

Editorial Page of the Capital Journal

AN INDEPENDENT PAPER FOR THE PEOPLE.

WHAT OREGON NEEDS.

Oregon does not need an exposition or Eastern immigration half so much as a putting in order of its state government. The exposition will help Portland a great deal, and Oregon some.

The transportation syndicate has a greater interest in filling Oregon with people than the people who are now here, or than the state government itself. Another 100,000 people in Western or Eastern Oregon will double railroad earnings, but solve no problem of government.

The additional population must be hauled here, with its belongings. After its increase of transportation earnings has swelled the earnings of the corporation, the products of these people must be hauled. A constant chain of intercourse between the East and the West will be stimulated.

What Oregon needs more than any other one thing is the establishment of a better business system in its state government—a reconstruction of its revenue system along sane and healthy lines. By this we do not mean a reconstruction of the state constitution, but an honest application and intelligent interpretation of the constitution Oregon now has.

The state is well supplied with lawyers and politicians, who will say a new constitution is needed. But they are mostly of the class who clamor for a nostrum to cure the abuses which they do not refuse to practice. What guaranty have the people that a new constitution will be adhered to any better than the old?

Let the constitution tinkers propose wholesome amendments to the fundamental law of the state, and the people can readily adopt them. But it will be found that those who clamor for a new constitution are not animated by a desire to retrench present powers of spoliation, but to enlarge them.

What Oregon needs first of all is an injection of plain business principles into its state government—obedience of the terms of the present state constitution—every hired servant of the commonwealth on a stated, fixed salary, and no other fees, perquisites, emoluments or aides whatever.

That is the plain meaning and intent and exact language of the present constitution. If we cannot get the politicians and managers of politics to live up to that, how can we curb their rapacity with a new constitution, which would probably enlarge their grafts on the people?

Next after adoption of a flat salary law, and forcing the payment of all fees and earnings of each office into the state treasury, Oregon should adopt a new way of raising a large portion of its state taxes. Think of a state levying a 12-mill tax on all property.

It is true that five mills of the 12-mill state tax are for public schools. But it is equally true that no other state levies anywhere near a 12-mill tax for state and school purposes.

What is the use of trying to fly with wings of an exposition and an expensive immigration bureau when such a weight is fastened around the neck of the state as a 12-mill tax? Oregon must fly with her own wings of a better state government. Get rid of the 12-mill tax millstone.

How will it ever be got rid of unless it is attacked within the state itself, by its own people, its own press, its own lawmakers? Necessity of a repentant and ashamed feeling must precede a reformation.

By a rigid flat salary bill and nursing all fees for general revenue a change could be effected of \$50,000 a year to the good. This has been

proven by The Journal figures, and can not be successfully disputed.

Every item in those figures was backed up by section of law, by date of act, by page of statute book. The tabulation of all acts giving fees and salaries and perquisites was official, and absolutely correct. The work was performed by a recognized authority on annotation of laws.

The first step to get taxes down is to quit paying about four or five salaries to several state officials. It is a social, moral and business injustice to pay any man \$50,000 to \$75,000 for a term of four years. It corrupts and demoralizes the whole state government.

The flat salary law should be passed at a special session. That will lay the foundation right. That will put the state housekeeping on an honest basis of respecting oaths and obeying the constitution.

At the regular session the next step should be taken, and that is an equally imperative reform—increasing indirect taxes and relieving the property tax. At present 98 per cent of all taxes are directly against property.

Ways must be found to raise at least \$200,000 of revenues from taxes other than on real estate and personal property. Other states do this and Oregon can do it. Oregon people are as smart as the people of other states and some of her politicians are too smart for the people.

The present two per cent tax on the gross earnings of insurance companies now yields nearly forty thousand dollars per annum. Other corporations enjoy franchises and business privileges in Oregon that are now taxed little or not at all. A tax on the gross earnings of such will easily yield \$200,000 to \$300,000 per annum, and increase annually.

Such laws could be framed by a committee created at the special session and be ready for action at the regular session. The secretary of state could assist the committee as he has recommended such laws and knows just what other states are doing in this line. Such a law is an imperative necessity if state taxes are to be reduced.

The opportunity is given Governor Geer to convene the legislature in special session and take the first steps toward putting a better order of state government before the people. The facts are so plain, the need is so great, that this duty is incumbent upon the governor.

He has the ability to place the facts before the legislature in a trenchant manner and write a state paper that will mark the inauguration of a new era to the taxpayer.

Hon. Tilmon Ford of Salem has said in a public speech that with flat salaries, all fees going into the treasury, and direct legislation put into operation, state taxes would be reduced one-half in four years.

What greater legacy could Governor Geer leave to the people on retiring from office than to lighten the burden of government fifty per cent?

