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GOOD ROADS CAMPAIGN.

The journal would like to encourage
the good roads campaign, and to urge
everyone to lend aid in forwarding the
movement. At present, the matter is
indefinite and hazy, plans being un-
formed and ideas yet to be evolved for
the exact manner in which the much
needed work shall be performed.

However, that Oregon should have
better roads is a proposition appealing to
every observant person. If there
be need to argue the point, let the rail-
road policies be cited in support of the
contention. The railroad management
is in the hands of some of the most
scientific men of the country.

The brain controlling the management of
the general lines is of the very best.
And these men, with precedent and
classified knowledge upon which to
base action, believe that money is best
spent in improving roadways over
which steam cars are hauled. Mil-
lions are expended in eliminating
curves, reducing grades and placing
ballast. Rails are made heavier and
everything is done to make the hauling
of passengers and freight easy and
cheap.

The same principles apply to country
roads. Good highways lessen expense
of transporting farm products, and less-
ening of expense of hauling is the
reason for the railroads spending so
much money on betterment of way. If
two horses may haul so much as four
horses have been hauling, there is an
economic saving to the farmer. If cuts
be made to reduce grades, greater loads
may be hauled, and greater speed at-
tained.

The farmers are vitally interested in
the making of better roads. The good
roads movement is primarily for their
benefit, with incidental benefits to every
member of the community.

Oregon needs, first, intelligently
drawn road laws, laws that are drawn
in the understanding that what sup-
plies the needs of Eastern Oregon will
not meet the requirements of Western
Oregon. Differences in soil and climate
impose the necessity of providing in
the state laws for handling the matter
according to the locality in which the
work is to be done.

But, also, and always, is needed the
creation of a sentiment favorable to the
expenditure of sufficient sums
everywhere to make permanent roads.
There is sometimes parsimony by
county courts, members of which feel
the lack of public belief in good roads
and their accompanying expenditure of
public funds, and frequently regulate
action to suit the exigencies of local
political considerations. To make a record
for small expense seems to be the
prime desideratum in the minds of the
average board of commissioners.

The custom has been in Oregon, as
indeed, elsewhere in most instances,
to keep roads merely passable, without
remembering that to be under the con-
stant necessity of making repairs is
more expensive. Permanent roads that
require a minimum of repair work
should be the aim. That is how the
railroad manager operates.

Expert knowledge of road-making,
too, is essential. The absurd custom
obtains in many places of appointing
road supervisors who know less of
road-making than Satan knows of the
joys of Heaven. They are men as a
rule who do not understand their business,
and they secure deplorable
results from the spending of public
money.

The cash assessment instead of the
giving of a certain number of days' labor
is an idea that must remain incor-
porated in the road laws. If there is to
be the attainment of desirable results,
the provision for a county road super-
intendent is excellent and should be
retained. Again, cite the railroad pol-
icy. Therein is room only for a man

at the head of the maintenance of way
department—who knows how to make
roadways. No money is expended ex-
cepting by one who has experience.
Our Oregon counties could afford to
employ road superintendents com-
petent to handle the road appropri-
ations in a manner to secure good
results, even if they must be imported
from other counties or even from
other states.

THE USES OF CLUBSMAN.

Regarding "the uses of clubsmen,"
the Takoma Washingtonian says:
The Daughters of the Confederacy have
barred Uncle Tom shows in Kentucky.
The Federated Women's Clubs in Seattle
are taking steps to suppress the girl
messenger system. Sweet are the uses
of the clubwoman.

This is a very cheap use of sarcasm,
and, as so often is the case, is an in-
stance of the use by an unfair in-
ference.

There are phases of the club move-
ment that appear often to be of little
value. Yet, in the main, the club
movement has been a wonderful benefit
to the nation. It has organized women
to work systematically to accomplish
ends. It has encouraged women
burdened with cares of home to find
relief in extending the scope of vision
and has brought them into broader
sympathy with the great outside world.

There are women who run the club
into the ground. They go club-mad,
as it were, and neglect duty to family
and home in the running about to per-
form too great portion of the work of
the public.

But, these are mere defects in a system
that has marvelous possibilities,
and that has already accomplished
wonders for the women of the United
States.

The ideal club woman is she who has
a model home life and yet who devotes
her leisure time to forwarding the
commendable enterprises so often es-
poused by the clubs. It cannot be ad-
mitted that the club ever should come
before the home. No more should the
man's club ever come before his home
in its estimation, nor absorb his at-
tention to an extent that renders his
home secondary.

