

BURLEY'S PLOT AND TRAFFIC RATES.

We clip the following from the *Payette Independent*:

"A number of our Idaho exchanges have published the Salt Lake Herald's two-column interview with General Passenger Agent Burley of the Oregon Short Line in which the promise is made that with a continuation of present conditions the Short Line will add \$80,000 to the population of Idaho within the next three years. We know that the Short Line people have been doing considerable advertising and trust the results may come up to Mr. Burley's greatest expectations; but when we hear that the railroad lobby is already organized at Boise and that the interview above referred to is being worked for its full value as a moult of public sentiment against railroad legislation, we think we are able to discern an inordinate longing on the part of the Oregon Short Line for a continuation of present conditions, that passages no reduction in freight and passenger rates except at the end of a determined fight on the part of the chosen representatives of the people. Every voter is directly interested in the matter of passenger rates—in the difference between 3 and 5 cents a mile; and if a railroad lobby is found opposing this reduction there should be such a movement all over the State as would make every recalcitrant feel the fleeting character of his little brief authority and that his future prospects for political preferment rest with the people and not with corporations and their paid lobbyists."

THE TRIBUNE has no information, except that given by the *Independent*, respecting the alleged railroad lobby, and therefore can neither affirm nor deny its existence. However, we can perceive nothing more reprehensible in a railroad lobby at Boise than a farmer's lobby, stockgrowers pro-emergence lobby, or a W. C. T. U. lobby at Washington. All lobbies are animated by the same purpose; that is, to prevent legislation thought to be antagonistic to their interests, or promote legislation favorable thereto; and whether a lobby be good or bad depends entirely on the point of view. The *Independent* is quite right in pointing out that a reduction of freight and passenger rates is a consummation much desired. But, is it not also true that we all pine for lower prices on the things we buy and higher prices on the things we sell? THE TRIBUNE is obliged to confess that its range of information respecting railroad traffic is so limited that it is unable to discuss the question of "rates" intelligently. We do not know the original cost per mile of road-bed, equipped with ties and rails. We do not know the cost of maintenance. We do not know the per cent of deterioration; and without knowing that, we are, of course, unable to approximate the period of life given to ties and rails, engines, cars and all the wonderful and complex machinery, grinding, roaring and hammering in the the great shops. Then we have no idea of the loss by accidents, damage suits and all the multitudinous expenses connected with operating such stupendous enterprises. If put to the Bible, we could not tell within several thousand dollars the cost of a locomotive, or a freight, or a passenger car. We haven't any idea how long they run without wearing out. We do not mean collapsing like the miraculous one horse chaise, but on the principle of the old lady's stocking, which she insisted was the same old sock although it had been new footed and legged a score or more times. We have loafed around railroad shops a good deal when we might have been more profitably employed—viewed from the railroad company's stand; because our loafing presence generally communicated to sundry employes an irresistible

desire to loaf likewise. And, upon occasion, isolated of course, we have unconsciously overturned the can of sour beer, thus interrupting the process of graining the interior of a passenger coach until more sour beer could be fetched—and then, peradventure, it wouldn't be sour enough for fine art, but just right for other and more exhilarating uses. But this is digression. The point we started out to make was this, that we always, when loafing about, found the shops full of dilapidated, maimed and crippled cars, coaches and engines, reminding one painfully of a public infirmary, except that the number of doctors, attendants and nurses was enormously augmented. This inclines us to surmise that railroads with all belonging thereto require frequent rebuilding. But we couldn't even make a respectable guess as to how frequent. Handicapped with such a wealth of ignorance, we dare not venture an opinion on rates. The *Independent*, somewhat vaguely, says that a three-cent a mile passenger rate would be the right thing. Possibly it would. Personally, we have no objection to it, or the half of it. But it isn't our railroad, you see. If it were then we might feel differently. But, honestly, we have no guide in this matter except pure selfishness, and an inward enviousness. At bottom, we are in a state of chronic rebellion against all whom fortune has lifted up, and we long to pull them down. There is in us the heart of a *sans-culotte*. The *Independent* failed to enlighten us as to freight rates. That was, perhaps, an oversight; for, certainly, if it is competent to determine the price at which a bundle of humanity should be carried a mile, it can tell us with equal accuracy what we should pay for carrying a box of soap or a keg of mackerel the same distance. If we knew what the Oregon Short Line is now charging for carrying a hundredweight of freight a mile, we could easily determine to the entire satisfaction of ourself and everybody else, except the railroad company, what it ought to charge. A simple arithmetical process would do the business to a turn: Divide by two, knock off 50 per cent and put the balance on the scale. If the *Independent* has a process for determining just rates which is laid on a sounder economic basis, or which yields better results, we should like to have it explained.