A special committee to devise the needed revenue laws could have the bills all ready for passage at the regular session. That is the only way to have such important matters properly looked after. That is the way the important revision of the school laws was brought about.

If flat salaries and a new revenue system are not provided in this manner four years of the present unjust and unbusinesslike system will be continued and the Republican party will be held responsible. Does it desire to face this record? Is it just to itself or to Republicans.

The charge of self-seeking cannot

be brought against Governor Geer if he calls a special session for this purpose. Oregon needs this reform, oh, so badly! Besides it is solemnly promised in the party platforms.

This reform will be brought about even if Governor Geer does not act. The people have been well informed about the great need of it. They have seen made familiar with the facts. It cannot be jeered or thimble-rigged away.

Governor Chamberlain will take up this fight wherever Governor Geer leaves it. He will push it vigorously, conscientiously and everlastingly. With his ability as an advocate of the people's cause he will make it count.

While Gov. Chamberlain would be aggressively for what all know is right, failure of the Republican governor to act will leave his party on the defensive. They will have to defend needlessly continuance of a bad system and high taxes caused by it.

The leadership of the people rests in Geer and Chamberlain. The people know what is right. The development of the state along right lines are in their hands.

If they do not take advantage of the opportunity to serve the great needs of this commonwealth the people will find other means to accomplish the result. The capacity for self-government is in the people and is constantly growing greater. Men come and go but the spirit of progress lives forever.

CECIL RHODES SCHOLARSHIPS.

Governors of the different states and territories are receiving from the department of state at Washington a request for an opinion with regard to the method by which qualifications of candidates for the Cecil Rhodes scholarships at Oxford are to be ascertained and as to the examinations.

Under the terms of the will Oregon gets two scholarships of \$1,500 per year each, this being the portion of each state and territory of the United States. Each scholarship is for three years, but not more than one appointment shall be made in any one year. It is hoped that students can be elected in time to go into residence at Oxford in 1903.

The provisions of the will establishing the scholarships give interesting suggestions as to qualifications of students, which have been published in this paper.

WHAT ARE OUR LIMITATIONS.

Much is being written these days about it being the duty of each person to ascertain his or her limitations and then live accordingly—to live up or down to them, as the case may be.

Having guessed, determined or otherwise ascertained your minimum dimensions—so-called limitations—you are to be very careful not to exceed them—not to get out of your proper field, to live within your ambition.

The theory of figuring out your own smallness and then adjusting your aspirations to the estimate you have placed on yourself is not exactly an inspiring process—it is the very opposite—the apotheosis of pessimism.

Are there any limitations upon the individual but those he forms in the retina of his own mind? Are we small or great except as we picture ourselves mentally?

Here is Shakespeare's idea of the problem of human limitations, where he makes Cassius say:

'Tis not in our stars but in ourselves that we are underlings.

Greatness of the individual must be founded upon an ideal, an aspiration, and can never be reached by a search after our so-called limitations.

CORN CORNERED.

The following, from the New York American, is a very attractive discussion of the corner which was effected in Chicago last week by the Gates and other multi-millionaires.

When the world was not so gentle and civilized as it is, a man who cornered the food supply, or who put up the price of grain, or created an artificial scarcity in the markets, was hailed by the ears to the church door and the people were encouraged to gather and add to the culprit's appreciation of the enormity of his offense by remarks that they considered pertinent to the occasion.

But even had he lived in that rude day, Mr. John W. Gates would not have been in danger as to his ears, for though he attempted to corner corn and ran the price up so high, that all the corn in the country sought Chicago as a market, the price of break fast cereal and the flour for muffins has not seriously changed.

There have been many years when the corn crop was shorter than it was last year, or will be in 1902, and corn did not go to 90c.

The Gates movement is simply a colossal gamble, and whether it wins \$1,999,999 for him or loses a million or two really makes no grave difference to Mr. Gates. He has plenty more millions.

The particular moral to be drawn from the corn episode is that a game in which the Gates make the limit and deal the cards is no pastime for the ordinary citizen who works for his money and husband it as a provision for his old age, or for his wife and children.

If the Gates' pool lost money in the deal it amounts to little more than a changing of figures on a banker's books; but the losses of the small gambler, who trailed after the magnates, are real. His investment is gone; he played with real money, and not with counters, and the rocketing and collapse of corn means in his case that the little home that was to have been built will have to wait, with a great probability that it may never go up, that the boy will not get the extra year's schooling, and that the girl must learn a trade, and prepare to bear her strength of the burden when the time comes.

That is the horror and pathos of these spectacular movements on 'change.

The argument that no man gambles in corn unless he wants to, might be equally well applied to faro or roulette, but the law forbids the maintenance of these games.

