

MESSAGE IN BRIEF

Important Points of President's Communication to Congress

The main points brought out by the president in his annual message to congress, delivered December 4, follow:

I again recommend a law prohibiting all corporations from contributing to the campaign expenses of any party. Such a bill has already passed one house of congress. Let individuals contribute as they desire; but let us prohibit in effective fashion all corporations from making contributions for any political purpose, directly or indirectly.

Another bill which has just passed one house of congress and which it is urgently necessary should be enacted into law is that conferring upon the government the right of appeal in criminal cases on questions of law. This right exists in many of the states; it exists in the District of Columbia by act of the congress. It is of course not proposed that in any case a verdict for the defendant on the merits should be set aside. A failure to pass it will result in seriously hampering the government in its effort to obtain justice, especially against wealthy individuals or corporations who do wrong; and may also prevent the government from obtaining justice for wage-workers who are not themselves able effectively to contest a case where the judgment of an inferior court has been against them.

In connection with this matter I would like to call attention to the very unsatisfactory state of our criminal law, resulting in large part from the habit of setting aside the judgments of inferior courts on technicalities absolutely unconnected with the merits of the case, and which there is no attempt to show that there has been any failure of substantial justice.

In my last message I suggested the enactment of a law in connection with the issuance of injunctions, attention having been sharply drawn to the matter by the demand that the right of applying injunctions in labor cases should be passed. It is not proposed that in any case a verdict for the defendant on the merits should be set aside. A failure to pass it will result in seriously hampering the government in its effort to obtain justice, especially against wealthy individuals or corporations who do wrong; and may also prevent the government from obtaining justice for wage-workers who are not themselves able effectively to contest a case where the judgment of an inferior court has been against them.

Lawlessness grows by what it feeds upon; and when mobs begin to lynch for rape they speedily extend the sphere of their operations and lynch for many other kinds of crimes, so that two-thirds of the lynchings are not for rape at all; while a considerable proportion of the individuals lynched are innocent of all crime. In my judgment, the only way to stop lynchings is to make them a crime, so that they should always be punished with death, as in the case with murder; assault with intent to commit rape should be made a capital crime, at least in the discretion of the court; and provision should be made by which the punishment may follow immediately upon the heels of the offense; while the trial should be so conducted that the victim need not be wrongfully shamed by having his name given in the least possible publicity shall be given to the details.

I call your attention to the need of passing the bill limiting the number of hours of employment of railroad employes. The measure is a very moderate one and I can conceive of no serious objection to it. Indeed, so far as it is in our power it should be passed promptly to reduce the number of hours of labor, with as a goal the general introduction of an eight-hour day.

The horrors incident to the employment of young children in the mines and in the employment of railroad employes. The measure is a very moderate one and I can conceive of no serious objection to it. Indeed, so far as it is in our power it should be passed promptly to reduce the number of hours of labor, with as a goal the general introduction of an eight-hour day.

Among the excellent laws which the congress passed at the last session was an act to amend the Federal law relating to the employers' liability law. It was a marked advance in advance to get the recognition of employers' liability on the statute books; but the law did not go far enough. In spite of all precautions exercised by employers, there are unavoidable accidents and even deaths involved in nearly every line of business connected with the mechanic arts. If the entire trade risk is placed on the employer, he will promptly and properly add it to the legitimate cost of production and assess it proportionately upon the consumers of his commodity. It is therefore clear to my mind that the law should place the burden of trade risk upon the employer. Neither the federal law nor, as far as I am informed, the state law dealing with the question of employers' liability are sufficiently thoroughgoing. The federal law should of course include employes in navy yards, arsenals and the like.

It is not wise that the nation should alienate its remaining coal lands. I have temporarily withdrawn from sale the lands which the geological survey has indicated as containing, or in all probability containing, coal. The question, however, can be properly settled only by legislation, which in my judgment should provide for the withdrawal of these lands from sale or from entry, save in certain special circumstances. The ownership would then remain in the United States, and the government would have an attempt to work them, but permit them to be worked by private individuals under a royalty system, the government keeping such control as to permit to see that no hazardous operations were charged consumers. It would, of course, be as necessary to supervise the rates charged by the common carriers to transport the product as the rates charged by the mines; and the supervision must extend to the conduct of the common carriers, so that they shall in no way favor one competitor at the expense of another. The withdrawal of these coal lands would constitute a policy analogous to that which has been followed in withdrawing the forest lands from ordinary settlement. The coal, like the forests, should be disposed of as the national property, and its disposal should be under conditions which would insure to the benefit of the public as a whole.

