

THE WEEKLY OREGON STATESMAN

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The Statesman has been established for nearly fifty years, and it has some subscribers who have received it nearly that long, and many who have read it for a generation. Some of these object to having the paper discontinued at the time of expiration of their subscriptions.

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WHAT ARE DEMOCRATIC PRINCIPLES?

The remark of Colonel William Jennings Bryan on leaving San Francisco the other day for his tour of the Orient and Australia, that no Republican was gaining popularity today except he was advocating Democratic principles is worth a moment's reflection and discussion, not so much from the fact that it opens a debatable question, as from the prominence of the man who made the statement. It leads first to the question what are Democratic principles and who are the men gaining popularity to whom the colonel might possibly refer.

Because Mr. Bryan was able to lead a great wing of his party to defeat at various times, and to split that party into two or three factions, the adoption of the so-called free silver plank never became a fully recognized principle of the Democratic party. Because Colonel Bryan was able to instill a good deal of the virus of populism into the branch of the Democratic party which followed him, does not necessarily mean that the Democratic party has accepted the populist tenets as Democratic principles.

However, that is neither here nor there. Mr. Bryan has taken unto himself much notoriety because President Roosevelt has taken a stand at various times for legislation more radical than his party had proposed, and Mr. Bryan in this relation has never missed the opportunity to pat the president on the back, and usually in such a way as to secure the entire attention of the public, whenever the president has allowed his academic theories to lead him into unwise suggestions.

President Roosevelt has never been in full harmony and accord with the great principle of the Republican party, wherein that party is opposed most strongly to the Democratic principle, that is to say, the principle of protection as opposed to a non-protective tariff. Therefore, when President

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ident Roosevelt proposed to purchase various articles for use on the Panama canal, from other markets than our own. Mr. Bryan jumped in the air, cracked his heels together, emitted frenzied shouts of joy because the president had accepted a Democratic principle. But this was not popular among Republicans, and when the president declared through his ill-advised advisors that a special session of congress should be called for the purpose of revising the tariff, the storm became so great that the special session was put off from time to time until finally it was given out that there would be no special session. There was too much applause from the enemy and too many complaints from the president's political friends, and the president accepted the situation.

The other question on which the president has taken an advanced stand can in no sense said to be Democratic or Republican, as both parties have declared in its favor. This is the proposal to control the trusts. The Republican party has not only declared in favor of this, but has legislated along this line, and now Republican administrative officers are, in point of fact, controlling them, at least as rapidly as the machinery of the courts will permit.

Railway legislation, that is to say, legislation for the regulation of interstate and local state traffic, cannot be said to be a Democratic principle, for in no state where the Democratic party is in power has more been done along this line than in states where the Republican party is in power, if as much as all parties have recognized the necessity of legislation controlling the holders of great aggregations of capital. The manner of doing it is yet matter for study and consideration. Whether this will come in the course of time through granting a rate making power to the Interstate Commerce Commission, as proposed by President Roosevelt, which seems to be far from a wise extension of power, or through legislation intended for the prevention of discrimination of rebates, etc., leaving the railway companies to make their rates, is yet to be demonstrated.

The searching out and conviction of men in public life who have been acting wrongfully and contrary to the law, men who have been dishonest in public position, cannot be said to be carrying out any Democratic principle. Mr. Bryan can hardly take that to himself and to the Democratic party. There are many other questions before the people today agitating the minds of countless thousands of students of American politics which are yet unrecognized as principles; they are simply theories. Webster defines a principle as a fundamental truth, a comprehensive law or doctrine from which others are derived or a settled rule of action, a governing law of conduct. Theories may lead to principles, but they will not lead to principles unless proven worthy as a fundamental law of conduct from the standpoint of reason. Thus the question of government ownership is a theory, but its practicability is a question, as are also those of government arbitration of labor difficulties, government railroad rate making and many other things which Mr. Bryan declares to be popular planks of the present Democracy. They are theories, not principles, and many Democrats of force and character disclaim that they are Democratic principles, for the same reason that many Republicans disclaim that they are Republican principles. Men who are advocating these ideas, these theories, may be gaining popularity with a certain class, but it is doubtful if they are gaining popularity with a majority of the people. Demonstration of their practicability may make them popular in time.

A great many new ideas have been injected into our government in recent years, some of which in time may come to be recognized as sound principles, or they may be relegated entirely to the past through recognized failure of practicability. Thus the question of the direct primary in Oregon; it was adopted as a theory. Some men claim it today as a principle, but as it is an untried one, it still remains a theory, and one who favors it cannot be said to be gaining particularly in popularity, on the contrary, at present its practical working out depends more on its trial than any of the arguments that can possibly be brought to bear in its favor along theoretical lines. Many of these things have to prove their popularity, and their adoption by the people without trial in an occasional state where the populist propaganda has been more continuous than in others, does not necessarily mean that they are popular principles at all. Time is the essence of popularity, and time will demonstrate whether they are good or bad. Theoretically they may seem right to such as the doughty colonel, who reached the outposts in Georgia on the way to

the Cuban scenes of carnage in the recent war with Spain, but they who look for the practical will wait a few more moons before taking all these ideas on. They will not even admit that the men who are gaining popularity today are doing it through what Colonel Bryan terms the adoption of Democratic principles.

