

# The Santiam News

Politically Independent

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## BUSINESS BEFORE PLEASURE SHOULD MAINTAIN

IT IS BEING developed that the purpose of our leading "Good Roads" enthusiasts, is the building of fine hard-surface, easy-gradients highway from the Columbia river to the California line. It is supposed that California will take up the work from her north line and bisect that state longitudinally to her southern limits. It is, also, expected that Washington will build a similar road to connect, across that state. And it is the further calculations of these enthusiasts, to ask the legislature, next January, to appropriate \$5000 with which to construct each mile of this road in Oregon.

In conception, these plans are grand. But sometimes the grandest of conceptions are not the wisest. Sometimes a conception is so grand that it is beyond the comprehension of the common work-a-day people and this proposed boulevard across the state paralleling the Southern Pacific railway, is of this class.

A first-class hard-surface wagon road is of great value to any community. The location of a road, however, can add to or detract from this value. This applies to the project in question. Being constructed parallel with the railroad, it can be of small value for wagon freighting purposes; for the railroad can and will carry freight cheaper and better than the wagon can. The same is true of ordinary passenger traffic. No man would think of spending two weeks in traveling from Portland to San Francisco, if he could make the trip cheaper and more quickly by rail and at a cost of 3 cents per mile. Only people who travel for pleasure and pastime, will be likely to use this interstate boulevard.

For automobiling, the NEWS admits this proposed road would be great; but at the same time, we think good roads which will enable our farmers to market their products at a less cost, is of much greater importance than would be a road constructed with a view of making it pleasant for idlers who have time for automobile tours. People have learned, long since, that railroads can and will carry freight cheaper than it is possible for wagons to convey it, except it be for very short distances. People were and are compelled to use wagons to haul their products to market when there are no railroads within reach. Hence, the first good roads constructed should be where there are no railroads and where they are not likely to be constructed. They should, as a rule, be built in an east and west direction in order that products can be transported to the railroads, thence to be carried to market. After these lateral roads are constructed, will be time enough to parallel the railroads. Even fair-minded autoists will not deny the wisdom and justice of this view.

When roads are constructed at public expense, the necessary ones should be considered first, then those which will contribute chiefly to the pleasure of tourists and joy riders can be taken up.

The NEWS believes the taxpayers of Oregon will not justify the building of roads at public expense, whose chief use will be for pleasure seekers, before those roads which the business interests of the county require.

## NEW TARIFF REVISION IN SIGHT

SINCE THE POLITICAL complexion of the sixty-second congress has become known, the talk of a revision of the tariff downward has become quite pronounced. Even some talk of a special session early after the 4th of next March is frequently heard.

Possibly a special session, at which tariff matters can be discussed with more deliberation than at the regular session of the following winter, would be wise move. If President Taft, in calling this special session, will state its purpose specifically and indicate that no other legislation of consequence is expected, it is probable that no great amount of other business will be undertaken.

It has, also, now become generally admitted that our present excessively high tariff schedules are responsible, in a large degree, for the high cost of living. Therefore, the sooner this injustice is corrected, the better it will be for the consumer; for with a reduction of the schedules, foreign competition is sure to increase and our manufactures can be regulated accordingly.

Some of our standpat republican friends favor this idea, but not for the purpose of giving relief to the people. They expect that a democratic revision of the tariff will be akin to the Wilson tariff, which President Cleveland pronounced "A measure of perfidy and dishonor." But they will be disappointed, if they expect democrats to make fools of themselves again. The new congress will be fresh from the people and the members know well what the people demand in this respect. Also, the minds which will be likely to dominate and direct the actions of that body, are from the middle west and have breathed the air of an agricultural rather than that of a manufacturing community.

Moreover, any tariff revision must be brought about by a combination of the republican insurgents and the progressive democrats; for, be it remembered, there are some democrats from the sugar and manufacturing districts of the south and from New York City, who will be sure to join forces with the standpat republicans, in order to prevent any tinkering with the present tariff schedules. Also, unless a tariff measure is reasonably satisfactory to President Taft, he is sure to intervene with his power to veto.

But, if the progressive forces will take the matter up in a patriotic spirit and consider the interests of all the people and then enact a sane and sensible tariff measure, the president is not likely to refuse to sign the bill.

At all events, the confidence of the people in the ability of the democrats to conduct future legislation along lines which are just and equitable to all the people, depends largely upon the work of the incoming congress. Together, the insurgents and progressives will control both branches of congress. As both elements seem to be actuated with a desire to promote the general welfare of all the people and to curtail the privileges of special interests, there is no just reason why they may not work in harmony to accomplish this result. Any revision whatever is sure to be an improvement upon the present Payne-Aldrich tariff. The people have a right to expect better conditions before the sixty-second congress has finished its work.

Possibly our republican brethren, having mingled with their constituents and many of whom are to retire after March 4 next, to save their credits with the people, will undertake some measures of relief during the short session, to meet next month in Washington.

Ex-President Roosevelt has effectually muzzled himself since election day, when Boss Barnes and other regular republicans assisted in defeating the Rooseveltian candidate for governor of the state of New York. But, it is safe to say, Mr. Roosevelt will not keep a bridle over his tongue for any great length of time. As a political agitator, that gentleman has no rival. If he sees what he considers a political wrong, if left to his own conclusions, he can no more keep from expressing his thoughts, than can smoke keep from flying upward. However, most of the things for which Mr. Roosevelt has contended, have had for their purpose the betterment of the common people. For this reason, he enjoys a larger confidence of the American people today, than does any other public man. As a moulder of public opinion, he stands among all of our public men, unequalled. And he stands in a position in which he can accomplish more good for his countrymen, in ferreting and exposing political wrongs, than if he occupied any office, great or small. And, if he will state positively and unequivocally, that he is not a candidate nor will not suffer himself to become a candidate for any office within the gift of the people, he will enhance his power for good and convince the people that he is not working for glory but for the good of humanity.

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