The passage of the railway rate bill, and only to a limited degree the passage of the food bill, and the provision for increasing and rendering more effective the national control over the beef-packing industry, mark an important advance in the development of our individual affected to some other locality or other state. The national government has long derived its chief revenue from a tariff on imports and from an excise tax. In addition to these there is every reason why, when next our system of taxation is revised, the national government should impose a graduated inheritance tax, and, if possible, a graduated income tax.

The industrial and agricultural classes must work together, capitalists and wage-workers must work together, if the best work of which the country is capable is to be done. It is probable that a thoroughly efficient system of education comes next to the influence of patriotism in bringing about national success of this kind. Our federal form of government, so fruitful of advantage to our people in certain ways, in other ways undoubtedly limits our national effectiveness. It is not possible, for instance, for the national government to take the lead in technical industrial education, to see that the public school system of this country develops on all its technical, industrial, scientific and commercial sides. This

must be left primarily to the several states. It is to give the government the greatest assistance in the most effective way; that is, through associations of farmers rather than to or through individual farmers. It is also striving to coordinate its work with the agricultural departments of the several states, and so far as its own work is educational, to coordinate it with the work of other educational authorities. Great progress has already been made among farmers by the creation of farmers' institutes, of dairy associations, of breeders' associations, horticultural associations and the like. The department can and will co-operate with all such associations and it must have their help if its own work is to be done in the most efficient style.

Much is now being done for the states of the Rock mountains and the great sections through the development of the national policy of irrigation and forest preservation; no government policy for the betterment of our interior conditions has been more fruitful of good than this. The forests of the White mountains and Southern Appalachian regions should also be preserved; and they can not be preserved unless the people of the states, through their representatives in the congress, secure vigorous action by the national government.

I am well aware of how difficult it is to pass a constitutional amendment. Nevertheless, in my judgment the whole question of marriage and divorce should be relegated to the authority of the national congress. At present the wide diversity in the laws of the different states on this subject result in scandals and abuses; and surely there is nothing so vitally essential to the welfare of the nation, nothing which the nation should so much bend itself to throw every safeguard, as the home life of the average citizen. The change would be good from every standpoint. In particular it would be good because it would confer on the congress the power at once to deal radically and efficiently with polygamy; and this should be done whether or not marriage and divorce are dealt with. It is neither safe nor proper to leave the question of marriage to be dealt with by the several states. Power to deal with it should be conferred on the national government.

It is most gratifying to call the attention of the congress to two subjects concerning which I have frequently before communicated with them. One is the question of developing American shipping, that is, that last year's report in substance the views, or a major part of the views, expressed in the report on this subject laid before the house at its last session should be passed. It is not proposed that in any case a verdict for the defendant on the merits should be set aside. A failure to pass it will result in seriously hampering the government in its effort to obtain justice, especially against wealthy individuals or corporations who do wrong; and may also prevent the government from obtaining justice for wage-workers who are not themselves able effectively to contest a case where the judgment of an inferior court has been against them.

I especially call your attention to the second subject, the condition of our currency. The national bank act has fully served its great purpose in aiding the economic development of the country, and within ten years there has been an increase in circulation per capita from \$21.41 to \$33.98. For several years past there has been a demand for additional legislation is needed. The recurrence of each crop season emphasizes the defects of the present laws.

I most earnestly hope that the bill to provide a lower tariff for or else absolute free trade in Philippine products will become a law. It is a measure which will benefit the Philippine people and while there will be some small but real material benefits to the Philippines, the main benefit will come by the showing made as to our purpose to do it all for the benefit of the people of the Philippines. So far our action in the Philippines has been abundantly justified, not mainly and indeed not primarily because of the added territory it has secured, but because we are capable honorably and efficiently to bear the international burdens which a mighty people should bear, but even more because of the lessons which it has come to the people of the Philippines.

American citizenship should be conferred on the citizens of Porto Rico. The harbor of San Juan in Porto Rico should be dredged and improved. The expense of the federal government in Porto Rico should be paid by the federal treasury. The administration of the affairs of Porto Rico, together with those of the Philippines, Hawaii and our other insular possessions, should all be directed under the department of state or the department of war.

