

The Sanlian News.

POETICALLY INDEPENDENT.

Published every Friday by T. C. DOUGER

EDITOR AND PROPRIETOR

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PUBLIC OWNERSHIP.

When the People's party, a score or more years ago, promulgated to the world reforms that it deemed necessary for the perpetuity of a republican form of government, it gave to the people some reform ideas that were destined to live and, in time, become law.

The application of the referendum law, which is now being exercised by Oregon, demonstrates the necessity that existed and the benefits that might be derived by having this law upon our statute books.

Public ownership of public utilities is making headway surely but slowly. When the idea was first proposed, it was simply ridiculed and looked upon as the cranky notion of the long-haired populists.

Well, the railroad people are alone to blame for any and all thought by the people that the government should either control or own these great commercial arteries.

Excessive charges for carrying the U. S. mails, discrimination and overcharging for the transportation of freight, failure by the railroads to bear their just proportion of the burden of taxation, etc.

Now, if the railroad people wish to retain control of the transportation of freight and passengers, they must correct these evils, for the people are becoming efficiently educated in the question as to what extent they are being robbed and misused.

Municipal ownership is making rapid headway. Many cities now own their water and light plants, and invariably give the public better service and at less cost than when the plants were controlled by private parties.

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DUE TO PLUOCRATIC GREED.

"We suppose our country is 'hooked' for socialism. Greed of speculators is bringing it on. Exploitation of public utilities by one first family hurries it forward. Such incidents as operations as this one, under an eye, of exploitation of the streets of Portland for millions, in the interest of private individuals—the public exposed to pay dividends on the corporation—are making socialists by thousands in every direction.

"It is the same with all this exploitation of the modern time. Operators everywhere are seeing their opportunity to 'capitalize' the wants of the public, in ways to increase great properties and to obtain great dividends. The people here have had the only check to these schemes of capitalist greed in a socialist movement, under which the productive forces—in particular those related to municipal functions—may be transformed into socialist effort.

"The Oregonian has not been willing to see this change. But in the coming days it is coming—forced by the greed of capitalists and exploitation—fields itself compelled to yield to new conditions. In the contest between greed and privilege on the one hand and popular rights on the other, it will follow the demands of the people, because it belongs to the people. It must stand with them, or fall with them.

"Every thing tends towards the more democratic or egalitarian. It is emphasized by the demand of President Roosevelt for regulation and control of the railroads. It is furthered by efforts everywhere exerted, and witnessed in Portland as elsewhere today, to capitalize public functions and to turn them to private profit for support of 'first families' in luxury and idleness. It is not an issue which the newspaper has sought, gladly rather, it would have avoided or averted it. But it is upon 'us' today, and it challenges attention; and tomorrow and next year its demand will be more imperative still.

"The above leading editorial, taken from the Oregonian of last Sunday, is an acknowledgment that old-time Populists hardly ever expected the Oregonian to make. It is a justification of the contention of the People's party, but it has taken the Oregonian a long time to find out what these wild-eyed, long-haired, cranky 'Pop' knew and grasped fifteen years ago. But the Oregonian at last sees the situation and has the courage to state the facts as they exist. These conditions that the Oregonian states do exist, are deplorable, and it is dangerous to the perpetuity of our government to ignore them any longer.

"The apparatus employed by Hatfield consisted of a tower fifty feet high, means for creating a draught and basins or evaporators in which he is said to have placed water and chemicals. Inasmuch as he seems to have used no special mechanism to force the vapor upward or to produce a draught in the clouds, it is hardly reasonable to imagine that his plan was any more effective than Dymond's. In all probability it was less so, and the rain would have come when it did without any coaking or jugglery.

"In some respects the downpour in Southern California during the last winter was the most exceptional in many years. But that fact should not appear strange to intelligent and observant people. If there is any class of phenomena which is almost continually departing from the average of past years, it is meteorological conditions. The two remarkable winters which New York has recently experienced illustrate the point. But, wide as are the departures of temperature from the normal standard, those of precipitation are even more conspicuous. In the spring of 1903, it will be remembered, there was a period of fifty-two consecutive days in which the North Atlantic states and New England received scarcely a drop of rain. Forest fires in the Adirondacks were thus maintained, for the time of year, were practically without precedent. Then came a deluge extending through seventeen days. These froaks are paralleled on a broader scale from time to time all over the world. The usual supply of rain in Southern California is deficient, but it is variable; and during the winter just ended it was exceptionally heavy. That is all there is to the matter."