There are some people who think that a modification of the ancient custom as corners in grain, suited to the changed condition of things, might not be so bad.

GOVERNMENT OWNERSHIP.

The United States government pays every year to the railroads \$35,000,000 for carrying the mails, and for the use of cars.

In France, where the government controls all the railroads, and owns many of them, and will eventually own all the railroads, they carry the mail free in return for their grants of right of way.

In Switzerland the railroads receive nothing for carrying the mails. The company that got permission to build a railroad had to carry the mail free in exchange for the privilege—with this exception: If the railroad actually earned less than 3 1/2 per cent a year, the government paid a reasonable price for mail service. The Swiss, more wise than we, have now made all railroads government property.

MADE FOR OREGON

FANNING MILLS

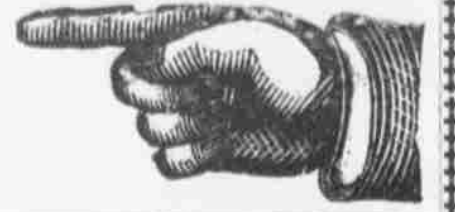
SOLD BY

Mitchell, Lewis & Staver Co.

And guaranteed to give satisfaction or money refunded.

Fanning Mill Prices

Special for grain only.....	\$15 00
Special for grain and flax.....	\$16 00
Special for clover and timothy.....	\$17 00
No. 1 Centennial for grain only.....	\$17 50
No. 2 Centennial for grain only.....	\$20 00
No. 1 Centennial for grain and flax.....	\$18 75
No. 2 Centennial for grain and flax.....	\$21 50
No. 1 Centennial for grain, clover, timothy.....	\$20 00
No. 2 Centennial for grain, clover, timothy.....	\$22 50
PEERLESS fanning mills.....	\$22 50
WESTERN, complete with two hurdles and sieves for grain, flax and timothy.....	\$22 50



F. F. CARY.

In Germany, all railroads must carry one mail car free. If other cars are needed to transport the mails, the government pays a small rate, which barely represents the cost of handling the cars.

Austria's rules are practically the same as those of Germany.

The British parliament, like our own national congress, consists largely of men owned by the railroads. But they have some shame over there, and although the British mail service includes the parcel post and does the work of our express companies, the government pays to the railroads for all its carrying, including this enormous parcel express business, less than one-ninth of the amount which the United States government pays the railroads for carrying of pure mail matter.

If you want to know how the railroads rob the government, through the connivance of senators, congressmen and others influenced by the railroad, by study these figures which compare the charges for transporting the government mail matter and express matter to a New York Central station, 20 miles from New York.

For carrying 200 pounds per day of mail matter, at \$50 a mile per annum, the railroad is authorized to charge \$1000.

The express company carries a 200-lb. package the same distance every day for \$365 a year.

In other words the government pays \$1000 for carrying 200 pounds of mail matter 20 miles every day for a year in addition to paying an enormous rental for the cars. Express matter travels the same distance at the same speed for \$365 a year, and both the railroad company and the express company make a good profit on the transaction.

Poor's Manual gives the Pennsylvania Railroad Company's own statement for 1900 as to its earnings.

On passengers, the railroads earn a small fraction over 2 cents per mile per passenger. On freight it earns a little less than one-third of a cent per mile per ton.

The government, however, pays all the railroads including the Pennsylvania, an average of 12 1/2 cents per mile—craftsmen.

Under the decision of Judge Jackson of West Virginia in the cases against the striking miners, free speech is a thing of the past in that locality.—KX.

Russell Sage was shocked down and dashed by a train on Monday at Danbury and is top and leg broken.

no, far from it! Costs too much for funerals!

Sixteen-year-old Kentucky boy has gone insane from eating ice-cream. That's what Kentuckians get for indulging in "soft stuff."

Concord, N. H., merchants give their clerks a half holiday each week, and they haven't a clerks union, either. Perhaps they could spare several half days a week and not miss the time.

WHAT'S THE USE COMPLAININ'?

(Hence Mann in Medford Inquirer.)

Too much of the summer sun;

Too much of winter rainin';

But day by day

We walk the way;

What's the use complainin'?

Too much singin' for the song—

Little grace for gainin';

Too much toll

On sea and soil;

What's the use complainin'?