The needs of Hawaii are peculiar; every island should be given the islands; and our efforts should be increasing to develop along the lines of a community of small freeholders, not of great planters with coolie-tilled estates. Situated as this territory is, in the middle of the Pacific, there are duties imposed upon this territory which do not fall in any degree or manner upon any other American community. This warrants our treating it differently from the way in which we treat territory contiguous to our own. It is a territory of other states, and justifies the setting aside of a portion of our revenues to be expended for educational and internal improvements therein.

Alaska's needs have been partially met, but there must be complete reorganization of the governmental system, as I have before indicated to you. I ask your special attention to this. Our fellow citizens who dwell on the coast of Puget sound, and who are engaged in energy are arranging to hold in Seattle the Alaska Yukon Pacific exposition. Its special aims include the upbuilding of Alaska and the development of America on the coast of the Pacific. This exposition, in its purposes and scope, should appeal not only to the people of the Pacific slope, but to the people of the United States at large. Alaska's annual revenue has yielded to the government \$11,000,000 of revenue, and has produced nearly \$300,000,000 in gold, furs and fish. When properly developed it will produce a large percentage of the world's supply of fur, and the Pacific ocean has a population more numerous than that of all the countries of Europe; their annual foreign commerce amounts to \$2,000,000,000. The population of the United States is some 170,000,000. If this trade were thoroughly understood and pushed by our manufacturers and producers, the industries of the Pacific slope, but of all our country, and particularly of our cotton-growing states, would be greatly benefited. Of course, in order to get these benefits, we must treat fairly the countries with which we trade.

quell. This government was repeatedly asked to buy and train men in literary accomplishments, to the total exclusion of industrial, manual and technical training, the tendency is to shift them for industrial work and to make them reluctant to go into it, or untrained to do well if they do go into it. This is a tendency which should be strenuously combated. Our industrial development depends largely upon technical education, including in this term all industrial education, from that which fits a man to be a good mechanic, a good carpenter, or blacksmith, to that which fits a man to do the greatest engineering feat. The skilled mechanic, the skilled workman, can best become such by technical industrial education.

The department of agriculture has broken new ground in many directions, and year by year it finds how it can improve its methods and develop fresh usefulness. Its constant by the then Cuban government to intervene, and finally was notified by the president of Cuba that he intended to resign; that some of the other constitutional officers would consent to carry on the government, and that he was powerless to maintain order. It was evident that chaos was impending, and that to the preparedness of our navy, I was able immediately to send enough ships to Cuba to prevent the situation from becoming hopeless.

In accordance with the so-called Platt amendment, which was embodied in the constitution of Cuba, I proclaimed a provisional government for the island, the secretary of war acting as provisional governor until he could be replaced by Mr. Magoun; troops were sent to support them and to relieve the navy, the expedition being handled with most satisfactory speed and efficiency. The provisional government has left the persons of the old government and the old laws, so far as might be, unchanged, and will thus administer the island for a few months until peace can be restored, a new election properly held, and a new government instituted. Peace has come in the island; and the harvesting of the sugar-cane crop, the great crop of the island, is about to proceed.

The United States has nothing of Cuba except that it shall prosper morally and materially, and wishes nothing of the Cubans save that they shall be able to preserve order and their independence. If the elections become a farce, and if the insurrectionary habit becomes confirmed in the island, it is also the interest of the United States that the island should continue independent; and the United States, which has assumed the sponsorship here of the civilized world for Cuba's career as a free and independent nation, wishes to see that the government was managed in an orderly fashion as to secure the safety of life and property.

In many parts of South America there has been much misunderstanding of the attitude and purposes of the United States toward the other American republics. An idea had become prevalent that our assertion of the Monroe doctrine was an assertion of a right to exercise some kind of protectorate over the countries to whose territory that doctrine applies. The impression was so widespread that apparently it could not be reached by any ordinary means.

It was part of Secretary Root's mission to dispel this unfounded impression, and there is just cause to believe that he has succeeded. I have just returned from a trip to Panama and shall report to you at length later on the whole subject of the Panama canal. The destruction of the Peruvian islands for seals by pelagic sealing still continues. The regulations have proved plainly inadequate to protect the object of protection, and preservation of the fur seals, and for a long time this government has been trying in vain to secure from Great Britain such revision and amendment of the regulations as were contemplated and provided for by the award of the Tribunal of Paris.

