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PORTLAND, MONDAY, JULY 13, 1908.

MR. TAFT'S NARRAMORE DECISION.

There is an old and barbarous principle of the common law which has been out of work at a dangerous job assumes the risks of his employment.

These statutes were sometimes headed, sometimes not. It is only of late years that corporations in this country have felt obliged to obey a law which displeases them.

IN THE GOOD OLD SUMMER TIME. These warm days swell the revenues of the Ice Trust and make us buy water for the grassy lawn.

For the railroad the ingenious argument was advanced and followed by the multitude of cases. There is an especially hideous instance of a young girl in Buffalo who lost her arm in a machine which the state law required her employer to shield.

But Mr. Taft reasoned otherwise. He said in his decision that the law which required the railroad to block its switches was made for the public good.

But those who believe that Mr. Taft wedded to the interests of the plutocrats and has no sympathy for the wrongs of the humble should study this case. It is one of the noblest monuments in existence of the triumph of the good over the bad.

Why not elect them on merit? Wouldn't it be refreshing, as well as satisfying, to see a campaign for organization of the Legislature conducted upon some plane higher than personal ambition and factional differences.

So, after all, the gains of Summer far outweigh the losses. Only the umbrella man will tell you different. Everything comes to him who waits.

Tom Platt on Oregon No. 1. Few persons in Oregon like Tom Platt's politics, or Tom Platt either, but they may be interested in his comments on the present situation.

Without knowing what happened in Oregon, Tom Platt, as a sharp politician, outlined what would be likely to occur in the average state where either party had a fair-sized majority of the votes.

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ject of water-power rights. Of course a presiding officer would not have the absolute power to carry out his program. The House over which he presided might not agree with him in all particulars. But it would be interesting to see presiding officers chosen because of the positions they advocate or stand for, rather than because of the trades and deals they can effect.

PROFESSOR I. W. PLATT.

Professor Irving W. Platt's life was one of long usefulness. His service to the youth of Portland lasted through one generation and part of another. It was an example of patient devotion to duty, steadfast purpose, exemplary living and kindness, and of appreciation by the public for the good qualities of the trades and deals they can effect.

Thousands of young folk and men and women of the older generation have respected and loved Professor Platt. He was a man of high character, a man of high intellect, a man of high energy, a man of high courage, a man of high integrity, a man of high honor, a man of high respect, a man of high esteem, a man of high admiration, a man of high reverence, a man of high veneration, a man of high honor, a man of high respect, a man of high esteem, a man of high admiration, a man of high reverence, a man of high veneration.

The world grows better and brighter because the examples of right-living men prove that it pays to be honest, truthful, sober-minded, kind and industrious. Were there more such men the world's improvement would go faster. But their number is increasing all the time and there are more of them in Portland because of Professor Platt.

IN THE GOOD OLD SUMMER TIME. These warm days swell the revenues of the Ice Trust and make us buy water for the grassy lawn. They bring the milk to grow sour and they double our laundry bills. They bring the mosquitoes to sting the piazza idlers and the flies to switch the tails of the cows.

But, after all, now is the most joyous season—just before the harvest, when we are full of expectation for the crop. The crop hardly ever goes beyond our expectations, and if it should fall under them, surely this is the most pleasing time. "The ants are a people not strong" sings the Psalmist, "yet they prepare their meat in the Summer." Therefore this is the period of all periods to prepare our Winter meat.

The hotel-keepers down at the beach and up in the mountains are striving hard these days. So are the farmers, just beginning the harvest. Soon the squirrels will be laying in the hazelnuts. The trees are dropping their trunks and branches for Winter blasts. The Mazamas will soon be conquering snowy heights again for tales for Winter. The good old Summer time is a slow crawler and a quick goer. It warms the Willamette river for swimming and the boys' baseballs.

