

We are Going to Celebrate; Are you?

The Fourth of July will soon be here, and if you have not yet purchased your holiday attire it will be to your advantage to do so at once. Remember, delays are dangerous, and the prettiest goods are being sold now. Get your dress while you have an assortment to select from.

THE MAGNET CASH STORE

Clements & Wilson, Court and Cottonwood



TUESDAY, JUNE 25, 1901.

DAILY, WEEKLY AND SEMI-WEEKLY

East Oregonian Publishing Company, PENDLETON, OREGON.

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General Shafter declares there was "merely a little irregularity" at the San Francisco army post. Stealing a few thousands from Uncle Sam is probably a very small matter with a big man like Shafter.

President McKinley frequently preaches commercial expansion, but his secretary of the treasury is busy practicing commercial contraction and commercial war, as shown by his rulings regarding Russian products.

There are two things made to be lost, sinners and umbrellas, so runs an old saying, but an Indiana court does not seem to think so, for it has just sent a man to spend a term in the state penitentiary for borrowing an umbrella.

Up to June 1 more than 5300 pensions on account of the war with Spain had been granted, involving an expenditure of \$34,750 a year. There are still a great many claims to come in, which insure a continuance of the pension crop as well as the pension burden.

The Baker City Chamber of Commerce is "dead." The business men of that place now propose to get together and form an organization to take its place. Chambers of commerce, such as exist in the average town, are born to die. They have no mission in the world and hence are short lived.

Governor Geer desires a renomination. His party should grant his desire, but the people of Oregon need not endorse the election of the politician unless he is preferable to the opposition candidate. Governor Geer has been a fairly good executive, about as efficient in office as any of his predecessors of recent years and probably about as good as any one his party can nominate and elect. He has not proven to be either a great statesman nor politician and is not over popular with his party.

W. J. Bryan suggests Justice Harlan, of the United States supreme court, as a fit and proper candidate for president in 1903. Justice Harlan was appointed to the bench as a republican, but he is not in agreement with the republicans on the administration's policies and he wrote the dissenting opinion in the Porto Rico case and in the income tax and sugar trust cases, and has otherwise put himself on record for democratic doctrine. Mr. Bryan's suggestion may be fruitful of result in developing a strong sentiment for Justice Harlan's nomination.

An unknown donor has presented \$100,000 to Columbia college to found a chair of the Chinese language, accompanying the gift with a letter saying: "For fifty years I have refrained from the use of whisky or tobacco, and inclose you a check which represents the interest on my savings." Either this man would have consumed an unearthly amount of whisky and tobacco or he has allowed the college numerous rates of interest on the savings. In any event the money has gone for a better purpose than if it had been spent for "the weed" and "red liquor."

George Washington died and left property valued at \$500,000. When he passed away he was supposed to have been the richest man in the United States. The gulf between the rich and poor has widened since Washington's time. However, fortunes are no more unjustly accumulated at present than in his time and men are just as honest in these days as they were then. When we cease allowing individuals to gobble public utilities and natural wealth to make their private property, we will see the decline of great for-

ness and accumulations and a more equitable distribution of wealth. But before that time comes the debt institution will have to be abolished, and indirect taxation will have to give way to simple and direct taxation. When the earth and what it contains is no longer mortgaged and capitalized the claws of the money devil will be clipped and vast individual accumulations will be impossible. A man is entitled to the full earnings of his brain and muscle, and no more.

Governor Odell, of New York, has raised his presidential lightning rod. As governor of New York he has proven to be a strong man, a determined, forceful executive. He has shown that he is not the puppet of any man, and governed New York with a faithfulness that is refreshing in this day of profit making, dollar grabbing politics. Odell is not bad timber for president but it is doubtful if he can secure the nomination of president at the hands of his party because of independence and determination to conduct an office strictly in the interests of the people. Governor Odell has made an excellent impression upon the country and he seems to deserve the confidence of his fellow-citizens.

