PUBLIC OPINION MAKES RAILROADS HESITATE

Higher Freight Rates Deemed Inadvisable Under Present Conditions—Wall Street Papers Now Give Space to the Shippers' Side of Question.

Wall street is unmistakably undergoing a change of sentiment relative to the campaign started by eastern railroad presidents to increase freight charges. The railroad presidents themselves are responsible for the change of feeling. They have been confronted by so appalling an uprising of the plucked public that they are hesitating to press their demands for higher freight rates.

Their hesitancy is felt among the Wall street crowd generally, and among Wall street newspaper writers. The Wall Street Journal has begun printing some things that tend to show there are two sides to the rate question.

Think a Wait Preferable.

"Difficulties in the way of advance in freight rates become more numerous and more conspicuous as the work of scaling up the schedules proceeds," writes a Chicago correspondent of that paper. "The principal difficulty, public opposition, has assumed an even more terrifying front than most of the railroad presidents had expected to see."

A prominent railroad executive officer quoted in The Journal said:

"I would prefer to leave rates alone until the shipping public can be shown that an advance would be a trifling tax upon them as compared with the stimulus it would give to general business by putting the railroads in the market for supplies.

"If the shippers cannot see it that way, then I think we should trust to the crops and our wonderful capacity for recuperation to pull us through. If all else fails, then I say to cut the wage unit, let liquidation run its course, and take chances on the consequences."

Shippers feel they will have a strong case if Judge Kohlsaat decides against eastern roads in the injunction suit by two creamery companies to enjoin an advance in freight rates. Western roads last fall allowed a similar injunction to issue pending a hearing before the international commerce commission, but the eastern roads have decided to settle the question of jurisdiction immediately. Both sides will file briefs within two weeks and a decision will follow.

Letter from Philip Buehner.

In the same paper's issue of May 19 an interesting letter appears from a well-known Pacific coast man, Philip Buehner, president of the Oregon & Washington Lumber Manufacturers' association. Mr. Buehner's views have weight wherever they are expressed, for he is known as a practical and conservative man. His letter is here given in full:

Should Freight Rates Be Advanced.

To the Editor of the Wall Street Journal: I have read from time to time with much interest your articles upon the traffic conditions on the various railroads and the alleged necessity for advances in freight rates. It is rare that the side of the shipper or producer is heard in the discussion of these matters in the New York papers.

So far as the transcontinental roads and those on the Pacific coast are concerned, an examination of their tariffs will show that their rates are, and have been for years, on a high basis, both actually and relatively. Their business approaches in magnitude that of any of the eastern roads and exceeds most of them.

Notwithstanding these facts, on November 1 of last year these roads put into effect tariffs on lumber from Pacific coast points to eastern points, under which rates were advanced from 10 to 25 per cent, and by so doing paralyzed one of the greatest industries on the Pacific coast, and one that affects directly thousands of people and indirectly all business. The advance was not only ill advised and arbitrary but was totally unwarranted. The result of this advance, which was felt long before the financial panic, was such as had been foretold, and which was inevitable. It closed a large number of the mills, diminished the cut of others and affected not only freight movement, but passenger movement as well in all directions. Naturally, the income of these roads was affected, as any one should have foreseen it would be. No ill advised legislation, no act of the president was responsible for this. The voluntary act of the railroads threw thousands of men out of employment on this coast and paralyzed a great business.

Advance Arbitrary.

I call your attention to this now as I see from your paper that there are to be advances in other directions in freight rates generally, based, I presume, upon the assumption that an increase in the cost of production or of distribution will automatically restore confidence and increase business. I confess that I am unable to see how further advances in the cost of production or of distribution will start an idle mill, load an idle car, or furnish employment at any wages, high or low, for railroad employes, or for anyone else.

So far as the roads in the west are concerned, and of which I have personal knowledge, they have enjoyed an era of unexampled prosperity for more than 10 years, and by an arbitrary and unwarranted advance precipitated a condition here that they are largely responsible for.

The cases involving the rates on lumber are now pending before the interstate commerce commission. There are two sides to the rate question, and so far as the Pacific coast state are concerned, the railroads have not been harrassed with rate reductions or adverse legislation, nor has any act of the president had anything to do with the conditions as they exist with us. When you find an entire community a unit on any question of public policy, as they are in the west on the railroad question, you may be sure there is some underlying cause which produces such a result.

