

# The Santiam News.

Politically Independent.

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T. L. DUGGER  
EDITOR AND PROPRIETOR.

### SUBSCRIPTION RATES.

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## OUR GOVERNMENT IS FAR FROM PERFECTION.

The object of all government among men is not for the aggrandizement of individuals and classes of individuals, but for the happiness and prosperity of all the people. It follows, then, that the best government is the one that so adjusts its laws and regulations that all of its citizens are alike protected and nurtured in the pursuit of happiness and prosperity; and which so adjusts the burden of governmental support that it bears upon all its citizens in a just and equitable manner. It also follows that a citizen who shirks and avoids his just portion of these burdens; who so manipulates legislation that he may enjoy a privilege not accorded to all; who accepts a wage or salary without rendering an equivalent service therefor, can in no sense be considered a patriotic citizen, but should be classed with the enemies of our country. Indeed, he is the worst of enemies, for he, when within our camps, proceeds to deliberately disobey law or shirk our country's responsibilities for personal gain. This same enemy can be found about our legislative halls or at the seat of Congress seeking by the manipulation of our lawmaking bodies to obtain legislation that will provide special privileges for him or his corporation.

Our spread-eagle Fourth-of-July orators are accustomed to speak of our government as being the best on the face of the earth; that it guarantees to our citizens the greatest possible liberty and that it is just as near perfection as can be devised by the intellect of man.

But is our government as near perfection as these spellbinders would have us believe? Does it mete out justice to all and special privileges to none? Does it require all of our citizens to bear an equal or proportionate part of the burden of maintaining our institutions? Does our national banking laws, by which the government furnishes the banks money with which to do business, practically for nothing, not confer a special privilege to the bankers, by which they are able to amass fabulous fortunes at the expense of the people? Does it not exempt the money that it borrows from these bankers from taxation, both state, municipal and national? Does not our tariff laws convey a privilege to our manufacturers and trusts that enables them to exact for their product from the American people a higher price than they exact from foreign nations? Does not our government allow the railroads to rob the people, by exorbitant freight rates, in order to pay dividends upon two or three times the cost of the roads? We allow Mr. Rockefeller to monopolize a natural product of the earth and sell it to the people at a price that pays him a profit of from fifteen to twenty millions of dollars annually. We pay the railroads about eight times as much to transport the United States mails as the railroads charge the express companies for hauling the same number of cars.

Every honest, patriotic citizen knows that all of these things are wrong. Every one knows that all of these extortionate charges and privileges granted by the government work a hardship upon the people and from which they ought, in justice, to be relieved. No just government, nor one as perfect as the average stump Fourth-of-July orator would have us believe, would permit these wrongs to continue. Why do we permit them to exist? Why do we go to the polls on election day every two years and vote to continue this unjust and iniquitous order of things? Why do we elect men as lawmakers, both in state and national legislative halls, whom we know are corrupt and dishonest? Why do we tolerate men as United States senators whom we know bought their seats either by the actual payment of money or by the promise of political reward?

The answer to these questions is quite apparent to many of the people, and whose number is being rapidly augmented lately. It is composed of just two words, viz: "Political prejudice." Just so long as we walk up to the polls on election day and vote to continue the political party in power, which originated and permits these wrongs, will this injustice exist. We can and do have just as good government as we deserve. We get just what we vote for. If we continue to vote for men who rob us and permit us to be robbed, the fault rests upon the people alone. But thank God, the people are getting their eyes open at last. They are beginning to see that the "political boss" is a most expensive and dangerous luxury. As revolutions never go backward, we can confidently expect the good work, so auspiciously begun a month ago, to continue until patriotic, good men are placed in office who will correct these wrongs and give to

the people what they deserve—a government that will not grant special privileges nor allow the people to be robbed by the greed and avarice of private monopoly or trust.

## WE ARE NOT YET THE LEADER.

It is generally conceded, in America at least, that the United States is easily the leading nation of the world. Our statesmen are the equal, if not the superior, in statecraft of those of any other nation. In military prowess our soldiers are a match for those of any nation. Our navy has ever been more than a match for England, the boasted mistress of the seas. We have built the fastest sailing ships that have appeared on the high seas, and battleships and cruisers that are admired, if not envied, by other nations. In science, invention, art and finance the American is second to none. In fact, in any field where the American is a competitor he is very close, if not at the head of the list. All of these things are matters of which the American people may justly feel proud.

Yet, with all our smartness and excellence, we are very far behind many other nations in several particulars that have much to do with the welfare and prosperity of the people. That our people are generally prosperous in spite of these drawbacks speaks volumes in praise of the wonderful resources of our country and the remarkable get-there-ative-ness of the people.

Other nations, many of them, own and operate railway systems with greater safety to employes and patrons and at a much less cost to the people than we, with our privately owned and operated systems, do. Other governments own and operate telegraph and telephone lines at one-third the cost of what we pay private corporations for conducting the same business. Parcels post are in successful operation in nearly every other nation at a fraction of the cost we pay our express companies. Savings banks are provided by many other nations, which take care of the people's savings with absolute safety, while we, the so-called leading nation, must trust our savings to individual and corporate honesty and integrity.