SPOFFORD'S THEORY.

The Hon. Judson Spofford, poor injured soul, has evolved a theory which does infinite credit to his penetration and sagacity. He tells us through the veridical columns of the *Salt Lake Herald* that the Republicans were defeated in the last political battle, because every maneuver of the campaign was directed with an eye single to the interests of Senator Shoup. The contest, he avers, would have resulted in a glorious Republican victory had the Senator been eliminated. We hope the Hon. Judson has evolved his theory uninfluenced by envy or malice; and that his conclusion is drawn from wide observation and exhaustive research. A great many of us, in our simple way, charged defeat to the superior voting strength of the opposition. In the North, it has been accredited to the pernicious activity of Mormon priests, and a cold deal between fusionists and dynamiters. In other sections, Heyburnism, is blamed and so it goes *ad infinitum*. No doubt each accuser believes in his heart that his theory of causes is absolutely correct, and each would insist on elimination. Northern Democrats, fearing the future, would eliminate the Mormons; Republicans in the same latitude

would expurgate Shoshone county, and others in various localities would demand the expatriation of Heyburnism. Alas, if this eliminating process shall once be begun, where will it end? There is the problem.

We seriously apprehend that the theory of the Hon. Judson Spofford is a pure, though perhaps unconscious, manifestation of mugwumpery. If Senator Shoup was the obstacle to Republican success, why did not Judson exert himself to remove the obstacle instead of sulking while the battle was on and bewailing when it is over? There is no tangible evidence to support Judson's theory, except Judson himself and a few other superior and unappreciated individuals, who inwardly (and outwardly) rebel against all creation because of the stupidity of the Creator, who designed the universe without their advice and manages it without their direction. If the Hon. Judson Spofford and his congeners, instead of wrapping themselves up in the folds of a gloomy, impenetrable self-righteousness, would cultivate eyes with which to see things and minds to grasp realities, the hallucinations which haunt and vex them would soon disappear. They would shortly discover that themselves were much more to blame for Republican defeat than Senator Shoup or anybody else, except the opposition. The men who will do nothing but sulk and complain and rebel because they can not run the whole works are the ones who contribute most to the failure of all undertakings.

CONSTITUTIONAL AMENDMENT

Eminent statesmen of Idaho connected with the press and other learned if less respectable professions are again seriously embroiled in the discussion of Constitutional amendment. The regular biennial recurrence of proposals to amend, alter or abrogate fundamental law may well fill the public mind with doubts and apprehensions. Since it was decided by the Supreme Court that the ratification of a constitutional amendment was complete when two-thirds of those voting on the question were in the affirmative, it is a settled fact that everything proposed is morally certain of approval. The amendment suggested at present contemplates an important change in the judicial system. The district and probate courts are to be displaced by county courts, having the jurisdiction of both. The argument in support of this proposition is that (first) it would be more economical because justice could be dispensed more promptly and (second) because in some districts the amount of litigation is so great that one judge cannot handle it. Whether or not the establishment of county courts would be a stroke of economy is questionable. The qualifications of a county judge would necessarily have to be up to the standard of district judges. True enough that standard in some districts is not very high, but, upon the whole, capable and upright men preside over the district courts. If the standard is to be maintained, the salary can not be very materially reduced, which would lay upon each county the whole burden of maintaining a district court, less the maintenance of a probate court. That a system of county courts would facilitate litigation, there can be no doubt. It has been suggested that it would be better to retain the district courts and give them needed relief by enlarging the jurisdiction of probate courts. This would be a dangerous experiment unless additional and higher qualifications were required of probate judges. In general,

their jurisdiction is already quite abreast of their capability. We are disposed to think, though, that the best solution of the difficulty, if one exists, is along the line of retaining the district courts and increasing the jurisdiction of probate courts. Of course qualifications would have to be prescribed for probate judges which, theoretically at least, would give assurance of competency. Increasing the jurisdiction of probate courts would likely prove advantageous in another direction. It would, in a measure, be a training school, fitting the younger and less experienced for the higher judicial offices. In time, it would become a settled rule that none should be advanced to a district judgeship who had not had experience and proved worth in the court below.