The women's club movement has ad-
vanced the average member to a posi-
tion ahead of the average business
man, in mental culture. It is rapidly
making the American woman the su-
perior of the American man in literary
learning and it is also making her the
equal of the man in practical affairs.

FOOTBALL ETHICS.

Football will be an attraction tomor-
row in Portland, when the Multnomah
Club eleven goes against the team
from the University of Oregon. This,
to Portland, is what the Harvard-Yale
game is to the East, the great athletic
event.

There is no objection to laughing
against football. There are timid per-
sons who wish to cancel the game from
the list of accredited sports.

Much of this talk is bosh. It is
generally the work of the cowardly
game. Those who know most of
the game most heartily defend it.

In this connection, let it be said that
the majority of persons who vote
against football do so in the mistaken
idea that mere muscle and brutality
constitute the requisites of the good
football player. This is erroneous.
Subtlety, skill, quickness of perception,
ability to understand the tactics of an
opponent, generalship on the field,
knowledge of the rules, all of these are
demanded in the good player of the
great game that will be witnessed to-
morrow on the Multnomah Club field.

There have been abuses, and lovers
of the game desire to see them cor-
rected. But it is senseless timidity to
advocate banishment of the game from
the field of athletics.

Let the young fellows play football.
Let them develop the essentials that
go to make up excellence upon the field
where the game is played. These es-
sentials are essential in any walk in
life. And the desirable football player
is more desirable elsewhere for he
has learned to go into honorable
conflict and maintain the attitude of
good fellowship and manly bearing to-
ward an opponent.

George Gould and E. H. Harriman
are going to fight for the control of the
Colorado Fuel & Iron Company, a con-
cern valued at \$50,000,000. Other mag-
nates are in the campaign, and it will
be a battle of giants, a phrase that has
become quite accurate in describing
latter-day conflicts upon the street.

This contest has all sorts of possibi-
lities, and might involve the principals
in war upon a larger scale. Presume it
to have been correct to claim that
Gould is behind the Great Central
Railway Company, now being surveyed
from Coos Bay east to connect at Salt
Lake with Gould's Rio Grande Western
and Denver & Rio Grande lines. See
that road built, and witness a conflict
that will engross attention throughout the
world. Gould has been perfecting his
system of roads until he controls traffic
in the southwest through which his
Missouri Pacific runs, with its af-
filiated lines, and he is a larger factor
in the railroad world than most people
realize, because he has been keeping quiet
and has been free from many entan-
glements of recent years.

Salem has nominated a non-partisan
ticket of candidates for city offices.
Viewed from this distance, and with-
out particular knowledge of local con-
ditions, the situation there is to be
commended. Non-partisanship in
municipal affairs is desirable. It is
the modern idea, the fruitage of all of
the years of debate and deplorable ex-
perience. From general considerations,
there should be non-partisanship in all
municipal elections. Other than that
is not desirable. From city party poli-
tics grow innumerable abuses. Bryce,
author of the *American Common-*

wealth, properly said that the Ameri-
can people have not yet learned the
manner in which to govern their cities.
Bryce is right. American cities are, as
a rule, miserably governed. And poli-
tics is responsible for much of the
misery of bad government therein.
There is some reason in the claim of
the party man who votes his party
ticket on national issues. But, in de-
termining position on municipal issues
the party plea is about as sensible as it
would be to plead to elect a party can-
didate to drive your milk wagon.

The local board of charities offers a
record of more than 17,000 cases cared
for during the dozen years of its ex-
istence. This charity organization
gives its best reason for being in pro-
ving that it has wrought to eliminate
fraudulent beggary, and to encourage
men and women who have been un-
fortunate to help themselves. Self-help
is the highest sort of good to the person
who has come into hard places in
traveling life's roadway. Intelligent
charitable associations work to induce
the unfortunate to help themselves.
Giving of opportunity is better than
the giving of food and clothing. At
times, there must be the giving of
these. But it should be only in cases
of emergency. The Portland board has
done well in working along these lines,
and its existence is a blessing to man-
kind. The broad-minded men and
women who compose it are deserving
of commendation and support from all
citizens. The doing of their mission is
an oasis in what is sometimes a desert
of human selfishness.

At the St. Louis exposition the Mid-
way is to be called Concession street.
However, a rash by any other name

is sold by experts to emit the same
kind of odor.

AT THE COOKING SCHOOL.
Miss Voorhees began her lecture on bi-
suits and pastry yesterday with an "If."
"If we attempt to have pastry in the
home, let us have it good, as a light,
fluffy paste is less harmful than any
other. To accomplish this we must use
good materials."