These comparisons are cited simply to show that because of our great effort in the past to steer clear of all governmental paternalism and ownership, and to allow free rein to the citizen in every field of personal endeavor, we are causing our people to submit to hardships and extortionate tribute to private or corporate concerns, that the people of most other countries are protected from.

Now there is no reason why our government may not manage and operate railway systems, telegraph and telephone lines, parcels post, savings banks, etc., as successfully as New Zealand, Australia or any other country. Our cities can operate street railway systems just as successfully as can Glasgow Scotland, Bradford England, or any other city that is managing its tramway with success and profit for the people.

Are we less wise than other peoples, that we can not do the things that they are doing successfully? Or are we so dishonest as individuals that we dare not undertake the matter?

Of course, if our government ever undertakes the operation of railways, telegraphs, etc., some plan must be evolved by which such operation shall be free from political interference or influence. Employes would probably have to be placed on the same basis or condition as are our soldiers and sailors. A successful managing head of public utilities should hold the position for life; providing, of course, that he was successful director or manager. There is no doubt but that the government or municipality can employ just as efficient superintendents as are now employed by private owners, and who could be required to give just as strict an account of his stewardship as is now required of him by his private corporate masters. While our postal system may be open to criticism, still it will compare very favorably with the conduct of any privately managed business; it probably is as free from the peculations of dishonest employes as any private business concern in the land. Whenever the government is forced, in order to protect the people, to take charge of and operate the railroads, telegraph lines, etc., it will be found that they can be managed just as efficiently and honestly as is now characteristic of the postal service.

There is but condition of affairs that will, some time in the future, prevent the nationalizing of the railroads and the municipalizing of the street car service and that is for the private owners to so moderate their charges for service that the public becomes satisfied that it is paying only what the service is reasonably worth. The day when concerns such as the meat, standard oil, sugar, and railroad trusts can hold up the people at their pleasure must cease, is close at hand. The people are becoming educated to the fact that the selfish greed and avarice of individuals and corporations must be controlled and regulated to a reasonable margin of profit. Nor will the agitation along these lines cease until this end is accomplished.

If railways, tramways, telegraph and telephone lines wish to retain their franchises; if the trusts wish to continue business, they will endeavor to so conduct their respective businesses that the people will become satisfied that they are being treated fairly by these concerns. If the present conditions, in this regard, continue, the people will force the government to take charge of and operate the franchises and the trusts will be barred from doing business. The people do not wish for the government to assume ownership and control of these functions, but as "Self-preservation is the first law of nature," the people cannot be blamed for protecting themselves.

President Roosevelt's annual message to Congress was submitted this week. While the message is a very long one, requiring 14 columns of the Oregonian, we noticed nothing superfluous about it. He could hardly have expressed his views in fewer words. He speaks right at his subject, and evidently means what he says and says what he means. If Congress will enact a law in accordance with his views on railroad freight rates, the wrongs that have been imposed upon the people since the introduction of railways to the commercial world, would soon be adjusted upon a fair and equitable basis. Such legislation would do much toward staying the demand for government ownership. The message, as a state paper, is able and far-reaching, and will compare favorably with any messages delivered to Congress by his predecessors. Everybody should read it carefully, for it concerns the welfare of the whole people.

## A MATTER OF HEALTH



## NO SPLIT AMONG THE REPUBLICANS

It is safe to disregard the story from Washington that the Republicans in Congress will oppose the question of railway rate legislation. A division of opinion exists now among the Republican members of the Senate interstate commerce committee, but there are evidences that this will practically or actually disappear by the time that Congress meets, a week from next Monday. Chairman Elkins of that committee declares that he is opposed to the principle of the president's plan. He says he differs with the president only on details, and the details, of course, are something which will have to be arranged in Congress. The president has nothing to do with the minute provisions of the regulation scheme. In his forthcoming message he will urge the enactment of a law which will give certain powers to the regulation of rates to the interstate commerce commission or to some other board belonging to the general government, but Congress, if it agrees with the scheme, will frame the measure.

From present indications a majority of the Republican members of the Senate interstate commerce committee will be on the president's side by the opening of Congress. Cullom, of Illinois, and Dooliver, of Iowa, have been with the president from the beginning. Millard, of Nebraska, who is counted as doubtful, is also with the president. Several times in the past few months he has made his attitude plain to the country. There is now a reasonable chance that Elkins will side with the administration by the time the bill is framed, which will present the matter to the senate. Foraker's friends say there is no irrepressible conflict between him and the president on the rate issue, which means that they believe Foraker will be over on the president's side by the time the subject comes up in Congress. Kean, of New Jersey, who is a new man in the senate, and who has been placed among the opponents of the president's policy, is reported to be swinging over to the administration. The division among the Republicans of the Senate interstate commerce committee will not be serious enough to give the Democrats any aid and comfort.