The process of destruction has been accelerated during recent years by the appearance of a number of Japanese vessels engaged in pelagic sealing. As these vessels have not been bound even by the inadequate limitations prescribed by the Tribunal of Paris, they have made the attention of the world to the violation of the sixty-mile limit imposed upon the Canadians, and have prosecuted their work up to the very islands themselves.

We have not refused our efforts to secure an agreement with Great Britain for adequate protection of the seal herd, and negotiations with Japan for the same purpose are in progress. In case we are compelled to abandon the hope of making arrangements with other governments to put an end to the hideous cruelty now incident to pelagic sealing, it will be a question for your serious consideration how we should control the seal herd and maintain the seal herd on land with the result of continuing such a practice, and whether it is not better to end the practice by exterminating the seal herd ourselves in the most humane way possible.

The United States navy is the wisest guarantor of peace which this country possesses. It is the wisest guarantor of peace which this country possesses. It is the wisest guarantor of peace which this country possesses. It is the wisest guarantor of peace which this country possesses.

I do not ask that we continue to increase our navy. I ask merely that it be maintained at a level which will insure that we would only if we replace the obsolete and outworn ships by new and good ones, the equals of any afloat in any navy. To stop building ships and to stop replacing them would mean that the navy goes back instead of forward. The old battleship Texas, for instance, would now be of little service in a stand-off fight with a new battleship. It is a waste of money to build the modern single-turret monitors. All these ships should be replaced by others, and funds can be saved by a well-considered program of providing for the building each year of at least one first-class battleship equal in size and speed to any that any nation is at the same time building.

Dr. Lapponi, physician to the pope, is dead. The czar recently granted Witte a three-hours' audience. Secretary Metcalf proposes a national license to corporations. Opening of bids for Panama canal work has been postponed. Hughes may be supported by Roosevelt for senator from New York.

The president and all officials deny that a new treaty with Japan is being considered. Labor is so scarce in Germany that farmers are talking seriously of importing Chinese coolies. The attorney general of Texas has produced proof that Senator Bailey was hired by the oil trust. Many of the losers in the San Francisco fire and earthquake are receiving their money and present indications are that 80 per cent of the losses will be paid. The house committee on appropriations has given Roosevelt's simplified spelling a slap by ordering all government printing to be spelled according to Webster. The National Rivers and Harbors congress has asked the president to work with them to secure an annual appropriation of \$50,000,000 for the rivers and harbors of the United States.

OFFICIALS INDICTED

Harriman and Gould Lines Must Answer in Court.

FORCED SMALL DEALERS TO QUIT

Accused of Stealing Thousands of Acres of Coal Land in Utah and Wyoming.

Salt Lake, Dec. 8.—With the indictment of the Harriman and Gould railroad and coal corporations and their officials the Federal grand jury began the work of bringing to justice the men who are accused of stealing thousands of acres of coal land in Utah and Wyoming and using their connection with the railroads to establish a monopoly of coal mining and dealing in the intermountain country.

These indictments are only the first in what may prove to be a long series for the grand jury is to resume its inquisition soon after Christmas.

The grand jury's partial report was made to United States District Judge John A. Marshall. The indictment against the Harriman companies, embrace the Union Pacific, the Oregon Short Line, the Union Pacific Coal Company, Everett Buckingham, general superintendent of the Oregon Short Line and a man named Moore. The indictment charges violation of the interstate commerce law, alleging discrimination against D. J. Sharp, a coal dealer in Salt Lake City, who was forced out of business after he had cut prices below the prices charged by other dealers in coal.

The indictment against the representatives of the Gould interests embraces the Utah Fuel company, H. G. Williams, general manager of this company, Robert Forester, the company's geologist, W. R. Foster, secretary to Robert Forester, Alexander M. Cowie, general manager of the company's Wasatch store at Sunnyside, Utah, Elroy N. Clark, the Utah Fuel company's attorney at Denver, and George A. Moore, the company's agent at Denver. They are charged with defrauding and attempting to defraud the United States government, the charges being based on the methods pursued in acquiring title to coal lands in Utah.

COST OF MAINTAINING NAVY.

Nearly \$20,000,000 Spent on Ships in Commission.

Washington, Dec. 8.—It cost \$19,604,749 to keep the ships of Uncle Sam's navy in commission during the past fiscal year, according to the annual report of Paymaster General H. T. B. Harris. The building of new ships, including harbor and material cost, during the last fiscal year, \$31,764,596, and repairs to ships \$5,559,309. The sum of \$262,034 was expended on the naval militia of the states.

