

GOVERNOR'S CHEAP POLITICS

Fails to Appoint Lionel and the Newspaper Friends Feel "Just Hurt"

The Portland Telegram says: "Governor Chamberlain has appointed the state highway commission to investigate the trans-state road measure, proposed by Judge Webster, of this city, and this governor has studiously avoided the naming of Judge Webster as a member of that commission. This is a bit of penny politics, that ill befits a great statesman like Governor Chamberlain. His Excellency should have risen superior to such small temptations. It is rather a pity he does not perceive that the indulgence of cheap cunning of this type will play the hob with his reputation for political astuteness. Even to his friends it will come as a shock that a past master in politics can be guilty of a blunder small enough and silly enough to shame an amateur."

"If there is any man in Oregon who by virtue of reputation and of active interest in advanced good roads legislation for this state is entitled to a place on that commission, that man is Judge Lionel Webster. Judge Webster has given to the specific subject which is responsible for the legislative creation of this newly appointed commission more study than any other man in the state. It was at Judge Webster's instance, the resolution was introduced in the last legislature. He took the initiative that makes Governor Chamberlain's present action possible."

"It was a marvelous blunder on Governor Chamberlain's part to seek such foolish method toward the discredit of a possible rival for political preferment."

Well, well, to think the governor should be guilty of making a marvelous blunder by overlooking the appointment of Lionel, and that too when he was the main guy in getting the resolution passed by the last legislature, and from the way his friend, the Telegram squawks, it is presumable that he had his eye on the chairmanship of that committee at the time he urged the passing of the resolution. However, Judge Lionel is an astute lawyer, a well seasoned judge and knows how to deal with people who do not show him proper respect. The judge should have the governor before his court the first time he invades that sacred balliwick and fine him for contempt, the governor may not really have it, but he could be fined on the suspicion awakened by the circumstantial evidence of his act in neglecting to appoint Lionel. Then you see George could come back at Lionel for loss of majesty and then they could get in the same cell together and scrap it out without either party's friends being "shocked."

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He Was Too Late.

Stella—No, dear, I can't marry you, but I will be a mother to you. The Youth—What! A mother to me? Stella—Yes; your father proposed to me an hour ago—Aly Sloper's Half-Holiday.

This Saturday Evening's Special

From 7 to 9 p. m. again on white plaques, statuary of noted men, from 8 to 13 inches in height. Regular price \$1.20 each. For tonight's special, at 25 cents each. Yokohama Tea Co. (Next Saturday evening's special on a different line).

His Admirable Quality.

"Miss Van Box—Mille, I love you! I know I have no money, no good looks, nothing to attract a girl's admiration, but—" "Oh, yes, you have, Mr. Noyne. I'm sure I admire your nerve."—Cleveland Leader.

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From 7 to 9 p. m. will be the last special on white statuary, at 25c each. Regular price, \$1.20. Yokohama Tea Co. (Next Saturday evening's special on a different line).

Ayer's

Cherry Pectoral. Coughing, coughing, day after day, tears the throat and lungs. Healthy tissues give way. You are ill. Ask your doctor why Cherry Pectoral cures coughs.

The Oregon Press Unanimous

(Continued from first page.)

railroads built in Oregon, and we should like to see something more than promises of building. We should like also to see these feeders constructed on their merits by Mr. Harriman, and not because he fears that somebody else is about to get ahead of him, as at Coos Bay or in the Willows Valley. There is, or has been, no so-called anti-railroad sentiment in Oregon, such as has been observed in Washington for a great many years. Our legislatures have been uniformly friendly. There has been little menace of hostile legislation. To be sure, we once had a railroad commission, which was a joke, and we had a maximum passenger bill, which fixed fares on a scale above the rate the railroads themselves have since voluntarily established; and we have a fellow-servant bill and the Killingsworth bill which requires railroads to make connections with other railroads; but these have all done the railroads no great harm. The Harriman system has been required to station at Salem no expensive lobby and to contribute to a boodle fund, such as has long been in evidence in Olympia. To be sure, the Harriman management has done its share in corrupting the Washington legislature, but the Oregon legislature it has not troubled so much about. It may be surmised that we shall hereafter find the Oregon legislature in a somewhat more belligerent frame of mind. The people, after all, have one sovereign power which any legislature may well fear, and that is the power of taxation. Other things, too, it may do that may not seem desirable from a railroad standpoint; but, from the standpoint of public interest, they may have to be done. We rather think that the Harriman railroads will have to pay more attention to the next legislature."

Taxes and Railroads.