"To produce rain it is necessary to have a stratum of air nearly saturated with moisture. Some means of causing it to rise to a level where lower temper-

A MATTER OF HEALTH

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Doctors get up again, some after breakfast and some after a long walk. They say that Henry Clay, having been challenged to show his skill as a marksman, picked up a rifle, spent only two seconds in aiming it, and, to his own astonishment, hit the bull's eye. He wisely refrained from trying again, realizing that his success was a mere matter of luck. If Mr. Hatfield could be induced to follow this example, he might preserve his reputation as a rain maker. If he is foolish enough to repeat the venture, the faculty of his system will be exposed. No wise man will cherish faith in it until several similar trials have been made and have been attended by the same result.—New York Tribune-Farmer.

TO PREVENT TRAIN WRECKS. Governor George E. Chamberlain, in a letter to Leslie's Magazine, declares for a national law establishing the block system of running railroad trains. He writes: "I heartily approve of the fight which your magazine has been making for the passage of a federal law requiring the adoption of the block system on American railroads."

"It is my opinion that the time has come when nothing short of a strong federal law upon this subject will have the effect to stop to the carelessness of railroads in the conduct of their passenger business. The establishment of this system would necessarily have the effect of greatly reducing the number of railroad accidents in the United States. From the latest statistical report I have of the Interstate Commerce Commission, it appears that during the year 1902, 2,900 employees of railroad companies in the United States were killed, while 95,324 were injured. During the same year, 345 passengers were killed and 6,683 injured, whilst the total number of all persons killed was 3,245 and 101,007 injured. This makes a frightful total, and only by a careful control by the failure of transportation companies to properly safeguard the lives and limbs of employees and the traveling public.

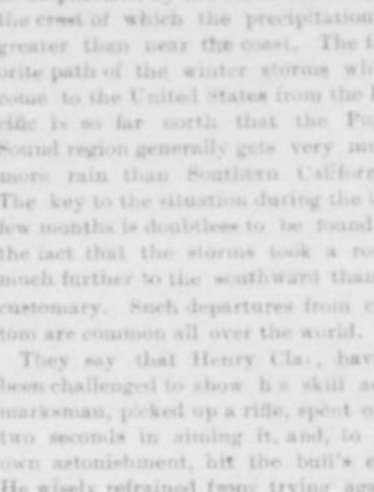
"Some of the better managed roads are voluntarily adopting the block system, the better to guard against accidents, but there are others that are not doing anything at all in this direction, and it is safe to say never will, unless compelled to do so by a most stringent federal statute. The sooner the congress of the United States carries out the recommendations of the Interstate Commerce Commission in this regard, the sooner will be saved from sacrifice innumerable lives of those who are compelled to travel and faithful employees who are forced to work for their daily bread using such antiquated appliances as the transportation companies see fit to adopt."

SOME PECULIARITIES The two sides of a person's face are never alike. The eyes are out of line in two cases out of five, and one eye is stronger than the other in seven persons out of ten. The right is also, as a rule, higher than the left. Only one person in 15 has perfect eyes, the largest percentage of defects prevailing among fair-haired people. The smallest interval of sound can be distinguished better with one ear than with both. The nails of two fingers never grow with the same rapidity, that of the middle finger growing the fastest, while that of the thumb grows slowest. In 34 cases out of 100 the left leg is shorter than the right.

An exchange philosopher says the rose that smells the sweetest is the first to fade. The boy that runs the tightest is the one to soonest jay. The brightest of the evenings has the gloomest of the dawns. The man that buys the biggest yard must now the biggest lawn. The apple that is the largest has the fattest worm of all. The fellow that gets on in life is always full of gall. The soap that is the cleanest is the first to show the flies. The fellow who would sell the goods must pay to advertise. The man that lays the largest egg will be the first to set, and the thing we always hanker for is the last of all we get. The simple way is always best, and we pass it by to dabble with the tinsel shams that catch and fool the eye.

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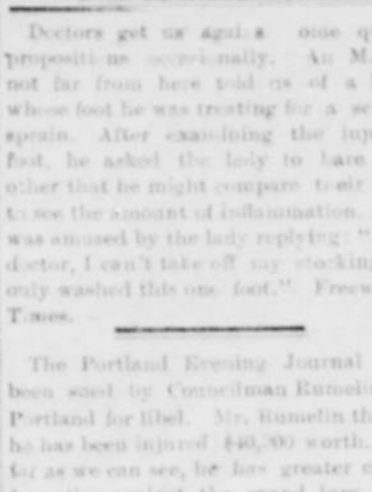
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