

WHERE WE STAND

Replying to the criticism of Col. Philips elsewhere in this issue, the GAZETTE is very sorry that it cannot please Col. Philips. The GAZETTE knows that he is very conscientious about what he writes and of his opinions advanced; so is the GAZETTE. The GAZETTE would not have referred to his article heretofore except that a statement made as to the attitude of the GAZETTE was wrong and it felt it a duty to correct it. The GAZETTE does not invite patrons to express their opinions and give them the space, assuming the expense of putting their articles in type for nothing, and then fall out with them and enter into continuous discussion with them. But when a correspondent makes a mistake in defining the position of the GAZETTE, either as to the past or present, the GAZETTE will certainly make the correction.

While there is no great difference in the views of the GAZETTE and Col. Philips on the question of controlling inter-state railroads, except on the point of government ownership, the GAZETTE sees a vast difference between government control and regulation thereof and government ownership. The method of control and regulation that President Roosevelt advocates is a system opposed to government ownership, and such system of regulation excludes the idea of government ownership.

The GAZETTE cannot go into newspaper discussion with Col. Philips on these questions he mentions because of its limited space, which cannot be occupied with prolonged controversy upon one question. The GAZETTE has stated its position several times upon these questions to the effect that it is heartily in favor of regulating and controlling, in aid of the public good, corporations as advocated by President Roosevelt and as endorsed by the republican party, and that it is not in favor of government ownership of one railroad or any other number of roads.

Our government will eventually regulate and control the railroads by proper laws and decisions of the court. This paper does not accept as its undisputed guide the "Globe-Democrat," the "Chicago Inter-Ocean," or any other paper. It feels able to think and act independently of any other source when it obtains the facts. For the information of those who wish to take the trouble to investigate, it invites their attention to the fact that government bonds are bought, sold and speculated upon, in the stock exchange of New York in a similar way that are all other bonds and securities. The only difference being that U.S. bonds, being of more permanent value renders them of a less fluctuating nature in price.

KNOWS NOT THE MAN.

It causes one to smile in a broad and hilarious way upon reading the comment of the Oregon Journal correspondent at Salem upon the attitude of the different senators on the Jayne bill, and amendments thereto, involving the questions of prohibition and local option now before the legislature. He characterizes Senator Avery of Benton county as "not being in a positive frame of mind about it." He says, "Avery, especially, is regarded as lacking in stamina." One acquainted with Mr. Avery naturally becomes funny and devoted to large smiles on considering Mr. Avery's mental condition as viewed by this critic.

Mr. Avery's neighbors, who

have known him for a generation, recognize above all other things that Mr. Avery makes up his mind in a positive way on almost every question and sticks to them with a tenacity uncommon to most men. Though his companions may regard him in error, it is a hard fraught undertaking to change his views. While he is discreet, mild and not demonstrative in expressing his views, yet he knows how he will vote. While the other fellow, from Mr. Avery's expressions, may feel that he is not quite sure about it. The correspondent for the Journal certainly is not a judge of human nature, especially of Mr. Avery's make-up.

Has More to Say.

MR. EDITOR:

I beg to express my surprise that you devote so much space defining the attitude of the GAZETTE concerning government ownership and the connection I have had with the columns of your paper and none whatever to the subject requiring discussion—intelligent, dispassionate, courageous discussion of measures for controlling the great inter-state railroads.

You are certainly quite forgetful or else disingenuous when you state my connection as a writer for the GAZETTE.

You should know that for a continuous period I wrote, with but very few exceptions, the editorials in the GAZETTE, and that during that time not only "some" but with one exception all of my articles "appeared in the paper as editorial matter." The exception was an article on pensions. The article to which you refer as advocating government ownership, was, as I remember it, on "The trend to Socialism." In none of these articles did I endorse government ownership. In my contribution of the 31st ult. I distinctly say: "Republicans do not favor government ownership, but many of them believe a limited ownership may become necessary in order to control the inter-state carriers, and to prevent a mad, popular rush to socialism." This necessity for control is admitted, practically, by every one. Our ablest editors, writers, and statesmen say of these corporations "they must be controlled or there will be a mad rush to socialism." Such papers as the Globe-Democrat, the Chicago Inter-Ocean and the Oregonian pointed to the almost certainty of "a mad rush to socialism," unless these corporations were brought under control. They must be controlled. When we admit the necessity for control we do not think of any specific measure for control, but control by whatever means necessary. But this may involve government ownership. This, you say, is socialism. I submit that it is not. I aver it is sound republican teaching, held by the president, by the leaders of the party, and endorsed by the rank and file.

The destruction of slavery was not in the contemplation of the republican party; but it became necessary to preserve the Union by whatever means. This involved the destruction of slavery and it was destroyed. The party will just as surely control the railroads by whatever means. If it do not a party will arise which will.

You say the bluff and bluster of lawyers raises what seems to be formidable questions to a non-professional. It may be so, but please permit me to say that years of close and systematic study took me authoritatively out of the non-professional class, taught me that no really good lawyer resorts to bluff and bluster, and that no courageous man is in the least intimidated by bluff and bluster. My reference to U. S. bonds was a hypothetical case to show that the fixed and uniform value of government bonds rendered stock gambling in them impossible. I had no purpose whatever of quoting the market for U. S. securities.

You say I rely on "the wisdom of congress not to build the road," meaning this one suggested trans-continental road. I clearly spoke of general government ownership of railroads either through buying or building them and averred that "such a

managerie of fools" could not be collected for congress.

Now, I never wilfully mis-state the position of an opponent in an argument, and am not willing he should mis-state mine even inadvertently. If you wish to discuss with me, in a friendly manner, measures for the control of these corporations, I am willing to enter upon a limited discussion.

At all events a number of your subscribers would like your answer to these questions: Do you favor absolute control of these corporations by the government in the interests of the people? Have you formulated a measure of control, not yet tried, certainly constitutional and not tentative? If you have—please spread it before your readers.

J. K. PHILIPS.

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