TRUE ENOUGH.

Says the *Moscow Mirror*: "The Boise papers and a lot of politicians who are looking for fat jobs are advocating the establishment of 'traveling libraries' to be sent about the State for the benefit of the people. The Boise Library society wants to unload a few hundred old books onto the State, and create a place with large salary attachments for someone. Books, papers and magazines can be had for a mere pittance and there is no excuse for anyone not being able to secure plenty of reading matter, and persons who would take advantage of a 'traveling library' would only do so for the novelty, and not because they want reading matter. The State is already heavily burdened with taxation to support a lot of officials whose positions were simply created to pay political debts and it is about time the 'grafting' process was stopped. There is no call for 'traveling libraries' at public expense when the best magazines published, which will furnish the ordinary person reading matter for a week, can be had at from 10 to 25 cents."

We know nothing of the supposed jobbery connected with this traveling library scheme; but there is no more need of a traveling library in Idaho than of a spiritualistic medium in heaven. The trouble with the age is that people read so much they have no time for study and reflection. It has been said by a wise man: "Thou mayest as well expect to grow stronger by always eating as wiser by always reading." 'Tis thought and digestion which makes books serviceable, and gives health and vigor to the mind; and another says: "Books, like friends, should be few and well chosen;" and we say: A borrowed book is seldom loved, and an unloved book is always murdered in the reading. The book which has been secured through travail and self-denial, and pored over until every page presents a familiar face, is the book that leaves the impress which shapes the mind and character of the reader. A traveling library, except as a passing entertainment, is of as little real utility as an astronomical observatory on an express train. Get you but one good book a year, costing a meagre dollar, and be as devoted to it as a young lover to the mistress of his heart, and in that time you shall acquire more of actual knowledge than the absorber of twenty traveling libraries.

A Woman Without Headaches.

There are probably, few other women in this country as busy as Mrs. S. T. Rorer, the famous cook, or few who earn as much money. Besides her editorial work for *The Ladies Home Journal*, which involves answering several thousand letters each year, she conducts a big cooking school in Philadelphia, and lectures almost constantly during the season, traveling through all sections of the country. Mrs. Rorer has never had a headache, she is never ill, and in her appearance, is certainly the best example one could have of her theories as to the right way to live.

FORAKER ON PORTO RICO.

OHIO SENATOR REPLIES TO EX-PRESIDENT HARRISON.

Cincinnati, Dec. 28.—Senator J. B. Foraker has made a reply to the recent speech at Ann Arbor, Michigan, of former President Benjamin Harrison, in which Mr. Harrison criticized the Porto Rican policy of the Government, characterizing it as a departure from correct principles. In a speech before the Manufacturers' club of this city last night Senator Foraker said on this point:

"All the questions arising upon the Porto Rican legislation are soon to be passed upon by the Supreme court. For that reason I do not care to discuss them at this time, but it is in order to say that the view taken by the Congress, as reflected by that legislation, was creditable to the generosity, the patriotism and the industrial spirit of the American people. We found Porto Rico as poor as poverty could make her. She had no money, no credit, no system of taxation of any kind. She wanted a civil government and a revenue to support it. We gave her a far more liberal civil government than was ever given to any Territory prior to the civil war, so far as participation in it by her people is concerned, and we dealt by her more generously in providing support for that government than we have ever yet dealt with any Territory.