PHILIP BUEHNER,
President Oregon & Washington Lumber Manufacturers' association.
Portland, May 9, 1908.

MONTAVILLA IS UP IN ARMS AGAINST TOO-SPEEDY AUTOS

Montavilla residents are so aroused by the many narrow escapes through encounters with automobiles running at high speed that the Montavilla board of trade has appointed a committee to investigate conditions and see if Base Line road can be made a safe place for horse vehicles.

Dr. William Deveny and E. B. Morelock are on the investigating committee, and Dr. Deveny says that for the past month it has been dangerous for a person driving a horse to go upon the Base Line road. Said Dr. Deveny: "Since the announcement of the automobile races to be held during the carnival on the 14 miles of road leading from Montavilla, the number of motor cars which have appeared on this thoroughfare has increased so that one can hardly cross the street in safety. Mr. Morelock was driving up the road yesterday when he saw a machine coming about a mile away. As he had just escaped a collision with another machine a few minutes before by only a few inches, he resolved to take no chances on this one and so decided to pull his horse out on the curb. He had barely done this when the auto streaked past. This shows you how fast they go out there.

"The committee is now arranging to have a number of plain-clothes men patrol the boulevards in the suburbs in order to arrest any reckless speeder within the city limits. This much the Montavilla board can do and if there is no state or county law protecting pedestrians from these whizzing menaces we may be able to get a few of them coming and going."

The Montavilla board of trade also appointed a special committee to confer with President Josselyn of the Portland Railway, Light & Power company on his return from the east to see if the company will not take steps at once to light Montavilla with electricity.

The board voted to recommend that the assessment limits of the Villa avenue improvement district be widened to 1,000 feet on both sides of the track in order to lessen the expense per capita.

Mark Jardine, former president of the United Brotherhood of Leather Workers on Horse Goods, and now mayor of the city of Rockford, Illinois, has attracted much favorable attention of late by his activity in ferreting out dishonest aldermen and bringing them to public view.

THOMAS O'DAY
Candidate for Reelection
CIRCUIT JUDGE, Department No. 2
No. 33 on Official Ballot

STAMPEDE WHEN MISS GOLDMAN STARTS HAT

Anarchist's Audience Not Sufficiently Sympathetic With Soldier.

Emma Goldman talked to a fair sized audience at Merrill's hall last night on "Patriotism," giving her audience a glimpse of the anarchistic propaganda in a rambling speech composed of disconnected and inflammatory sentences.

Nearly the entire audience was composed of persons who attended out of curiosity in the expectation of finding a few thoughts on which anarchy is based. At times Miss Goldman almost satisfied their curiosity, but as she approached the point swerved off into a quotation from Carlyle or some other great writer, quoting enough from the writer to show that militarism is a bad thing but without carrying out the real and ultimate thought of the passage from which she quoted.

There were a few anarchists present who would have betrayed their identity by their appearance even though they did not applaud. But they did applaud on occasions and that at times when the speaker referred in disparaging terms to the country and when insults were heaped upon the American soldiers and sailors whom Miss Goldman referred to as butchers and hired murderers.

General Funston was referred to as "a good, upright, honest American citizen who goes to church on Sunday to study out new plans for killing people on Monday, Tuesday and Wednesday." This remark made a hit with the anarchists as did one in reference to General Bell of Colorado.

At the conclusion of her remarks Miss Goldman asked for a contribution to a fund for William Buwalda, the soldier who was sentenced to three years imprisonment for approving of Miss Goldman's speech. When the collection was started the crowd arose almost unanimously and left the hall. From expressions heard from the crowd as the people were leaving the hall the opinion was gained that the crowd felt sorry for Buwalda—that he had really been harshly treated, but the sympathy was not for his imprisonment so much as for the fact that he could sit through one of Emma Goldman's lectures and approve it at the end.

DIPLOMAS FOR HOLMES COLLEGE GRADUATES

Commencement Exercises Will Be Held in College Rooms for First Time.

For the first time in the history of the Holmes Business college, commencement exercises will be held in the college building at Washington and Tenth streets. The program will be given Friday evening. Class day exercises, an innovation at Holmes college, will be held this evening in assembly hall at the college.

The program for Friday evening will consist of an invocation, the annual address by Rev. Harry H. Pratt, and the presentation of diplomas by Mrs. G. Holmes Lawrence, president. A number of musical selections will be rendered by Weber's string orchestra. Miss Rosina McIntosh will sign a contraito solo.

