BOURNE OPPOSES PUBLIC OWNERSHIP

necessary to lusure the desired pro- advantage or disadvantage of some otherwise, and had been without any tection of all its citizens.

"The limit of the individual's re- individuals." straint should be clearly expressed by law and not left to the whim or fancy of an executive, a commission, a department or a bureau.

Fears Bureaucracy

such as ours is rapidly trending toward, cannot long endure. "I am strongly opposed to govern-

of the following three objections:

that it would be absolutely destructive of popular and representative was in reality a deficit of \$722,000, government

that government ownership would be mittee on railway mail pay in which rich off the coast of Chile. more dilatory, less efficient and far officials of the post office department more costly to the people of the coun-

More Expensive

"Experience has demonstrated that it costs the government more to percost of operation, would, therefore, of the postmaster general, directing most recent exploits was the sinking removed.

present others just as difficult, and of the government-owned railroads. as essential as it is today. The pro- graph and telephone lines would re blems of rates and conditions of trans- suit in intermittent press censorship portation would still be presented and and continuous press subservience to the managing board would be flood- the administration in power, thereed with demands from every com- by utterly destroying our zealously munity for more frequent service, guarded 'freedom of the press.' better equipment and construction of "Encouragement rather than disnew lines. The annual railroad ap- couragement to honest, legitimate enpropriation bill would be of such a terprise, industry, and application to meet any definite charge made character as to require the coining of should be extended as far as praca new word to take the place of the ticachle by every government. The inadequate 'pork barrel'."

Effect Upon Nation

self, Senator Bourne deemed the property of others." most serious and vital objection.

"Government ownership of railroads means similar ownership of telegraph, telephone and express COLD companies, thereby increasing the present number of 469,000 government employes to over 3,000,000, all subject to promotion, demotion, transfer or removal by the administration in power. The last ten presidential elections have been carried by popular pluralities of from about is indicated for at least the next 36 7000 to a little over 2,500,000. Three hours in today's weather bureau pre- larger measure of self-government to million government employes and diction. Below zero temperatures the people of the islands, Chairman their relatives could, therefore, con- were recorded in the northwest and Hitchcock declared it was the partrol any national election, with the the line of freezing extended today inevitable result of increased com- far south over the gulf states. Snow pensation to government employes, flurries continued in the upper Misswith less results in the way of ser- issippi and Ohio valleys, the Great vice, a steady increase in the number | Lakes region and the middle Atlantic of employes whether needed or not, states. A disturbance covers the a steady increase in compensation region west of the Rocky Mountains whether warranted or not, probably attended by snows in the plateau regat least doubling the remuneration jon and rains in California. for government service over that of similar private service, with cumulative dissatisfaction and discontent upon the part of all citizens engaged in private enterprise and labor.

"Catralization of power in the national executive is the greatest menace to popular and representative government, and, if the present tendency continues, must inevitably lead to complete bureaucracy and dictator-

Distribution Essential "Distribution rather than centralization of power is essential to truly

popular and represen ment. Centralized power is an individual can only produce results commensurate with the individual's integrity, ability, experience and unselfishness. While I believe the interstate commerce commission has accom-

plished and is accomplishing much good; have favored its receiving the power to regulate railroad rates; yet I realize that it is yet to be demonstrated whether the powers it already has should be enlarged or curtailed.

and I am appalled at the realization that the legislation of the past two years has so centralized government as to place the interstate business of this country practically in the hands of 19 men, or possibly of ten; the interstate commerce commission, consisting of seven members, or a major-OF RAILROAD LINES sisting of seven members, or a majority of four, practically determining rates affecting the welfare of the whole nation; the federal reserve board, consisting of five members, or NEW YORK, Dec. 11 .- In a speech a majority of three, practically deopposing government ownership of termining currency expansion or con- a. m - in a statement issued today railroads before the National Civic traction affecting all business of the the German admiralty makes this Federation, Hon. Jonathan Bourne, country; the trade commission, con-comment on the British naval victory Jr., formerly United States senator sisting of five members, or a majority is the south Atlantic off the Falkland from Oregon, made the following as of three, that will practically die Islands: "The desideratum of all govern-large corporations of this country, say in its statement of the battle that ment should be the protection of its with the inevitable result that at our squadron had been on the high citizens and only such restraint of tempts will be made to use these seas for four months without means individual action as is absolutely boards as political machinery for the of communication, either cable or