Under this head the Oregonian also has some pertinent remarks which Mr. Harriman, and all other railroad magnates may read with profit, and heed to their own betterment. It says:

"County assessors are now closing up their assessment rolls preparatory to turning them over to county boards of equalization. In a few counties assessors have endeavored to make their estimates of valuation more in assessments on railroad beds, but in others the valuations remain practically unchanged. It has been many times shown in these columns that the valuation of railroads per mile is lower in Oregon than in other Coast states and much lower than it should be. That the railroads have not borne their share of the burden of taxation is common knowledge, and from this condition arises the demand for the enactment of laws providing a special system of taxing railroad franchises. The taxation of franchises is a problem for the future, however, while immediate relief from inequality is needed."

Have Been Let Off Too Easy.

In no way can a fair distribution of the burden of taxation be more quickly and effectively reached than by a proper valuation of tangible railroad property under existing laws. The farmer, the merchant, the manufacturer and the laborer who owns his home, owe it to themselves to see that the county assessor has done his duty. Leaving the equalization of assessments to county boards will not suffice, as experience has shown. Taxpayers generally should take an interest in this important part of governmental business in order that they may not be compelled to contribute more than their due proportion of the public revenue. It is not enough for the small property-holder to see that his own property is not assessed too high. He should go further and see that the holdings of large corporations are assessed high enough. Before county boards of equalization have met is the time to investigate this subject. After it has adjourned will be too late."

The Eugene Register of August 10 also has some remarks that might furnish Mr. Harriman a few minutes' diversion between banquets. The Register likes not the scarcely-veiled threats of Fenton and Cotton, nor is it enthusiastic over the glittering, though tinsel-lined platitudes of the great railroad magnate himself.

The little bouquet sent the banquet is appended:

Still More Uncertainty.

"As a banquet, Mr. Harriman's entertainment was all that was expected. But the solicitude of the dear public for information bearing on railroad de-

velopment in Oregon remains unpeased. Hints and allusions may serve the purposes of railroad officials, but the people of this state desire more positive evidence that there will be relief in some quarters where action has long since been due. The railroad orators took occasion to use veiled threats of directing the outlet of Oregon's products away from Portland to Seattle, and gave no promise of anything immediate in the way of railroad construction. It is unnecessary to advance the thought that something tangible was expected as a result of the banquet, for we have been trifled with so long that hope is inanimate."

Oregon will experience realization of her needs and wishes, we are bound to believe, only when the isolated sections have grown and developed through the influence of private capital to flourishing commonwealths, dotted with populous cities, rich in agricultural resources, abounding with manufactures and have reached the stage where other transportation interests threaten invasion. Then, and then only may we presume the Harriman system will show any disposition to treat one of her most remunerative sections with a proper spirit of regard.

If the aim of this banquet was calculated to bring about a better feeling in commercial interests towards Mr. Harriman's railroads, it shot wide of the mark."

John F. Carroll, in the Oregon Journal Thursday, also has some remarks pertinent to that banquet and the great magnate who gathered Portland's business men around his mahogany in order that his hired men could tell them "what was what," and show them just what they had to do to pacify the grand mogul, and get his gracious consent to remain in Portland and carry on their respective business. It is not good taste to lecture one's guests, but Harriman graciously refrained from that offense and turned the job over to his hired men, who had to get in and earn their money. r. Carroll carols as follows:

Oregon's Relation to the Railroad.

Liver and Kidneys

It is highly important that these organs should properly perform their functions.

When they don't, what lameness of the side and back, what yellowness of the skin, what constipation, bad taste in the mouth, sick headache, pimples and blotches, and loss of courage, tell the story.

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Gives these organs vigor and tone for the proper performance of their functions, and cures all their ordinary ailments. Take it.

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(Continued on page nine.)

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Tri'l 2:06
Rec. 2:10

SIRE OF JO SEAL, 2:11 1/4.

Sired by Red Heart 2:19 1/4, the sire of Chain Shot 2:06 1/4.
Red Seal 2:10, Etc.

Dam ALICE M. (trial) 2:25... by Mark Field (son of Geo. Wilkes),
Dam of Red Seal 2:10 L' sire of Daisy Fields 2:08 1/4, Man-
lawood 2:19 1/4. brino field, 2:11 1/4, etc.
Second dam DAY BELL... by Advance, sire of Malraaka 2:25, etc.
Dam of Veritas 2:16 1/4, Index 2:29 1/4.

This dam daughter of Tippecanoe, a thoroughbred.
RED HEART is by Red Wilkes, out of Sweetheart, by Sultan; second
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