

...CAPITAL JOURNAL'S EDITORIAL PAGE

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THE JOURNAL STANDS FOR PROGRESS, DEVELOPMENT, GOOD GOVERNMENT, AND NO DEGRADED LABOR.

LINCOLN'S GRAVE.

Read by Marice Thompson, once a Confederate soldier at a Harvard Phi Beta Kappa reunion.

He was the Southern mother leaning forth,
At dead of night to hear the cannon roar,
Beseeching God to turn the cruel North,
And break it that her son might come once more;
He was New England's maiden, pale and pure,
Whose gallant lover fell on Shiloh's plain;
He was the mangled body of the dead;
He writhing did endure
Wounds and disfigurement and racking pain,
Gangrene and amputation, all things dread.

He was the North, the South, the East, the West,
The thrall, the master, all of us in one;
There was no section that he held the best;
His love shone as impartial as the sun;
And so revenge appealed to him in vain;
He smiled at it, as at a thing forlorn,
And gently put it from him, rose and stood
A moment's space in pain,
Remembering the prairies and the corn
And the glad voices of the field and wood.

SERVICE PENSIONS.

The present congress has added to its record of important legislation by passing an act to pension any soldier over 62 years of age, who served ninety days in the Civil war, OR SIXTY DAYS IN THE MEXICAN WAR. In the United States army. This law will apply at once to all Mexican soldiers, and nearly all the surviving union soldiers, for a man of 20 when the Civil war closed is now 62. AGE ALONE IN THESE CASES GIVES A CLAIM to a pension of \$12 a month at 62 years of age, \$15 month of 70 years of age, and \$20 a month at 75 years and over. Pensioners now receiving less than this allowance can get it increased on application. Those who are receiving more are not affected by the law. CLAIMS FOR SPECIAL DISABILITIES MAY BE PROSECUTED AS BEFORE.

This act sweeps away an immense amount of red tape and delay, often running into years, to which applicants for pensions have been subjected. It can be taken for granted that a veteran past the age of 62 is unfit for manual labor, and many of the medical examinations carried on have been superfluous. Pensioners are dying at the rate of more than 40,000 a year, AND THE MORTALITY IN THEIR RANKS IS INCREASING. Only a few thousand survivors remain of the Mexican war, which closed fifty-nine years ago. It is doubtful if the pension payments next year will materially exceed those of 1906. SERVICE PENSIONS FOR THE SOLDIERS NAMED HAVE NOT COME A DAY TOO SOON. May it be long before the last of the brave men to whom this justice is awarded are mustered out.

GREAT NAVAL AND MILITARY DISPLAY.

The extravagant militarism of the program of the coming Jamestown exposition, as developed and disclosed during the last few months, is a profound shock to a great body of the American people. In one of the issues of the official organ of the exposition there is published conspicuously A LIST OF THE "ATTRACTIVE" OF THE COMING EXPOSITION. There are thirty-eight items in the list, and eighteen of these are as follows:

Greatest military spectacle the world has ever seen.
Grandest naval rendezvous in history.
International races by submarine warships.
Magnificent pyrotechnic reproduction of war scenes.
Reproduction of the famous battle between the "Monitor" and "Merrimack" AT THE PLACE WHERE THAT BATTLE WAS FOUGHT.
Great museum of war relics from all nations and all ages.
Greatest gathering of warships in the history of the world.
Prize drills by the finest soldiers of all nations and by picked regiments of United States and state troops.
Races of military airships of different nations.
THE LARGEST MILITARY PARADE GROUND IN THE WORLD.
Contests of skill between soldiers and sailors of different nations.
Daily inspection of warships in the harbor and troops in camp.
The greatest military and naval parade ever witnessed.
More naval and military bands than were ever assembled in time of peace.
GREATEST ARRAY OF GORGEOUS MILITARY UNIFORMS OF ALL NATIONS ever seen in any country.
More members of royalty of different countries than ever assembled in peace or war.
THE GRANDDEST MILITARY AND NAVAL CELEBRATION ever attempted in any age by any nation.
A great living picture of war with all of its outlying splendors.

CANAL DIGGERS.

It is a foolish outcry that follows the announcement of Mr. Oliver's associates in bidding for the Panama canal contract. John P. McDonald, who will have supervision of the work, is associated with the Ryan-Belmont interests of New York. Morgan J. O'Brien, the counsel for the company, is one of the Ryan trustees in the Equitable Life Assurance society.