The cherries and the raspberries are with us—best of all fruits. Three weeks ago we thought the strawberry king, but that was before the cherries came. Last Autumn we thought the apple the finest fruit, but now we think of the cherry as the king of the Summer in the Eden season of the year. Only clothes make the days stuffy and sweaty. You know Adam and Eve didn't wear clothes. These are the nights when fireflies play, and when the engaged couple can stay out till midnight without taking cold. Fond parents do not think midnight so late in June as in Winter.

So, after all, the gains of Summer far outweigh the losses. Only the umbrella man will tell you different. Everything comes to him who waits. We have been waiting nearly a year for this joyous Summer.

MAKING GOOD ROADS. Nearly all the principal cities of Oregon are now under the permanent street improvement, and several rural districts have already macadamized their highways. This desirable work is practicable in prosperous cities and thickly settled farming regions where the property-owners can bear the expense. In small towns where the population is sparse, the people feel that they cannot carry the burden of permanent road work. But if those who cannot afford paved streets or crushed-rock roads will observe the methods pursued in constructing permanent highways, they will learn something that will be of use in the building of even a dirt road.

Drive along almost any country road and you will see that the matter of drainage is entirely ignored. In the beginning a grade was thrown up, but after two or three years of wear a shoulder formed on each side of the road-way and the center of the road became lower than the sides. As a consequence water stood in the middle of the road as well as in the ditches, and the highway became soft. The more the roads were traveled the deeper the ruts became and the softer the surface. The shoulders at the sides became higher and held an increasing quantity of water. In an effort to remedy the trouble the worst "chuck-holes" were filled up, but new ones quickly formed. The only effective remedy, that of scraping the soil and gravel from the sides of the road into the center, was not attempted. This is apparent from a view of almost any road in Oregon. The excavations merely prove the fact that paved streets and rock-surfaced roads are highly desirable, but where the matter of expense makes this form of improvement impracticable, the next best thing is to grade up the roads every Summer and Fall so that they will shed water readily when the rainy season begins. If work of this kind be prosecuted every year it will result in a large undertaking, but if neglected the roads soon get in a deplorable condition. Where there are no rocks the split-log drag will keep the center of the road full, and many miles of road can be cared for with very little work. But whatever the character of soil upon which the road must be built, drainage is the first essential. With this properly attended to, even a dirt road will be good if not subjected to the abuse of heavy travel in Winter. Many a mile of street and highway in Oregon would be practically as good as pavement if kept high in the center, as all pavements are constructed.

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Coincident with this increased depth of water there was a reduction in the amount of lightering and other delays which were so frequent and expensive before the Port of Portland took up the work of improving the river. As the price of grain at the interior markets is the Liverpool price, less the cost of freight and the handling charges, naturally every producer of a bushel of grain has profited by the expenditure made by the Port of Portland in deepening this channel to the sea. The fact that Portland has also received from the investment good returns in the shape of increased business and rapid growth and development of our industries is incidental to the main object, for the improvement of the waterway of the country so that the interchange of commerce can be facilitated and rendered more economical. In originally taking up the work which, from the beginning, "course, including man, persevering, it which now make life in Washington unattractive for the man of limited income.

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An electric line from Clatskanie to Jewell is the latest proposed plan for reaching the rich Nehalem Valley. The route proposed is a long one, to the amount of \$50,000. It is asked by the promoters. With the Oregon Electric and the Harriman system advancing on the Tillamook-Nehalem country by way of Hillsboro, an independent electric line and the rail system running surveys from the Seattle end of the neglected area, and the Clatskanie project intended to strike into the middle of the field, it would seem that one of the richest regions of Oregon is about to draw something other than a blank. It would hardly be over-straining the truth to say that there is enough natural wealth in the territory concerned to support all the lines proposed.

The Democrats held a night session in order to avoid nominating Bryan on Friday. But time flew and they stopped the clock a few moments before midnight, thus making the record before the nomination occurred before midnight. The Democrats in these proceedings merely serve to emphasize the fact that Bryan was nominated on Friday, an incident which few would have noticed if the Democratic convention had not tried so hard to conceal it. Fate seems to be against the peerless leader, even forcing his nomination on Friday.