THE PORTLAND HOG.

Goldsmith's animated nature overlooked one animal when the author of that famous authority on animal life denoted. However, the writer of that wonderful text book could hardly be blamed for not describing an animal not yet existent, not yet born; an unknown among the "genus animus." In fact, the Portland hog is a development of recent years, and has been bred and tended most carefully by a certain newspaper published in the larger city of Oregon, called the Oregonian. This animal is hardly a result so much as he is a development. He is an education, a result of mind training. With the idea held out to him at all times he is entitled to all the state of Oregon, whatever that state produces, and all delivered at his front porch, free gratis for nothing at the expense of the rest of the state, it is not to be wondered at that the hog squeals when it sees some portion of the state slipping away from it.

Accident gave Portland its location on a magnificent harbor and made it the natural shipping point for the state of Oregon, but even with railway lines converging there, such as reach to a small portion of this state, and with its location on the river, Portland is not by any means the center of the state nor the central point in the state. With the railroad development of Oregon, the completion of the Corvallis & Eastern to the eastern part of Oregon, the entrance of the Gould system through southeastern Oregon, people of this state will be able to reach the Capital City with as much ease as they will the city of Portland.

At the last session of the Oregon legislature a celebration was prepared for the Portland hog and a great feast was spread at the expense of the state of Oregon and the rest of the country. The little piggies outside the high-class pen of Portland were given to understand that they would get a chance at the trough also, and especially get a taste of the feast. The Portland hog, once that the feast is spread, however, opens up its pig sties and empty cribs and says come on and enjoy the feast spread here, at your own expense. Acting on this invitation Salem alone donated an additional \$250,000 to the big pig sty.

Other cities and counties in the state contributed in proportion. But there was very little of the feed for the piggies from the outside. They were contributing members of the partnership, and not recipients of the dividends.

The latest, however, is contained in an editorial in the big paper on Monday morning, in which the Oregonian suggests that the state capital and all state institutions should be in that city as being the biggest hog, it is entitled to the biggest portion of the favor. "The object would be not to favor Portland, but the state at large," chirrup the Oregonian. And then as a second thought the same paper suggests that it would be wise to submit the matter to the people under the initiative and referendum.

There has been a feeling abroad in the state that the Portland papers had a great deal of interest in the adoption of the initiative and referendum. Just what the object of that city was had not been fully understood until now. The rat is out of the bag, however. Portland, with one-third of the vote of the state, feels that the transfer of the state institutions to that city would be an easy proposition. There still remains a large element throughout the state, though, that appreciates the character of the Portland hog and are willing to vote "no" on any such proposition.

When the Lewis and Clark fair was proposed the people of the state waived their state fair for reasons of patriotism, not that Portland might derive so great benefit, but that the Lewis and Clark fair should be a general state success. Considering the success of the Lewis and Clark fair a matter for general state pride, everything else was laid aside for the purpose of achieving that end. The state expected some of the benefit; it expected to see the visitors to that exposition treated to something else than a general lecture on "Portland as the whole state." No objection was made, however, to secure that the visitors to the fair see the rest of the state. Portland was "it all."

A short time ago the Portland papers began a demand for the establishment of the state schools. The Oregonian opposed the state normal schools as organized, and then securing their destruction; almost, proposes their erection at that city. Now it is a demand for all the state institutions. The devil can take the rest of the state if the Oregonian can only see all public institutions brought under the view of its tall tower. This would add so greatly to the value of that tower as a scenic resort.

For many reasons the larger cities have never been selected as the site of large schools nor of state institutions. They have not been thought to offer the best environment for young people nor for such institutions, and that this is well recognized by Portlanders themselves, the same issue of the Oregonian which contains this editorial had the startling headlines conveying the report that a great many young men from Portland had been sent to Eugene to the State University. There are many objections to a large city as a school town which the writer suggested in a former article discussing this subject. It is not necessary to repeat at this time all the arguments, it is only necessary that our readers may feel fully cognizant of the suggestions held out in the Portland Oregonian. It, at least, gives added argument for the policy outlined in the last two Sunday issues of The Statesman why our home cities should have our first consideration.

THE PRESIDENT PAYS HIS WAY.

It is now said that President Roosevelt will pay the entire expense of his state; the state contains several million dollars from his own private exchequer, the amount of which will probably be between four and five thousand dollars. There is no doubt the railways would have furnished him a special train, free, just as they did for his western tour, had he been willing to have accepted it. The fact that he has not indicates the change in the general condition and change in the times since then. Before the president was yet making a particularly strenuous fight for railway regulation he felt that he could consistently accept a free train and free transportation notwithstanding he must have known that: railway granting him this privilege was laying itself liable to a fine and it officers to imprisonment under the law providing for the interstate commerce commission. It shows, however, the truthfulness of the remark of the colored preacher: "The world do move."

