THE OREGON DAILY JOURNAL
AN INDEPENDENT NEWSPAPER

C. S. JACKSON — PUBLISHED BY JOURNAL PUBLISHING CO. — JNO. F. CARROLL

Published every evening (except Sunday) and every Sunday morning at The Journal Building, Fifth and Yamhill streets, Portland, Oregon.

ONE INSTANCE OUT OF MANY.

A LOCALLY LARGE, but considering all the Oregon country, a relatively small railroad hope, if not project, is that mentioned by the Pilot Rock Record, one from Pendleton to Ukiah, about 50 miles. Pilot Rock, a little town 16 miles south of Pendleton, would be on the line of this road, and consequently the Record has an especial interest in calling for the road, yet much that it says is none the less true or applicable to that and various other regions. This road, the Record says, "would insure the settlement of the country south of Pendleton more thickly than any other part of eastern Oregon. While the land is not of the high quality of some other sections of this county, the deficiency in the fertility of the soil is more than made up in the abundance of wood and water with which it is blessed." The genuine homeseeker and homebuilder places a high estimate on water and timber. Many of the owners of highly-productive wheat lands of the inland empire, principally for lack of these necessities right on their ranches, live in Pendleton, Walla Walla, Colfax and other towns, even in Portland. These farmers produce wheat only, care nothing for local schools, buy their milk, butter, eggs, meats and vegetables, and even then prosper. But this system is not best for the country, and in many localities can be changed for the better by extension of railroad lines. The country under consideration, all the way from Pendleton to Ukiah, needs diversified farming, the production of various kinds of foodstuffs, and an opportunity to procure and send out wood and lumber, and encouragement to dig wells and build schoolhouses and become a populous, model rural region. As the Record says, "With this railroad the country traversed would "be as active as a bee hive in the production of those necessaries of life that are now neglected by the big wheat raiser, and of which he is a purchaser, and the money that is now being sent out of the county would be kept at home, and in place of being an importer of butter and eggs, fruits and vegetables and other commodities, it would at once become an exporter. The people of this county, varied in its resources, would then be placed in a position to interchange their commodities."

And that such a road through such a country would "pay," from the start, there is no question. The wonder is that the owners and managers of the O. R. & N., the Union Pacific, the Harriman lines, or whatever name it be proper to use, should so long and so obstinately neglect these opportunities—for it is more to the railroads' than to all others' advantage to develop production, both in variety and volume, in such regions. The Pilot Rock Record puts the case truly and strongly thus:

> It seems the railroads are determined to keep back from settlement and development the very country they control and call their own and from which they draw their main support. The extension of every branch road into the interior of Oregon, controlled by the O. R. & N., means additional business to that road, and so it will in the future follow that every mile of additional roadbed built, penetrating its many rich sections, now held in check through lack of transportation facilities, will add to the yearly income of that railroad. The interests of the farmers and railroads are so closely allied that the one is absolutely dependent upon the other. The building up of the country and the encouragement of the farming and dairying interests is logically the object of railroads and not as some contend the destruction of the goose that lays the golden egg.

How long will it take the big railroad men to learn this simple lesson, and that in thus holding back the development of the Columbia river region they are themselves the principal losers, and show themselves to be kings of folly rather than of finance and industry?

THE COUNTY COURT AND THE SHERIFF.

IT LOOKS to impartial observers very much as if the county commissioners' court was playing a petty game of partisan politics in refusing to audit and order paid certain necessary expenses incurred by Sheriff Word. First the court refuses to give the sheriff the number of deputies he actually needs to attend properly to the duties of his office; and then when in cases of emergency the sheriff appoints special deputies for special and absolutely necessary work, the county judge and commissioners refuse to pay them.

In pursuance of his duty and in the enforcement of laws the sheriff closed up certain gambling houses and poolrooms that were running in defiance of law and of public sentiment, and appointed deputies for a time to guard the closed places, and the county court refused to pay these necessary expenses, although the action of the sheriff in these and other cases resulted in revenue to an amount nearly ten times the expenses incurred; and now it is reported that the county court also declines to pay the hire of extra deputies to act as a death watch upon murderer Guglielmo. If the sheriff had a sufficient number of regular deputies to perform these services, if he had been or showed a disposition to be extravagant, and demanded more deputies than were reasonable and necessary, the action of the county court would be approved by the public. But such is not the case. In proportion to the business done by the sheriff the office is being run more economically than it ever has been. The sheriff on certain occasions needs special deputies for specific purposes, and not to allow them to him, or to refuse to pay them and require him to pay them out of his own pocket, is an exhibition of partisanship which cannot be approved.