Mr. Gearin campaigned for Chamberlain and, after the election, denied that he is a non-partisan. His speech in the Democratic National Convention confirms his denial. But how about Chamberlain?

Democrats will hold a ratification meeting next Wednesday evening in the Plaza. Of course they will invite the Statement No. 1 Republican Legislators to sit on the platform.

It really does seem strange that the fruit of a Republican Statement One Legislator's attempt to learn whether Chamberlain is a Democrat or a Republican is a libel suit.

Did Mr. Bryan think the American people would be more willing to have him for President if he would promise to get out of the White House after the first term?

Mr. Bryan promises that, if elected, he will not be a candidate again. Why doesn't he promise that, if defeated the third time, he will not be a candidate again?

The Salem woman who stood off a railroad construction gang with a six-shooter sought to have taken some deadly weapon, such as a hat-pin.

roads are highly desirable, but where the matter of expense makes this form of improvement impracticable, the next best thing is to grade up the roads every Summer and Fall so that they will shed water readily when the rainy season begins. If work of this kind be prosecuted every year it will result in a large undertaking, but if neglected the roads soon get in a deplorable condition. Where there are no rocks the split-log drag will keep the center of the road full, and many miles of road can be cared for with very little work. But whatever the character of soil upon which the road must be built, drainage is the first essential. With this properly attended to, even a dirt road will be good if not subjected to the abuse of heavy travel in Winter. Many a mile of street and highway in Oregon would be practically as good as pavement if kept high in the center, as all pavements are constructed.

There is no stable equilibrium in Statement No. 1. Too many Republicans are opposed to it. Too many want a Republican United States Senator. Too many regard non-partisan as humbug. It affords too much field for political fraud and scheming. Under these circumstances politics will be chaotic, whichever party may seem ascendant, perhaps that is what the people of Oregon want. If so, we want and good. Only the people should have their eyes open and know what they are getting.

SOME SOUND RECOMMENDATIONS. The recommendations made by Colonel Roessler in his annual report on River and Harbor work in this district, will, if accepted by the Government, make the Columbia River one of the finest waterways on earth. As completion of the jetty at the entrance of the river has already been provided for under a continuing contract, the most important recommendation for the bar proper is the appropriation for a good dredge with which the work on the jetty can be better done. The recommendation that the Government annually be set aside for maintenance and improvement of the channel between Portland and the sea is a long overdue recognition of a Government obligation which for many years has been imposed on the people of Portland. The Port of Portland has, for the past few years, been spending money on this channel with good results that there has been an increase of more than five feet in the average depth of water between this city and the sea.

Coincident with this increased depth of water there was a reduction in the amount of lightering and other delays which were so frequent and expensive before the Port of Portland took up the work of improving the river. As the price of grain at the interior markets is the Liverpool price, less the cost of freight and the handling charges, naturally every producer of a bushel of grain has profited by the expenditure made by the Port of Portland in deepening this channel to the sea. The fact that Portland has also received from the investment good returns in the shape of increased business and rapid growth and development of our industries is incidental to the main object, for the improvement of the waterway of the country so that the interchange of commerce can be facilitated and rendered more economical. In originally taking up the work which, from the beginning, "course, including man, persevering, it which now make life in Washington unattractive for the man of limited income.

With the Lusitania increasing her speed and rivals of the owners of the record-breaker preparing to install turbines of their new flyers, the turbine engine, which has become clinched its hold on popular favor as a high-speed producer. Foreign engineers however, will not have a monopoly of the turbine engine, for the United States Government has recently installed a Curtis turbine, an American invention, in the scout cruiser Salem, and it demonstrated its efficiency to such an extent that the cruiser showed a speed of 28.88 miles per hour. The Japanese government has purchased two of these American turbines and will install them in immense battleships now building. Development of the old valve engines extends over a period of more than twenty years, but the turbine has come so fast that there is but little more than half a dozen years of the experimental and finished stage of its career.

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