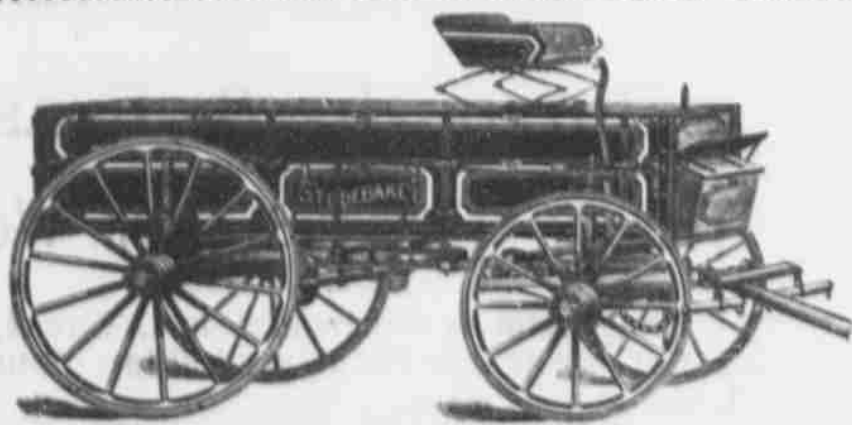
Too much tears an' doubts an' fears.

But there's a rest remainin';

Earth has love,

And heaven's above;

What's the use complainin'?



If you have any lingering doubts as to the popularity of Studebaker Wagons they would be dispelled at once if you see the class of trade that buys the Studebaker, paying more money for them than for any of the others. The fact is if the others were as good they would bring the same price. Another car just in and already supplying the harvest trade with complete wagons, and with header gears, or other gears as needed. Call and see the reason why Studebakers are better.

Ohio Ensilage Cutters and Blowers.

The standard cutter of the country. The cutters and blowers we sold last season have given the best satisfaction. The new cutters are exactly the same, and the blowers are improved, in that the discharge pipe rises from a point higher up, so that in blowing up there is no tendency to clog, as the cut fodder falls directly on the fan blades. This is the most powerful blower made. The capacity of the No. 13 cutter is twelve tons an hour. Call and inspect these goods. You will find they are all we claim for them.

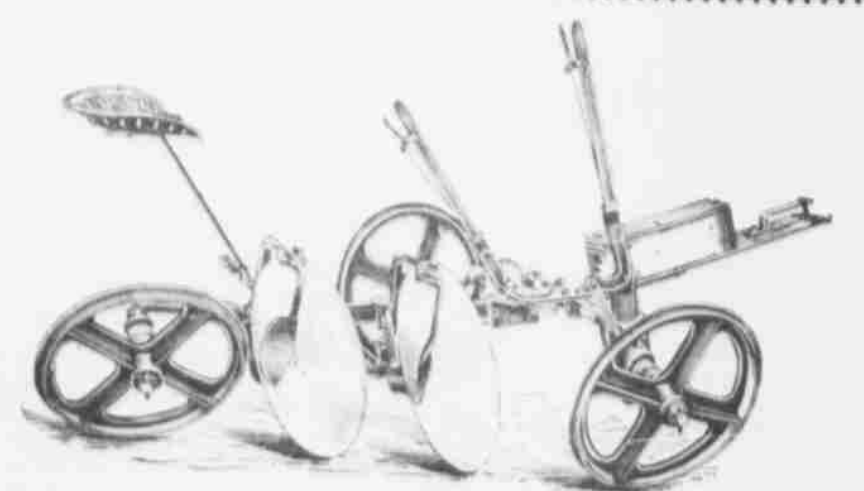
These are Busy Days

Our trade on all lines of harvesting machinery and supplies is keeping us on the jump almost day and night. There is a big demand for everything of the sort this season and our lines of goods are the best that's to be had. Several who have gone into the field with old binders have thrown them aside and 'phoned in orders for McCormicks. We can still supply you from Salem or from Portland.

Plymouth Twine If you want any twine you'd better get in your order.



Tribune bicycles are today recognized as second to no bicycle in the world. Their superior is not made at any price. We are still selling Tribunes, and will continue to hand them out till October as we did last season. All models in stock ready to deliver, save some of the 1901 styles. Plenty of second-hand wheels, both ladies' and gent's, in good riding condition. Sandries of all sorts, popular prices. Carbine—2 pounds for 25c.



THE CELEBRATED ...Benicia Rotary Disc Plow...

Here is the plow with which we did so much business last fall, winter and spring. The new plows will soon be with us again ready for the early fall plowing when it's too hard to get any other plow into the ground. We can refer prospective customers to 10 satisfied users at these plows who bought them last fall and winter. Keep your eyes on this plow.

Birdsell Clover Hullers

The oldest of all the hullers on the market, using the rasps in the hulling cylinder in place of the spikes, as found in others, and using two vibrating bolts besides the shaker floor, all of which produce a more clover seed to the acre than any other huller. Call and see us if you're interested, or write for catalogue and terms.

WIGGINS' IMPLEMENT HOUSE

Successor to E. M. Croisan and E. F. Parkhurst

255 - 257 Liberty, Street, Salem.