

center of Washington, one on the Columbia and the other on the Yakima river. They are in the fruit section of Oregon and one has an opportunity to see some excellent samples of the best of all fruits, the apple. Seattle is having a veritable boom, being the natural distributing point for the Alaska trade and enjoying in addition its share of the commerce across the Pacific. Seattle is situated on a series of hills and somewhat resembles Kansas City in this respect, but the hills in Seattle, as in Kansas City, instead of discouraging the enterprise of the citizens, seem to be a stimulus. Yakima is as admirably situated as Seattle but has been discriminated against by the railroads since the Northwestern has become an ally of the Great Northern. Olympia, the capital of the state, while a pleasant residence city, has not shared in the commercial development like its sisters, Seattle and Tacoma. Portland has grown wonderfully in the past decade and has an assured future.

Mount Tacoma, as it is called at Tacoma, and Rainier, as it is called at Seattle, is within sight of both of these cities, and as one can stand at the water's level and look upon it, it presents one of the most sublime mountain views in the world. From a hill in the suburbs of Portland one can see the snow-capped peaks of Mount Hood, Mount Adams and St. Helens. Few cities of the size are so near to mountain peaks, and none combine mountain scenery with that along a river like the Columbia. We stopped at Eugene, where the Oregon State University is located, and again at Ashland, the main city of southern Oregon. In this state, also, apples of a high grade are grown. At Hood River the Spitzenberg is the favorite. In Rogue Valley the New Town Pippin commands the highest price, the latter being sold largely in England.

At Santa Rosa, Cal., we saw the first evidences of the earthquake that visited the Pacific coast last year, but the city is rapidly recuperating. At this place we had the pleasure of meeting the famous Burbank, whose success in introducing new plants has given him the name of the Wizard. He is just now devoting a large share of his time to the propagating of the spineless cactus, which is destined to convert the arid lands of the desert into valuable pastures, for the cattle are very fond of the spineless cactus.

At San Francisco we saw the devastation wrought by the fire that followed the earthquake. The city presents a scene of desolation surpassing our imagination, but the citizens have gone to work heroically to rebuild the town, and while they have a vast task before them, there is no doubt that the city will in the end be more beautiful even than it was before the fateful days of last April. Ex-Mayor Phelan, who is in charge of the relief fund, showed us over the city and gave us a brief description of the splendid work which the commission has accomplished.

At San Jose, Cal., we found a flourishing city surrounded by the most celebrated prune groves of the world. A large percentage of the entire prune crop comes from this immediate vicinity, and as it is a continuing crop, the city is built upon an enduring basis.

Los Angeles is a constant surprise to the visitor. At first a health resort, it has become a great manufacturing city and is destined to play an important part in the development of Oriental and South American trade. Pasadena, the popular health resort, is but a few miles distant, and there one sees many beautiful villas which serve as winter homes for the wealthy families of the East.

An electric car line connects Los Angeles with Mt. Lowe, and connects with a cable road and another electric line carrying the visitors to a height of some five thousand feet. One can have a variety of experiences in Los Angeles at this season of the year. He can gather snowballs on Mt. Lowe, and returning through the orange groves laden with yellow fruit, can within a few hours enjoy the surf, the ocean water being practically the same temperature the year round.

Near Los Angeles is the island of Catalina. It is some twenty-five miles from the main land and is the summer resort of southern California. The most attractive feature of the island is its submarine garden. Perhaps I ought to say gardens, for at several points around the island the sea plants present a most interesting sight. These are seen through glass-bottom boats. The variety of plant life and the fishes of different kinds and colors feeding in the waters present a most enchanting view.

We returned on the new shortline road running from Utah to southern California and passed through the orange groves that have been such a source of wealth to southern California. We brought back a large basket full of the oranges which democrats brought to the train as we journeyed eastward.

Salt Lake and Ogden, while not growing as rapidly as the coast cities, are still constantly ad-

ding to their population, and each year substantial buildings take the place of more temporary structures.

Grand Junction, Colo., another city visited, presented a remarkable illustration of the value of irrigation. Some of the orchards in this favored locality have sold for from fifteen hundred to twenty-five hundred dollars an acre and are today paying interest upon that valuation. Laramie, Wyo., is the home of the State University and has the distinction of being one of the highest cities in the United States. Its altitude is about 7,100 feet, and it lies in a plateau on the top of the Rockies, the mountain ridge of the range lying to the west of it while to the east of it another spur of the Rockies rises to the height of about 8,000 feet.

In the course of the journey I addressed the legislatures of Montana, Washington, Oregon and Wyoming, the invitation being even more appreciated because the republicans have a majority in all of these bodies. The invitation extended by the House of Representatives of Utah could not be accepted owing to lack of time.

I attended democratic banquets during the month's absence at Spokane, North Yakima, Seattle, Tacoma and Los Angeles; addressed a democratic meeting at Salem, Ore., at which Governor Chamberlain presided; attended non-partisan dinners at Livingston, Helena and Missoula, Mont., Wenatchee and Pullman, Wash., Santa Rosa, Los Angeles, Salt Lake and Laramie and Cheyenne, Wyo. When I add that I enjoyed the hospitality of Governor Toole of Montana, and Governor Mead of Washington, and addressed numerous schools, colleges and other non-partisan gatherings, the reader will not doubt that the month was fully and pleasantly occupied.