While waxing herself between a
preference for pasta or for bread flour
in pie making, Miss Voorhees explained
the difference, and left it to the judg-
ment of the baker. When there is no
flour, flour is the best and the prefer-
ence is that way. It can be easily made
by adding one fourth as much corn starch
as ordinary flour. One thing is sure,
Whichever is used, it must be sifted be-
fore measuring. There are from one
to two more tablespoons in a cup of un-
sifted flour.

All materials used must be as cold as
possible; use the hands only when ab-
solutely necessary; and the wetting grad-
ually are some of the "do's."

JUST BETWEEN OURSELVES.

BY K. K. K.

THE MAN WITH "UNTOLD WEALTH" IS
the one who lodges the tax assessor.—
The Phil-Puff is a new game, and its name
sounds like a Republican editorial on
prosperity.—The Commoner.

Chauncey Depeew was at a dinner the
other night and remained silent. It was
the silent treatment. He explained it by
saying "Truth says no battles, but no
wars," says Tom Johnson. But the gen-
erals are sometimes changed.—The St.
Louis Globe-Democrat.

The fate of the tribe-Urbe has not
yet been decided, but in all probability,
he will at least be tried for repeating.—
The Atlanta Journal.

President Roosevelt could get more peo-
ple to read his message if he would in-
corporate in a column or so about his
bear hunt.—The Chicago News.

A record-breaking corn crop for the
country ought to be satisfactory, con-
sidering that it was President Roose-
velt's first attempt.—The Chicago News.

The members of the choir are Mrs.
Cowell, soprano; Mrs. Werlein, alto; Mr.
Ogden, tenor; Mr. Restow, bass.

The spirit of Thanksgiving time was
abroad at the First Presbyterian Church
yesterday afternoon. The ladies were
packing boxes for missionaries in the
field, and assorting out clothing for some
unfortunate ones at home. One of their
most enthusiastic helpers, Mrs. Coman,
is in New York just now, and it seemed
appropriate to read a letter from her,
remembering them in the midst of her
pleasant visit. Another good work is
to be taken up soon in connection with
Quinn W. C. A. The ladies of the
board are asking the ladies of the dif-
ferent churches to help in furnishing the
sleeping rooms they are about to open.
The First Church ladies are most willing
to do their share.

Mrs. T. G. Hill attended the demon-
stration at the cooking school yesterday
afternoon. As first lady of Oregon, the
pumpkin pie was cut in her honor and
she pronounced it excellent.

Miss Christine Froebel, from Weston,
Oregon, is visiting in Mrs. Jacob
Froebel, at 52 East Seventh street.
Miss Daisy Mansfield has gone to Ma-
rion County, where she has accepted a
school for the rest of the winter.

The French King Louis XI, who
invented golf, and Louis XIV, who
ordered all the silk upholsteries of the
palace done in white with figures of
gold and blue and a touch of red. The
Louisianese names are not French, and
all the French names of the name of Louis
have been their names brought down to
posterity through the invention of some
article of dress, whether it be a Louis
XIV heel or a Louis XV coat, while
Louisiana was a French colony, which
friends here to know that "Herbert" is
married.

RAILROAD WAGE-RAISING.

Nobody seems to feel bad over the re-
cent 10 per cent advance in wages made
by the Pennsylvania Reading, Northern
Central and other railroads, except the
man who "pays the freight." As for him,
the railroads "may be expected to try to
get some of the expenditure for increased
wages back out of the higher rates to
shippers," remarks *Business Notes*. "The
ultimate result must be in another ad-
vance to the item of cost ultimately to be
borne by the consumer." If the consumer
is wiser it could be otherwise. It is time
he may find consolation in the
statement made by President Cassatt of
the Pennsylvania Railroad, that "all the
railroads in the United States and all em-
ployees are contented with the advance
in wages." One editorial writer,
who is probably a wage-worker, throws
out a gentle hint that it would be a nice
thing if the advance could come before
Christmas. Some of the employees may
be a little obtuse, but as a despatch
from Philadelphia says that "President
Bier was the leader in the movement to
raise wages of the Philadelphia & North
Eastern railway," there is some reason
to believe that there is hope for all.

President Cassatt's statement to the
board of directors of the Pennsylvania
railroad, as follows:
"The country is suffering through an un-
exampled period of prosperity, and, as far
as the Pennsylvania is concerned, this
prosperity is bound to continue at least
two years. Some of the employees, who
that our employees' share in this pros-
perity. All the railroads in the United
States and all employees of labor are con-
templating an advance in wages. The
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