At least three times a split among the Senate Republicans on the rate regulation question. The people of the country, by a large majority, favor that policy. A rate-regulation bill will pass in the session, and will receive the votes of three-fourths or more of the Republican members of that chamber. All the Republican leaders of the popular branch, from Cannon down, are in favor of a measure substantially on the lines which the president urges. If the Republicans of the senate fail to give rate regulation the support which it needs to carry it through, the body the Democrats will do the work. These considerations will prevent any serious break among the Republican senators on the rate regulation bill. A regulation bill in some shape is sure to be enacted. The senators who stand out against that policy will have hard road to travel. If they appeal for reelection, the country is resolved to try the experiment of placing a supervision over railway rates in the hands of some government board, and the people usually accomplish what they set their minds to do. The rate regulation question, as on all other important issues, the Republican line in Congress is likely to remain unbroken.—St. Louis Globe-Democrat.

## CURIOS FACTS.

Since the introduction of automobile speed contests in Italy horse racing is dead.

In six seconds the cotton factories in Lancashire, England, spin enough thread to go round the world.

Despite the fact that they seldom see a cow, the inhabitants of Greater New York consume 1,388,000 quarts of milk a day.

Under a new law in California young couples must swear that they are not insane before they can get marriage licenses.

There was visible in a big mass of clear amber dredged up out of the Baltic Sea recently a small squirrel, with fur, teeth and claws intact.

John Jacob Astor was the only man in New York in 1830 who was worth \$1,000,000. The entire Astor estate is now approaching the billion mark.

At the present rate at which the Japanese navy is being strengthened it will in two years, at the outside, be represented by about 200,000 tons of displacement.

Late hours are the rule in St. Petersburg. At 1 o'clock in the morning the principal streets are generally crowded, and many of the theaters do not open before midnight.

There is being built for the personal use of the czar of Russia a bullet-proof automobile of high power, designed especially for quick trips between St. Petersburg and the country palace.

A Bible that is supposed to have once belonged to Shakespeare, dated 1613, and an imprint of the second edition of the King James version, brought \$1,000 at an auction sale in London. It contains two signatures of Shakespeare.

The richest woman in the world is said to be Signora Cassario, of South America. Receipts from her silver, copper and coal mines amount to \$185,000 per month, while her stock farm yields an amount which she also owns a large interest in a fleet of steamships.

The frigate Constitution is the oldest ship in the American navy. It is forty-four days older than the Constitution, familiarly known as Old Ironsides. She was built by David Stoddard, at Baltimore, and was launched September 7, 1797. The Constitution was built at Boston and launched October 2nd the same year.

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## IT DRAWS HARD

On a woman's vitality to do work for which she is untrained, and we wonder how some of the women of our land live through a single season of pleasure or dissipation. They will say with tears in their eyes, when they mention the subject at all, "It is a hard pull," that with pain, weakness and weariness they are "almost dragged out." Many in this condition, resort to alcoholic stimulants and "strong drinks" after effects of which are very injurious.

Dr. R. V. Pierce, forty years ago found that women were being mistreated through ignorance or carelessness and determined to devote his life and energies to their relief.

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## Winter Rates to Yaquina Bay.

As a winter health and recreation resort Newport is the one par excellence. Recognizing this, and wishing to give the people an opportunity to breathe the fresh, pure ozone of the ocean, the Southern Pacific and Corvallis & Eastern railroads will resume the sale of tickets through to Yaquina Bay on Saturday, October 21, and will sell same throughout the winter and spring on every Wednesday and Saturday.

The rate will be the same as during the summer and will be good for return 30 days from date of sale.

Dr. Minthorn's sanitary sea baths will be in operation during the entire winter, and treatments will be given daily. Hot and cold salt water baths can be taken every day in the sanitarium, and for anyone desiring rest and recreation and health, no place on the Pacific Northwest can be found equal to Yaquina Bay.

During the winter nearly all other health resorts are closed or difficult to reach, and none of them have the advantages of Newport and vicinity as regards climate, points of interest, recreation and amusement. For parties desiring to enjoy fishing, hunting or seeing the ocean in sunshine and storm this famous resort is unequalled. The surroundings are ideal—beautiful scenery, climate mild, healthful and invigorating.

Next, clean cottages, either furnished or partly so, can be rented in the immediate neighborhood of the sanitary baths at about \$5 per month. Plenty of fresh milk, vegetables, honey, fruit and all household necessities can be obtained at the lowest possible cost, while all kinds of fish and the famous rock oysters can be had in abundance for the trouble of securing them.

People troubled with loss of appetite, insomnia, rheumatism or run down from any cause will find Newport an ideal place to regain their health and vigor, or for rest and pleasure.

Full information as rates, checking of baggage, etc., can be obtained from any S. P. or C. & E. agent, or from A. L. Craig, general passenger agent S. P. Co., Portland; J. C. Mayo, general passenger agent C. & E., Albany, Ore.

Rate from Albany to Yaquina, \$3.50.

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## The Santiam News.

T. L. DUGGER, PUBLISHED BY  
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