Following is a list of this year's graduates:

Class officers—Herbert L. Driver, president; Lilly E. Peterson, vice-president; Edward L. Barette, secretary; Floyd H. Powndер, treasurer.

Entitled to diplomas—Oliver G. Adams, Bessie V. Aldrich, Ellen E. Anderson, Edward L. Barette, W. Edna Bell, Emily C. Branson, William W. Church, Walter S. Creech, Percy E. Day, Herbert L. Driver, Beulah M. Drew, Frances E. Duncan, Carleton H. Eckles, Georgia L. Fawcett, Maud B. Gibbs, Jennie Goldstein, Elsie E. Haggard, Wavio Lewellen, Henry A. Menges, John W. Miller, Nettie J. Miller, William E. Murphy, Laura L. McDonald, M. Maud O'Brien, Leone F. P. Richey, Ray J. Rowe, Geneva B. Rhoades, Howard R. Smith, Ethel L. Snyder, Annie E. Stanford, Docia V. Willits, May I. Woods, Ida Wyss.

Entitled to Certificates—Agnes Baldwin, L. Mason Baldwin, Alice M. Bayer, Emma D. Bonadurer, Bertha B. Bunford, Dorothy Buchanan, Grace S. Burton, Herbert J. Baughman, Dorothy C. Barth, Lottie Callwell, Charles E. Catlow, Alice Davis, Mert E. Dimick Jr., Harold F. Entriken, Clara B. Everson, Clarence M. Eubanks, Edward A. Feges, Michael J. Fischer, Katy M. Goutermont, Nellie G. Graham, Olga C. Hawkness, Maud S. Hatfield, J. Edwin Hines, W. Robert Hines, Ester S. Johnson, Frank H. Keen, William H. Keen, John J. Kennedy, Ida M. King, Bertha B. Koontz, Charles E. Larson, Emily E. Ledrain, Florence J. Lindell, Hilda C. Marks, Julia P. Mickelson, Echo E. Moak, Lorena McCoy, Ida L. McDaniel, Philip Neu Jr., Elsie F. Otterstedt, Ormand B. Painter, Nellie C. Perkins, Lilly E. Peterson, W. Minnie Peterson, Grace D. Powell, Floyd H. Powndер, Rose E. Ratelle, Della G. Ross, Mayme E. Smith, Carl R. Stewart, F. Lester Stokes, Louis T. Stengel, Jennie M. Wright, Olive L. Wilcox, Mary Wing, Lenore M. Younger. Class colors—Crimson. Class flower—Jacqueminot rose.

GROCERS WILL BE WELCOMED NEXT YEAR

Oregon Delegation Jubilant Over Successful Convention Contest.

S. L. Kline of Corvallis, president of the Retail Grocers' association of Oregon, has returned from Boston, where he went as a delegate from this state to the annual convention of the National Retail Grocers' association. Mr. Kline is jubilant over the successful fight waged by the Oregon and Pacific coast delegates to bring the next convention of the National Grocers' association to Portland.

Denver was the only other candidate for the honor, and the Colorado contingent put up a hard fight to capture the prize. However, when the final vote was taken Portland won out by a majority of nearly two to one.

The success of the Oregon delegation was due in no small measure to Mr. Kline's work with the Ohio delegation. He is a native son of the Buckeye state, and soon after reaching Boston he went to work on the delegation from that state, with the result that the solid delegation of 35 votes was cast for Portland.

"The convention was a splendid success," said Mr. Kline today. "There were something like 300 delegates present, representing all parts of the country. I was forced to return home in advance of the rest of the Oregon delegation on account of engagements at home.

"The date of next year's convention will be fixed by the executive committee and announced later. It will probably be in June."

The other members of the Oregon delegation are Dan Kellaher, C. B. Merrick, Ben Dresser, J. J. Kadderly, J. C. Mann and J. W. Breeding of Portland, and O. A. Parker of Newberg, H. L. Truax of Grants Pass and C. D. Ott of Hood River.

MANY FIGHTS NULLIFY VALUE

Milt Miller Declares Oregon Republican Senators Have Been of Little Benefit.