What of that? Mr. McDonald is a capable director of a great enterprise and former Justice O'Brien is an able and distinguished lawyer. It would be impossible to name more competent men. The country wants the canal dug promptly and properly—that's all. It makes no public difference who does the work. If Ryan and Belmont were going to have a long operating contract of the canal and were going to capitalize the lease for \$70,000,000, as they have done with the subway, that would be quite another story. The canal is the thing. The right people to dig it are the people who will dig.

THE HAGUE CONFERENCE.

When you stop to consider it, what is the use of keeping millions of men under arms day after day in the different countries throughout the world. In this civilized day and age such a condition is something that every man should blush for. War is needless—this is a day of arbitration.

Professor D. Martens, the distinguished Russian authority on international law, who has been sounding the various powers on the program for the forthcoming peace conference at The Hague, is now in Berlin. He has sought to prepare the way for an agreement to bring about the measure of disarmament, but he finds the German government indisposed to consider any such proposal.

William T. Stead, who has been making an unofficial investigation of the same subject, has made the following statement:

Great Britain, the United States, Japan, Italy and Hungary favor an enlarged program. France is more reserved, but is very sympathetic and

would welcome a general agreement to discuss the questions of arbitration and armaments. I am here to learn the attitude of Germany and the Triple Alliance. One half of the Alliance, that is to say, Italy and Hungary, has declared in favor of discussing the armaments question, and I do not believe that the other half, Germany and Austria, will oppose the general desire.

That conference could perform no greater service for the nations of Europe than in bringing about an agreement under which the vast standing armies would be reduced. All Europe is a military camp; hundreds of thousands of men are under arms all the time, and the burden placed upon the people is enormous. Were the expenditures made for some useful purpose, it would be beneficial. Were it to improve the conditions of life, to open new avenues of activity, to promote the cause of science, of to develop new means of adding to the public comfort, the expenditure would bring returns worth while; but it is all poured out to prevent war.

Young men are taken from field and factory, from desks and laboratory to spend some years of their life in the military establishment. Not only are they taken out of the ranks of useful employment, but the rest of the people have to maintain them and provide the enormously expensive equipment of the armies of which they form a part. This causes a terrible drain; it saps the life-blood of every state maintaining such vast forces, and yet all feel obliged to continue such armaments in order to prevent sudden and disastrous attack.

Germany seems the least disposed to aid in bringing about a reform, the fact reflecting the imperialistic spirit of the empire. She aims to dominate the continent, and in her heart there is a feeling of unwillingness to employ her vast forces in accomplishing that end whenever a favorable opportunity shall be presented.

THE OFFICIAL FREE PASS BILL.

Governor Chamberlain should unhesitatingly veto the bill requiring railroads to give officials free passes.

In the first place the bill is an outrage because officials, as a RULE, ARE BETTER ABLE TO PAY FARE THAN ANYONE ELSE.

In the next place the people voted overwhelmingly for a real law to abolish railroad passes. If everybody paid all could ride for less fare, and the railroads would make more money.

In spite of that this legislature HAS VOTED DOWN BILLS TO CARRY INTO EFFECT THE EXPRESSED WILL OF THE PEOPLE.

The members and the clerks and employes have defiantly, against public opinion, BEEN RIDING ON FREE PASSES.

The law, which has passed both houses, is defiantly slapping the people in the face. The governor should veto.

The veto should be administered while the legislature is still in session, so as to give the legislature a chance to pass sit over the veto.

THE COURT HOUSE IMPROVEMENTS.

The Marion county court, having found no way to rebate legally any part of the 1906 tax levy, should go ahead with the court house improvements.

As the people are already paying in their taxes, THEY WANT TO SEE ALL NEEDED IMPROVEMENTS MADE, and it is the general impression that some improvements are needed.

By utilizing the quarters now occupied by the sheriff the court house can be provided with a larger and better jail, WITHOUT ADDING WINGS TO THE BUILDING.

The new vault room can also be secured by finishing the third story and putting in an elevator. The sanitary arrangements of the building are very much in need of overhauling.

All these improvements can be made, the county got out of debt, and a fine cash surplus left over for next year, if it is handled right. The present court is able to do this work ON THE REVENUES THEY WILL HAVE TO OPERATE WITH.