The whole west is aroused on the subject of railroads, having suffered from a car shortage, coal famine and discriminating rates. One of the train crew on the Northern Pacific complained that since that road had passed under the Hill influence the effort to increase the tonnage without increasing the operating expenses had resulted in the overworking of the employees, the man in question having been twenty-four hours without sleep. The citizens of the coast are expecting great things from the Milwaukee and from the Gould road which is approaching San Francisco from Salt Lake.

The Japanese question is the subject of paramount importance. It is interesting to see what staunch defenders of the reserved rights of the state the republicans of California, Washington and Oregon have become. They appreciate the importance of state control of schools, and yet, a year ago it would have been difficult to have interested them in a discussion of the line which separates the state from the nation. Abstract theories do not attract much attention but it is different when the theories are applied to important questions.

The readers of The Commoner will be glad to know that there is no division among the democrats of the west as to the next campaign. They are unanimous in the belief that the democratic party should move forward in the reforms which were set forth in the platforms of 1896 and 1900. There is no disposition anywhere to compromise with predatory wealth or to make the party the apologist for the monopolies which are now preying upon the wealth producers. The democrats of the coast states appreciate the educational work that President Roosevelt has done but they do not expect reform from the republican leaders because of the influence which corporate wealth exerts over the republican organization. There is apparent everywhere the enthusiasm that was manifested among the democrats in 1896, while among the republicans there is doubt and division. The signs indicate that the West is ready to join the South and the Mississippi Valley in the inauguration of reform.

#### RATE LEGISLATION NECESSARY

The democrats in congress and in every state should urge legislation authorizing the various railway commissions to ascertain the present value of the railroads, measured by the cost of reproducing them. Senator La Follette offered an amendment to the rate bill when it was before the senate authorizing the Interstate Commerce Commission to ascertain the value of all the railroads in the United States. The democrats supported the amendment but every republican senator except La Follette voted against it. The vote on this amendment demonstrated very clearly that the republican leaders do not desire effective regulation, for how can the commission determine what rate is reasonable without knowing upon what valuation the roads should be permitted to collect dividends? The democrats in congress should renew the fight and urge the passage of a law giving this power to the Interstate Commerce Commission. Put the republicans on

record so that the voters can see how empty are the promises of reform made by the republican leaders. In each state the democrats should attempt to confer this power on state commissions. When government ownership is suggested, regulation is offered as a substitute, but when real and effective regulation is attempted it is strenuously opposed by the very same persons who oppose government ownership. Now is a good time for the democrats to unmask the pretenders. It is not enough to stop rebates; while this puts all shippers on an equal footing it really helps the railroads more than it does the general public. The larger problem is the protection of the public from extortionate rates and this problem cannot be undertaken until we know how much of the present capitalization is real value and how much is water. The first thing to be done is to separate the real from the fictitious. Now is the time to act.

#### INTERLOCKING CORPORATIONS

Recent investigations show that the various railroads are buying stock in each other. They should not be permitted to do so and a brief statute would prevent it. For instance: "It shall be unlawful for any railroad engaged in interstate commerce to own any stock in any other railroad and it shall likewise be unlawful for any of the directors or officials of any railroad to own stock in any other railroad." Such a statute with the necessary provisions for its enforcement is needed at this time. Have the railroads influence enough to prevent the passage of such a measure?

#### SOCIETY'S BAN

A reader of The Commoner directs attention to the following extract from an editorial that appeared in the New York Sun: "The great, and for the present the insuperable, obstacle to substantial betterment in public life is the apathy and indifference of society. So long as society approves, countenances and tolerates scoundrels who have successfully eluded the police, the criminal courts and the jails, so long will rascality continue to thrive. \* \* \* If society would refuse to 'know' men of known flagitious lives and of established evil reputation; if it would drop them from its visiting list, cut them in the street and avoid them at the club; if otherwise reputable and unbesmirched men would refuse to serve with them on the directorates of corporations or on vestries or in all honorary associations, then we should see a very different state of affairs. Avoidance of the ruder penalties of the law would not be the only solicitude of the 'criminal rich,' for there is one thing that they dread more than the courts, more than the penitentiary and more than all else, more even than they dread poverty, and that is society's formal decree of non possumus."

It may be a little difficult to find anyone having the authority to put the ban as suggested by the Sun. But while waiting for "society's formal decree of non possumus," we might try the experiment of putting in the penitentiary some of the "criminal rich" who prey upon the necessities of the people. If the Sun's "society decree" is good for the "criminal rich," why not apply it to the criminal poor? Yet the Sun would be the very first to protest if a common every day thief were given the benefit of the Sun's plan for the "punishment" of those who violate the law.

#### GOVERNMENT BY THE PEOPLE

Reference has been made to the manner in which a liberal government has contributed to the spread of education in Japan; in China the spread of education is paving the way for a more liberal government. These two prime factors in progress act and react upon each other. The more universal the education, the more insistent the demand for popular government; the more liberal the government, the greater the headway education makes.

The situation in India does not differ materially from that farther east, except that the Indians are less free to work out their own destiny than are the people of Japan and China.

The British government, by playing one native ruler against another and by taking advantage of the enmity existing between the adherents of different religions, secured control over the enormous population of India. The defenders of English rule insist that British courts administer justice and that law and order are guaranteed to the people. They take credit unto the government for every improvement wrought by the people since the time of Warren Hastings. The Indian, on the other hand, while admitting that English judges decide impartially between two Indians or between two Englishmen, deny that they are entirely free from bias when the controversy is be-