and see her dashing madly at the overhanging rocks, not 20 feet away, but before they can more than turn pale and gasp for breath, the danger has passed and they are in the open water. If they have been through and praise the pilot for his wonderful skill in saving them from instant death at Hell Gate. "Besides the rapids I have mentioned there are a number of places on the Snake river that are difficult and dangerous in very low water. In fact, from the mouth of the Snake river to Riparia, in low water, pilots must run very carefully and only in good daylight and only by the light winds which blow down. In high and medium water we used to run night and day, taking care to make Palouse and John Day rapids by daylight and sometimes we would miss the daylight."

and said: "How do you do, Mr. Jefferson?" The actor, of course, responded in his usual cordial hearty way, and replied: "Why! Why! Why! How do you do? When did you come to town, and how long are you going to be here?" The stranger said "I live here, Mr. Jefferson, and you don't know who I am!"

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