Uses Few Figures

Senator Bourne expinined that he "A government of rule and regu- had demonstrated the unreliability of cruisers and added: lation, a bureaucratic government statistics. He cited the assertion of "Our losses seem to have been on a self-supporting basis and the be small, the English dispatches say ment ownership of railroads because assertion of Postmaster General nothing." Burleson that Hitchcock's "surplus" "First: The indamental objection of \$219,000 was the result of a faulty a difference of nearly a million dol-Second: The upan crable ob- lars in the statistics of these two jection that government ownership heads of the post office department. necessitates government regulation; "If statistics regard ug the operation that the failure of government regu- of government owned -ailroads of lation necessitates the failure of gov- other countries are open to similar ernment ownership; that the suc- question," declared Scuator Hourne. cess of government regulation elimi- "I see nothing to be goined by basing nates the necessity or desirability of any argument upon them.' He cited ing Tokio today a squadron of Japan-"Third: The economic objection before the joint congressional comhad been compelled to change their figures when those figures were sublected to critical scrutiny.

Discrimination Shown

form work than it does an individual ship will end discrimination in serv- t ulser. Recently she has been active or private concern. The increased ice, read and reflect upon the order off the coast of Chile and one of her necessitate increased freight or pas- that certain periodicals be sent by early in December of the British senger rates. The superior service freight trains while similar publica- steamer Charcas off Port Corral now rendered under private competi- tions competing for the same trade Chile. tion would not be enjoyed under gov- and paying exactly the same rate of ernment ownership, because the in- postage were shipped by fast mail. Oll centive for improved service would be When a postmaster general makes such a discrimination without ex-"While government ownership press authority or law, we have every would remove some of the problems reason to believe that greater discrimwhich the interstate comemice com- inations would be witnessed when an mission now has to solve, it would individual has ben placed at the head government regulation would be just "Government ownership of tele-

scope of government should be insured equal legal opportunity to all, government, which service has been But the effect of nationalization of with prohibition of the individual made difficult by sinister influences the railroads upon the government it- preying on or exploiting the rights or anxious to exploit here without re-

WASHINGTON, Dec. 11 .- Cold weather over all parts of the country

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BERLIN, via London, Dec. 11, 8:20

tate the policies of 160,000 of the . "The British admiralty does not s iministration and ultimately of some port where it could put in for repairs or supplies. Despite this it always obtained coal.

In a previous official statement the would use few statistics is discuss- admiralty reproduced the communiing the question of government own-cation of the British admiralty reership, for his personal observation garding the sinking of the German

Postmaster General Hitchcock that great. Concerning the strength of the the postal service had been placed enemy, whose losses are reported to

cording to reliable information reachnumerous instances in the hearings ese warships seeking the German converted cruiser Prinz Eitel Fried-

The steamer Prinz Eitel Priedrich belongs to the North German Lloyd company. Early in the war guns were mounted on board her and she "If you think government owner- was transferred into an auxiliary

WASHINGTON, Dec. 11.-Ameriagainst him. His cablegram, which was referred to Secretary Bryan fol-

"I cheerfully invite most rigid examination of any or all my public or private acts atthis post and be glad against me, ' deny emphatically and unqualifiedly having any interest

FINAL PASSAGE OF FILIPINO BILL SOUGHT

WASHINGTON, Dec. 11.-When the senate Philippine committee today announced hearings next Monday on the administration bill to grant a pose to push the bill to final passage at this session of congress.

Secretary Garrison, former President Taft. Dean C. Worcester and former Governor General Cameron Forbes are to be asked to testify.

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On the stroke of 16 o'clock A. M. Monday, the 14th inst., you are urger to pause a moment and resolve: "Henceforth I will give preference to the article made at home, where price and quality are equal." made at home, where price and quality are equal."

This is a small thing for each to do, but with everybody doing it, it will save \$1,000,000 in December alone for Oregon manufacturers, revive prosperity in Oregon and furnish employment for 25,000 more workers in-

Therefore, patronize Oregon Industry, and especially patronize the following concerns whose subscriptions make this campaign possible.

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CRACKERS-"SUPREME BRAND. F. F. Haradon & Son, Portland, Oregon.

ELECTRICITY—Made in Oregon. Portland Railway, Light & Power Co., Portland, Oregon

FIRE INSURANCE, Pacific States Fire Insurance Co. Cham, of Com. Bldg., Portland, Or.

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