As an evidence of the thrift of blue-jackets, the paymaster general shows that in the past fiscal year they deposited with the paymasters \$636,980; they were repaid \$734,867, with accumulated interest on the total savings on repayment, amounted to \$951,652. The paymaster general says that, in view of the past unsatisfactory experience with commutations of rations, and particularly as the new navy ration is considered sufficient in all respects to actually sustain the men, it would seem that the time has surely come when commutation should cease.

His report expresses gratification over the practical elimination of the middleman and speculator in bidding for naval supplies.

Perkins Stands by Senator.

Washington, Dec. 8.—Senator Perkins, who talked with the president today about the Japanese situation, claims that the people of San Francisco have not violated either the letter or the spirit of the law regarding the admission of Japanese to schools for white children. He said the president will learn that the people of the Pacific coast are unanimous in sentiment and will bow to those sentiments and shortly enter negotiations with Japan for the exclusion of peons and coolies from this country.

Compromise on Ship Subsidy.

Washington, Dec. 8.—Compromise on the ship subsidy bill seems to be in sight. At the meeting of the house committee Chairman Grosvenor suggested an amendment to the Gallinger bill which will limit subsidies to the South American and Oriental trade. The amended bill will be in harmony with Secretary Root's policy for trade extension as outlined in recent speeches in the West.

ANNUAL RIVER AND HARBOR BILL

National Rivers and Harbors Congress Calls for \$50,000,000 Yearly.

The national government, for the past ten years, has provided, for the benefit of commerce and agriculture, from which is derived its entire revenue, less than 3 per cent of the total to improve our natural and economic highways—rivers and harbors.

At this rate, the amounts received by the greatest natural highway of the West, the Columbia river, for the deepening of its mouth, would be so small that each year's work would be carried away by storms before the next appropriation would be available. The amounts allowed for the last twenty years have to a great extent been wasted in this manner, because no one appropriation was sufficient to complete the project, and money which, spread out over a great many years was almost useless, would have given the great highway of Oregon, Washington and Idaho, if appropriated at one time, a forty foot channel at its mouth.

However, even with the fifty million dollars annual appropriation, which they are striving for, and will get, in proportion, considering present approved and meritorious subjects, would be insufficient to carry on the work at the mouth of the Columbia properly. For this reason, it is understood, there will be a bill introduced at the coming state legislature of Oregon to create a taxing district, issue 20 and 40 year bonds and go before congress with an offer of one million dollars if the general government will add to it sufficient to complete the entire project for the improvement of the mouth of the Columbia, or, if they will put such improvement on a continuing contract basis.

Congress has shown a disposition to help the localities that help themselves, as in the case of Philadelphia, which appropriated \$500,000 for its harbor, and congress shortly afterward added the necessary sum for the completion of the project. Oregon and Washington cannot show the trade as yet that merits and gets large appropriations, and there seems to be no reason why they should not accelerate the improvement of their rivers and harbors in the above manner, particularly as our harbors should be made better at once to get and hold a great and growing Oriental trade, and our river improved to lower our present high railroad rates. There seems also to be no good reason why posterity should not bear a part of the burden in the way of long term bonds, as they get the great benefit.

READY TO SETTLE.

Daly Estate Negotiating With Government for Terms.

Washington, Dec. 4.—Word has been received by the land department here that the estate of Marcus Daly has offered to settle the now famous timber cutting suit begun against it years ago by the payment of \$150,000. A special agent of the department of Justice has been sent to Helena, Mont., with a view of negotiating with the attorneys of the Daly estate, and the prospect is that a settlement will be reached. The suit against the estate is for damages amounting to \$1,350,000. The case is of vast importance to the government, in view of the fact that it is the first of many timber claim suits which will be filed to obtain damages for unlawful decimation of the timber of the West, which has been going on for the last decade or more. The success of the government in the Daly case undoubtedly will have the effect of inducing other perpetrators of timber frauds to seek settlement.

Investigate Car Shortage.

Washington, Dec. 4.—The car shortage throughout the United States will be investigated by the Interstate Commerce commission. Commissioner Franklin K. Lane, who has been looking into this subject, said today that the commissioners would first take up the situation in the Northwest among the wheat-carrying roads. Farmers in many states complain that they are unable to get their grain to market in time to share in the high prices now being paid in Minneapolis and Chicago.