State Senator Milt Miller of Lebanon takes vigorous exception to the claim advanced by H. M. Cake that a Democratic senator would be able to do but little for Oregon. In a letter to The Journal Senator Miller writes:

Mr. Cake's plea for votes to elect him to the United States senate is nothing else but partisanship, and that he should be elected because he is a Republican and because the United States senate is Republican. He does not base his claim to election upon anything for which he stands, but simply because he belongs to the g. o. p. What assurance has Mr. Cake to offer to the people that the senate is going to remain Republican? The Oregonian intimated that the election in November might revolutionize the political complexion of the United States, which, if it be true, and many think it will, then according to Mr. Cake's argument he will be entirely out of place should he be elected.

The plea that we should send a Republican to the United States senate for the reason that he can do more for Oregon than a Democrat can do is certainly not based upon the past history of Oregon.

Few Oregon Appropriations.

The fact is this: Oregon has received less of appropriations for rivers, harbors and public buildings than almost any state in the union.

The Columbia river, which forms the boundary line between Oregon and Washington, and which is the second greatest waterway in the United States, has received but very little recognition at the hands of congress, and that was in small donations covering such a period of time that it has counted for very little.

We knocked at the doors of congress for years before we got any recognition for the locks at the Cascades and what is true of this appropriation is also true of any other appropriation that Oregon has ever obtained. Now, if it be true that Republican senators are the only ones that can obtain anything for Oregon why is it she has always fared so badly in the past when she has had a Republican in the senate ever since "the days of fifty-nine?"

The facts are just these and none other, the Republican party has been so divided into factions that the whole time has been devoted to fighting one another instead of pulling for the state's benefit, and to prove this statement I show the following facts:

Long Factional Fight.

1st. At the legislative session of 1866 there was a prolonged contest over the election of a United States senator. Governor Gibbs was the caucus nominee. H. W. Corbett of Portland was finally elected. In 1872 Corbett was defeated and John H. Mitchell was elected. In 1885 Solomon Hirsch was the caucus nominee but failed of election and left the state with but one senator.

In 1895 they deadlocked until the last hour and the last minute and then elected George W. McBride. In 1897 they capped the climax. The house never organized. It was Mitchell and anti-Mitchell and the result of this miserable condition of affairs was that there was no senator elected and Oregon was left again with one senator. Governor Lord appointed H. W. Corbett, but the United States senate refused to seat him because the legislature failed to do its duty.

An extra session of the legislature was called in 1898 and it appropriated $1,000,000 and elected Joseph Simon to the United States senate, another change of horses after having had but one senator for nearly two years. Again in 1903, at the end of 40 days and 40 nights Mr. Fulton was elected to the United States senate, another new man who belonged to the other faction of the Republican party. Certainly there can be no argument against Mr. Chamberlain's election because of the fact that he is a Democrat when we know that Oregon fared better when Gearin and Fulton were in the senate than at any time in its history. Then, too, Mr. Chamberlain is perhaps better equipped to represent Oregon in the United States senate than any other man we could select at this time, and We believe and hope that the voters of Oregon will take this view of it and elect him by an overwhelming majority.

BIG CHAMBERLAIN RALLY THURSDAY

Great interest is being manifested in the big Chamberlain rally to be held at the Empire theatre Thursday night. At this meeting, which will close the campaign on the west side, Governor Chamberlain will be the principal speaker. All of the other candidates will be on hand, however, and will be given a place on the program. A band will furnish music between acts.

The following evening, Friday, the governor will close his campaign on the east side. The hall and location for this meeting will be selected today.

Building Permits.

J. D. Frater, erect dwelling, East Washington between East Thirty-seventh and East Thirty-eighth, $2,000; Charles W. Eastman, erect dwelling, Wauna near Sandy road, $1,600; J. A. Hollingsworth, erect dwelling, East Grant between Marguerite and East Thirty-seventh, $1,100; G. H. Greenough, erect dwelling, East Twenty-second between Thompson and Tillamook, $3,100; Hawthorne Avenue stables, erect barn, East Clay between East Sixth and East Seventh, $3,000; Thomas Vigars, erect dwelling, Locust between Hemlock and East Twentieth, $3,000; George Tuttle, erect dwelling, Northrup between Twenty-second and Twenty-third, $3,600; F. G. Le Doux, erect dwelling, Simpson between Kerby and Congress, $1,500.

Work on Klamath Race Track.

(Special Dispatch to The Journal.)

Klamath Falls, Or., May 27.—E. W. Smith, the contractor who has done considerable work for the railroad, has his force now on the new fair grounds, and is getting the racetrack into shape for this season's races. As soon as he finishes he will take another contract with the California Northeastern Railway company between this city and Dorris.

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