There is one feature of the matter perhaps, that the general public does not take into consideration, but which is mentioned in the following squib from the Louisville Courier-Journal under a Washington date line: "The railroads would have been glad to furnish the transportation and other facilities for the journey free of charge, but the president, who is intent upon securing railroad rate legislation, did not think it proper that he should accept free transportation. The railroads, it is said, could well afford to carry the president for nothing, if he would be willing to travel that way because every presidential journey is not only an advertisement for the railroad, but affords opportunity for running special excursions all along the route, thereby greatly increasing the revenue from passengers."

WHAT FREE TRADE IS.

Former Senator Francis M. Cockrell of Missouri, of course, is more or less right when he says that no party has ever advocated absolutely free trade with foreign nations, because free trade, as Senator Cockrell uses the term, would mean the entry of all sorts of products into our country without any tariff. The difference between free trade de facto, however, and the Democratic policy of tariff for revenue only, is only in the amount of duty placed on various products presented at the ports of the United States for entrance. As the tariff on imports has been long recognized as legitimate and a proper one of raising revenue for the support of the government, the Democratic

policy has gotten to be called "free trade" from the fact that it would place a duty on all things imported which undergo the heaviest rate of consumption. The Democratic party has declared time and again that a tariff for protection was wrong. It has not confined its declaration to an arraignment of the Dingley tariff or of the McKinley tariff or of any other special or specific tariff law so much as to the policy of protection itself. The term, however, free trade, has long since been used simply with a view to indicating the policy of free trade under the tariff-for-revenue-only idea of the Democratic party.

PUBLICITY NEEDED.

The question of insurance regulation is one fully as important to the people as that of corporate regulation. Nearly every large life insurance company doing business in this country is meeting with trouble through the results of a lack of just such regulation as is now proposed. Publicity is the only thing that will cause the people handling great trust funds and large sums of money to use the greatest care and judgment in their manipulation of these funds and that will prevent their wrongful and illegal appropriation. High salaries are not to be condemned in all cases, for the reason that men capable of handling and caring properly for large sums of money are worth good salaries, but there are many other uses to which the trust funds are placed which are entirely out of keeping with good business methods. A little more publicity will aid in straightening out these matters and will give the people renewed confidence in life insurance companies.

"NONE RESIGN; FEW DIE."

That few die in the government service finds another evidence in the story of J. B. Adkinson who is now 75 years of age and still continues as a clerk in the treasury department; but that other statement has finally been refuted, after waiting many years for an Iowa man to give it the back-handed double cross. Geo. L. Dobson, who will henceforth be spoken of as "of blessed memory," was sent as consul general to Hang Chow, China, where he found so many objectionable features in life that he gave it up. One of the principal troubles, or most objectionable features, rather, that Mr. Dobson encountered was that the Chinese failed sometimes to bury their dead. In encountering this situation, Mr. Dobson should have felt at home, for it is very much after the custom of Iowa politicians, who allow their political dead not only to remain unburied but to still walk around.

Secretary Taft says his speaking in Ohio during the campaign will depend entirely on whether his presence is required at Panama. The effort to transfer the canal work from Secretary Taft's department to that of Secretary Root was not carried out, so this work, like all other government improvement work, will continue under the war department. It is not said, however, that Taft feels the necessity of going to Panama because of any very excessive haste on the part of the commission.

Now as the president has written a letter to Ex-Secretary Loomis telling him that he is a real good fellow, and that Bowen was "not"; also that Mr. Hay was fornicist Bowen, the matter may be said to have executed a passel. Mr. Loomis will be glad if the people are not, that the president has apologized again for his apparent severity with that most charming diplomat.

It is said a bill will be submitted to the voters of Oregon under the initiative and referendum providing that banks shall not loan to exceed 2 per cent of their capital to any one person. Make it requiring all banks to loan 2 per cent of their capital to all applicants for loans, and we'll join in the effort to pass the bill.

The completion of the Western Pacific into California, it is said, will mean the establishment of the first through passenger service from coast to coast. There will be established over the Wabash connections a through train from San Francisco to New York. Jim Hill and Harriman are invited to sit up and take notice.

Another lion tamer has met her fate. Aimee Blondell, who has long been traveling with a so-called tame-lion show, was attacked and terribly mutilated by the lions during her performance at Gilman, Illinois. Those who undertake this sort of work usually discontinue death.

A Florida paper has finally discovered that the South is going ahead and now admits that land there will double in value every ten years for the next half century. Of course it would be unbecoming for us to say "I told you so."

It is said Secretary Taft still wants to provide amusement for the Panama canal employees. Why not have the canal commission "sit" for them a while. Their slow efforts to accomplish nothing should be amusing enough for the employees.

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