A Pennsylvania man recently resigned his seat as congressman on the ground that he could not hold the office and be a Christian at the same time. We should think not, when the mayor and council of Philadelphia gave away franchises to capitalists for which responsible parties offered \$2,500,000 in cash. It is declared that this theft was committed in the interest of Senator Quay and his gang of political freebooters.

IS LONDON CROKING ITSELF?

How big can a city grow before reaching a point where it is in peril of strangulation by its own vast size? Is there a limit where growth must stop through the sheer force of its own momentum? Thoughtful persons are even now asking these questions about London, and their views have been put in print by H. W. Wilson, who uses the June National Review as his medium. He approaches his subject with the understanding that "the laws of nature cannot always be transgressed with absolute impunity, and the concentration of the maximum of inhabitants in the minimum of space seems to have raised up to be raising problems which it is beyond the reach of human capacity to solve."

Tersely put, these problems, to the Londoner at least, are: Transit, water supply, housing and a smoke and fog tainted atmosphere; but the most vital of them is transit, because upon this situation the practicality of dealing with all the others, except that of water supply, depends. This matter of transit so largely concerns the streets that Mr. Wilson presents some comparative figures to show the proportion of growth in population to that of increase in street accommodation. In 1801 London contained 1,050,000 inhabitants; in 1901, according to the recent census, the figures are 5,378,000.

For all practical purposes the thorough lines of street traffic are the same in number and much the same in carrying capacity as they were 100 years ago. Many of the streets have been widened—some at enormous expense—but the introduction of underground wires, tubes, conduits, the changing in paving surfaces, etc., have more than offset this because of continual upheavals in laying new streets, retaining old ones and for repaving. And this is the net result: "The streets are much the same in 1901 as they were in 1801, but the population using them has increased sixfold, the venetian claims on their surface, tenfold, and the upheaval demands on their surface in a degree which cannot be numerically stated, but which is shown by the observation of the ordinary citizen, within the last decade to be enormous."

In almost every large foreign city wide streets or boulevards have been cut within the century. Paris, Brussels, Berlin, Vienna do not suffer from congested thoroughfares as London does. Fast traffic must be separated from slow if transit is to be quick, and the bigger London grows the greater the area that it covers, the more the necessity for quick transit to take the worker swiftly from his labor in the heart of London to the better air of the suburbs. The first remedy, then, which suggests itself is either more streets or widening those now in existence. Mr. Baillou has suggested a new series of roads, to be used only by the bicycle and a motor labor in the heart of London, but there is no authority with the power to make through roads, and the cost would be simply inordinate. It has been estimated that the cost of a system of last-trail roads radiating to the eight most important points of the continent would be \$100,000,000, and one authority has placed it as high as \$350,000,000.

This matter of cost stands in the way of widening existing streets. "The artificial conditions of life in London, the land famine caused by the ownership of the real estate by a few great magnates and the crowding of population upon a small area have forced up the price of land to a prohibitive

figure. Improvements cannot be made without throwing an excessive burden upon the community, largely for the future profit of the millionaire—a burden which it might be difficult to bear"—and yet London is confronted by the alternative that "without improvements the economic and industrial position of the city will deteriorate."

Railways and tramways—both surface and underground—are in about the same position as the streets; the present ones are taxed to their capacity and either enlarging these or building new ones would be an expensive task for investors are not attracted by the small prospects of profits. Then there is the Thames as a means of transit, but Mr. Wilson proves it to be out of the question while pier lines are so high. In short, the complexity and vastness of London come in at every turn to prevent improvement and re-enforce the arguments of the reactionary. The obvious is this unnatural city is also the most difficult.

In turn Mr. Wilson takes up the housing problem, closely connected with the transit question; the constant effort to clear away the slums caused by the unrestricted influx of pauper aliens; the atmosphere and its effect on health and comfort; and the water supply. And he concludes: "It seems that all these causes—which are themselves due to the vastness of London—had transit, and air, high rents and insufficient water, must, in the immediate future, begin to react upon the greatest city of the world, limiting its size." London is to determine at what point a city will choke itself by its own growth, and when these conditions are made plain we may expect the beginning of that decentralizing movement, the ebb of the tide from the city back to the country.

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