"In requiring her to pay tariff duties on imports from foreign countries, we did only what we did with Louisiana, Florida, California and all the other Territories; but in allowing her to put these duties, when collected into her own treasury for the support of her local government, we did what was never done before for any body else; for in all other cases we have not only required the payment of these same duties, but we have also required them, when they are collected, to be paid into the national treasury at Washington for the benefit of the whole country; and as to duties on commerce between Porto Rico and the United States, we did not levy 15 per cent, but we remitted 85 per cent of the existing rates on a number of articles, and the whole duty on all the rest and provided that the 15 per cent should be remitted on or after March 1 1902 or sooner, if the Legislature of Porto Rico shall so provide, and that in the mean while all collections of this 15 per cent, both there and in the United States, shall be paid over to Porto Rico for her own support. We made this provision because it was the easiest and least burdensome way possible to raise indispensable revenue for their Government, and not because it was in any sense a benefit to either our Government or our people.

"The Porto Rican Legislature is now in session, but neither that body or any member of it nor anybody else, has taken any step to repeal or alter the tax system so imposed by Congress. On the contrary, all concerned alike testify to the highest satisfaction with what Congress has done, and the request will be unanimously made that the provisions enacted may be continued, if not indefinitely, at least until some satisfactory system of proper taxation may be substituted.

"In addition, it should be stated that Congress, also in the same generous spirit, exempted Porto Rico from all internal revenue taxation—another favor never before extended to any people anywhere. "Yes, it is true that the legislation for Porto Rico was a 'departure' but it is not true that it was a departure 'from correct principles.'"

Says the *Salt Lake Tribune*:

"One of the great manufacturing companies of Chicago, name not given, announced last week its intention to divide \$100,000 among it 3000 employes on Christmas day. There are some mighty fortunes being made in the United States, but there are more magnificent bequests being distributed in one way and another than ever were heard of or dreamed of in any other country of all the world. When one concern on Christmas day can afford to distribute \$100,000 among employes, and when it is found that they have the heart to do it, that speaks as much for the generosity of the country as it does for its unparalleled facilities for business."

DEWEY IN THE RACE.

Boise, Ida., Dec. 26.—The forthcoming Senatorial contest in this State is developing some very interesting features. Among them is the candidacy of Col. W. M. Dewey. While Col. Dewey is not an announced candidate for the Senatorship, he is still to all intents and purposes in the field for the place.

Prior to the State convention it was understood Col. Dewey would be a candidate for the Senatorship before the Legislature. He was among those who opposed the plan of making a nomination for the place, in the State convention. Since that time there has not been much talk about his candidacy. It seems that a large number of the Colonel's friends are satisfied he can be elected, owing to the complications that are likely to arise when the Legislature meets. These it appears, have prevailed upon him to permit the use of his name in connection with the place, and a very active propaganda in his interest is being carried on.

Col. Dewey, who is a Democrat, is one of the best known men of the State. He has been very prominently identified with the development of Idaho's resources. For a great many years he lived at Silver City and was a leader in the mines of that section and realized a large fortune from the Trade Dollar and other properties.

More recently he has made his home at Nampa and is engaged in railway building and the promotion of the general interests of that section of the country. He owns the Boise, Nampa & Owyhee railroad, and is building a road north from Nampa known as the Idaho Northern. He is just finishing a magnificent hotel in Nampa and is putting in waterworks and electric light and otherwise improving the place with his usual energy.

BUTTE'S RICHEST GOLD FINE.

Butte, Mont. Dec. 23.—Once more the Butte district as a gold producer has come to the front. The richest streak of gold bearing ore ever uncovered in Montana, six inches wide, almost solid gold and assaying \$100,000 to the ton, was uncovered this week.

The ground is in litigation and tomorrow will come up for review before Judge Clancy. The claim lies south of Rocker, across Silver Bow creek, where so much gold was taken out 30 years ago by the placer miners. A man named Metz located the land several years ago. Two months ago he made a proposition to a man named McDonald, and he would give him a half interest in the claim. McDonald agreed and went to work sinking a shaft 26 feet. At this depth he ran into the rich ore. He at once notified Metz and when the latter saw the rich discovery he flatly refused to give McDonald his half interest. McDonald came to town and tied the property up in an injunction. A man named Marsh owns the next claim on the east, and men armed with shot-guns are guarding the locality against jumpers. Miners are prospecting the neighborhood.