The court should be economical and if the improvements can be made for \$20,000, they would have about \$30,000 additional funds to put on to the county roads and bridges.

VETO THE STRAIGHT BALLOT PROPOSITION.

The bill that is being rushed through the legislature to restore voting the straight party ticket by making one mark is wrong in principle.

It is a return to the principle of blind partisanship, from which Oregon departed ten years ago, TO THE GREAT BENEFIT OF THE STATE.

The voter is intelligent enough to know who he wishes to vote for, and the appeal to the ignorant few who would vote blindly by making a single mark is not flattering to the intelligence OF THE REST OF THE CITIZENSHIP OF THE STATE.

Simply because this legislature, by means of an outrageous gerrymander of this state, made many years ago, is almost solidly Republican, is no excuse for this change in the Australian ballot law.

None of the members of this legislature, when seeking nomination or election, DARED DECLARE THEMSELVES IN FAVOR OF SUCH A CHANGE.

But some of the leaders imagine they see partisan advantage in such a change.

The governor should unhesitatingly veto such change. The same effort was made four years ago, and was defeated. IT SHOULD BE DEFEATED AGAIN.

This is probably the last legislature in which there are so few members of the opposition party. The Republicans should hesitate to take advantage of the too trustful people. Some of them may not be entrusted with power so soon again.

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—STEAMERS—

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CLATSOP WAS OUT CLASSED

Portland Will Take Charge of Columbia River Pilotage!

Short and sweet, but of the moving-pictures-all-the-time order, was the fight between the Multnomah county delegation and those from Clatsop and Columbia counties in the house yesterday afternoon over the question of the adoption of the unfavorable minority report over that of the favorable majority upon the passage of the bill for the creation of the Port of Columbia district for the regulation of the pilotage service at the mouth of the Columbia, but Mr. McCue, who made the fight alone, and worked like a trojan to save the day for his constituents, was overwhelmingly outnumbered and this, taken together with the fact that the Multnomah delegation had "got busy" and traded for support enough to pass the bill long before it came before the house for consideration, brought about the passage of the bill by a large majority.

It was a three-cornered talkfest between McCue, of Clatsop, in opposition to the bill, and Coffey, of Multnomah, and Campbell, of Multnomah and Clackamas, supporting it, with occasional "butt in" by a disinterested outsider, and pitted as he was against such great odds, Mr. McCue made the air fairly blue, and there was a faint odor of brimstone to be detected in the atmosphere for a time. Mr. McCue contended that it was an unjust encroachment of Multnomah county upon the rights of the lower river counties to monopolize control of shipping and pilotage service, and he appealed dramatically to the members of the house to come to the rescue of the "oppressed."

"It is impossible to create the port," said Mr. Coffey, in his usual quiet and reassuring way, "without the sanction of Clatsop and Columbia counties, when the commission is to be composed of one member from each county, to regulate the pilotage service. The county of Multnomah has \$191,000,000 in taxable valuations; Clatsop \$4,900,000 and Columbia, \$4,600,000. Based upon this proportion Multnomah has consented to burden herself with 72 percent of the taxes to be levied to raise the \$400,000 necessary to carry out the provisions of the act, which makes it incumbent upon Multnomah to raise \$372,000 of the amount and Clatsop and Columbia \$14,000 each. We do not consider this any injustice and, since Portland and the state at large is being grossly imposed upon and injured by reason of the exorbitant and unreasonable pilot charges at the mouth of the Columbia, which has a tendency to drive ocean traffic to Puget Sound ports, we think it time that these

charges should be regulated so as to foster the commercial interests of the state."

Mr. Campbell then took the floor and argued along the same line. Mr. Coffey, except that he pointed out the hardships which the differential rates fixed upon different commodities worked upon state and particularly the Portland, but when he had finished Mr. McCue replied with charges with not knowing what he was saying about. The argument was with a spirited speech by Mr. McCue during which he roundly rebuked Multnomah delegation and the interests of the counties which he represented, repeatedly interrupted by questions and questions propounded indignantly by Messrs. Coffey, Driscoll, Campbell, but he closed with a declaration that the O. R. & N. company, which, he claimed, had in full control of all the ports of the Columbia river for the past years, now wanted to secure the pilotage service, and the move was purely in the interest of Portland, and the Chamber of Commerce.

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