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Few public institutions can be run without internal rows.

A List of New Oregon Laws
In response to many requests The Journal is publishing day by day a brief, intelligent synopsis of all the laws passed by the last legislature.

Charles R. Towne in Congress
Bavoyard in the Washington Post.
The Hon. Charles R. Towne is an able and a brilliant man and has had a somewhat singular, and in the main, brilliant career.

Lewis and Clark
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RAILROAD BUILDING THAT IS AT ONCE CALLED FOR.

THE COMING MEETING of the State Development league may be made the most important and significant in its whole history. It depends entirely upon whether the steering committee proposes to keep the discussions within the safe lines of purely theoretical questions or whether it will grapple with those which most intimately affect the well being of the people of the state.

creek, the cost of which would be \$15,000 to \$20,000 a mile, and for the whole distance it is doubtful if the cost would exceed \$12,000 a mile. The tributary country is in some respects better than that through which the road now runs to Shaniko.

ONE FARE FOR THE ROUND TRIP.

THE general passenger agents, east and west, have agreed on a low rate, practically a round trip ticket for a one-way fare, not only from Chicago but from Atlantic coast points, to the Lewis and Clark exposition, for which liberality the exposition management, and Portland, and Oregon, are duly appreciative.

power and responsibility, at the same time insisting upon a greater sense of accountability and more conscientious service.
How far this semi-socialistic movement may go, no one can now intelligently predict. It depends upon circumstances, and largely upon the actions and the methods of the big corporations and trust magnates themselves.

NO DANGER OF ANARCHY.

THE MOVEMENT toward Socialism, if there shall be one, to the extent of public ownership of various "public utilities," as now seems probable, is not likely to run into anarchy, or any very dangerous extremes. The American people are too self-contained and conservative, too prosperous and well-contented, despite all complaints, for that.

THE CRUSADE FOR CLEANLINESS.

IT IS AMAZING how indifferent the people are to the care and preparation of the food which is at the basis of their physical, mental and even moral well being. They seem to follow the theory that what they do not know will not hurt them and therefore studiously avoid inquiring into the sources of their food supply.

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KILLED MISSOURI'S LOBBY.

Mr. Speed Mosby, writing in Collier's for April 8, says: When Joseph W. Folk in his inaugural address on January 9, 1895, said "professional lobbying should be made a crime," the public at once knew that the governor meant precisely what he said.

STANDARD OIL'S RAILWAY GRIFT.

From the National Magazine.
The chief figure in the administration of affairs as well as in the control of these properties is Edward H. Harriman. Ten years ago he was practically unknown.

SWAMP LAND FUND.

H. B. 215.—The preamble recites that there is outstanding \$44,716.94 in warrants drawn on the swamp land fund with an interest charge of \$2,981.31, and there is no immediate probability of further sales.

ORDER OF COURT HEARINGS.

H. B. 212.—The order in which a court case shall be presented and heard is abolished by an amendment to the old law, being practically the same.

RAILROADS IN FRANCE.

From Collier's Weekly.
In France the railways are mostly owned by companies. Yet not only are the charges for carrying freight stipulated by the government, but the government control is far more exacting than anything we have proposed.

Letters From the People
The Crowded Street Car Platform.
Portland, April 12.—To the Editor of The Journal—I noticed in the Herald of the 11th a notice from the "Eastern Lady" headed "Platform Hogs." There are two sides to every question. Here is the other side of this one: I have noticed that most of these so-called "platform hogs" are hopping men. And I admit the delicacy of feeling which makes a man prefer riding outside rather than bringing his slight trunk or car into the car. I doubt if it can get to be so paramount by 1908. When the American people do set about a serious consideration of it they are going to stay at home and read "Will it pay?" And it is not going to be very easy to satisfactorily answer it in the affirmative.