Coal Monopoly in Colorado.

Pueblo, Colo., Dec. 4.—The Interstate Commerce commission has decided to make a searching investigation into the affairs of the Colorado Fuel & Iron company, which, it is claimed, has a practical monopoly with the coal business in Colorado and several other states. Tomorrow Commissioner E. E. Clark will begin an investigation in this city, and more than a score of prominent coal and railroad men have been summoned to appear before him.

Tomb of Cicero is Found.

Naples, Dec. 4.—What would appear to be a most important archaeological discovery has been made at Formiae, near which place Cicero was assassinated 20 centuries ago. This discovery consists of remains which are thought to be the tomb of the great orator.

DEMAND REGULATION

Reciprocal Demurrage Law Will Be Insisted On.

SHIPPERS TO TRIFLE NO LONGER

Grim Determination Marks Proceedings of Shippers' Meeting at Eugene—Monopoly is Flied.

Eugene, Dec. 5.—The attendance at the shippers' meeting was so much larger than was expected that the original intention of holding it at the Commercial club rooms was abandoned and the large courtroom at the courthouse was secured. Even this was filled overflowing, every seat being occupied at both afternoon and evening sessions. Promptly at 3 o'clock the meeting was called to order by Chairman Whitson, who, in a few words, stated its object. H. L. Thompson was chosen secretary. Railroad legislation, drastic in its limit, seems to be the penalty that will be inflicted on the Harriman system for its failure to supply cars to the Oregon shippers. The meeting today brought together, among other delegates, a number of men who have been practically ruined by the car shortage and many others who are hovering on the brink of bankruptcy.

Unlike the usual run of gatherings of this nature, very few of the shippers, especially lumbermen, were too busy to attend. In fact, most of them for several weeks have had nothing to do except to lie around in idleness and curse the railroad companies.

This sentiment of resentment, which was so pronounced, was at the beginning of the meeting reflected in the introductory remarks of Chairman L. L. Whitson, president of the Eugene Commercial club, when he stated that this meeting was not for the purpose of a heart-to-heart talk with the railroad men. He declared that it was too late for any more conferences and that the time had now come when the shippers must strike at the "head of the great octopus" by means of legislation which would produce results which time had proved it impossible to obtain through any efforts that might be put forth with local railroad men.

It was a noticeable feature of the set speeches made, that no attempt was made to place the blame on local officials, those officials in nearly every case being mentioned in complimentary terms.

A definite understanding as to just what kind of legislation would be sought at Salem was not reached. Reciprocal demurrage and maximum rate bills are almost certain to be demanded, and there is considerable sentiment favoring a railroad commission bill. There is a little difference of opinion, however, as to the kind of commission to be asked, and the majority of those favoring a commission are not in favor of allowing the appointing power to rest with the governor, their contention being that the commission should not be in politics.

The interest which the coming legislature will have in the matter was shown by the presence at the meeting today of the following members: Senators Kay, of Marion; Miller, of Linn; Marion and Lane; Booth of Douglas; Josephine and Lane; Mault, of Jackson; Johnson, of Benton; Loughery, of Polk, and Holson, of Multnomah, and Representatives Rodgers, of Marion; Brown and Upmeyer, of Linn; Eaton and Edwards, of Lane; Jackson, of Douglas, and Jones, of Lincoln.

The suggestion of W. M. Killingsworth that something be done to break the strangle hold of the Southern Pacific on such a large amount of the public domain was received with wild applause. This same subject was reverted to later by Representative-elect Mault, of Ashland, who asserted that one-half the land of Jackson county was owned by the Southern Pacific. He most emphatically stated that at the coming session of the legislature he would introduce a bill providing that action be commenced against the Southern Pacific for its refusal to sell these lands at the price fixed by the government.

Failing in this, he said he would endeavor to secure the passage of a resolution calling on congress to pass a law forcing the road to sell the land.

It will be seen from this that car shortage legislation is not the only trouble that will confront the Southern Pacific at the next meeting of the legislature, and if the sentiment of the people remains at its present white heat until the legislature meets, it will be comparatively easy to pass almost any kind of an anti-railroad bill that may come up.

Japan Praises Roosevelt.

Tokio, Dec. 6.—The clear, firm and determined attitude of President Roosevelt in his message in reference to the San Francisco school question and anti-Japanese sentiment is warmly praised.