The people chose to elect Word, and they want him to be given a fair chance to run his office as it should be run, and moreover they have entire confidence that he will not impose on them a dollar of unnecessary expense.

OREGON'S RELATIVELY EASY TASK.

NATURE GIVES but few harbors; man needs many. There is but one alternative where a deficiency of this character occurs: Man must make his harbor and maintain it. More instances are chronicled of artificial channels and depths in great trade marts than of cases where nature did all save building ships and quays.

Portland is in the class where man must do some work. Nature has done much here, more in fashioning the arteries of a peerless commercial system than at the line where river and wave meets. An inland highway has been bequeathed with barely two obstacles, giving an eternal carrier of trade, which required no bond issue for track and no fuel for energy. When two petty barriers have been removed, the Columbia basin has for all time a water course free to navigation of such craft as will be of economic value.

Then we have the mouth of the river to look after. It is almost a mathematical demonstration that when the present south jetty is extended to its proposed termination it will insure a low water depth over the bar of 35 feet. As we have heretofore pointed out the difficulties in the way of utilizing the Columbia are very much less than any other stream that can be named. This does not imply that there is no need of work or that more or less work will be continuously needed, but where dollars are needed here thousands are elsewhere spent to get the same result.

Many of the first ports of the world, especially those with fresh water facilities, are in need of constant improvement. All of Germany's harbors on the North sea are filling with silt and only by constant dredging are they kept open to heavy vessels. But Germany does not pause in the duty, or envy deep sea inlets to the north or south. Dredges are being perfected to do the work at the most economical figure, on the assumption that it must be unremitting. Incidentally, it may be remarked that the most remarkable vessel of this type yet perfected has made a test run at Wilhelmshaven, handling 5,450 cubic yards of soft ground an hour, or the enormous total of 32,700 cubic yards in a day.

This season's work should show a tremendous advance for Oregon in the improvement of its main waterways. If they are taken advantage of above Celilo, as they should be, the whole problem is on the eve of solution and following that the matter of better railroad facilities will practically settle itself. In other words what seems impossible to attain by a direct attack will be accomplished by a flank movement and success there will mean the stimulation and self confidence which leads to success in other parts of the state.

THE PEOPLE ARE THINKING.

WHAT a deplorable, dangerous thing it would be, if we are to rely upon the pessimistic arguments and speculations of the organs of standpatism, if the people, in place of a syndicate of multimillionaires, headed by J. P. Morgan, J. D. Rockefeller, or some such money absorber, should acquire, own and operate the street railways of a large city. All sorts of dire consequences are predicted, and failure and disaster crouch on every hand to bear down and break up any such enterprise, according to the organs of monopoly everywhere.

Yet it is not satisfactorily explained why, if these fine financiers can greatly over-capitalize these properties and then get larger dividends out of them, the people, acting through thoroughly capable and trustworthy men, should not make a success of running street railways. As Mayor Dunne pithily remarked: "I can run street railways in Chicago as well as J. P. Morgan of New York can."

The same vehicles of monopolistic thought and purpose frown darkly and write lugubriously also at the proposition of public ownership of the express business, but the more they learn about it and think about it the more the people will favor a movement toward this end. Sending packages and money from one place to another throughout the country has grown to be a business of enormous proportions, and yielding enormous profits. The gentlemen engaged in this very useful and necessary business attend to it well, and with them the people have no quarrel, except perhaps as to the scale of charges; but they see no good reason why a few nice, agreeable gentlemen should pocket many millions a year out of this business, when the people themselves might as well pay the men employed their salaries themselves, and keep the millions of net profits in their own pockets, or use them in bettering their condition in life. The people owe the owners of the express companies no grudge, but neither do they owe them this great favor of putting millions of profits annually in their pockets.

No, the people are not going to be scared from such thoughts as these by the lugubrious presentments of the journalistic advocates of the policy of keeping things always just as they are.

IMAGINARY APPENDICITIS.

From the Rochester Post-Express.

London is suffering from an operating mania. The Daily Mail, veracious organ, is authority for the statement that in the course of a fortnight one well known operating surgeon has had no fewer than 27 cases of purely imaginary appendicitis. Imaginary appendicitis is a malady in itself, and it is a nice point whether the sufferer should not have the appendix removed to cure the sickly imagination, or the imagination operated on in some way to cure it of fanciful ailments. It is true that the inquiring scalpel has never ferreted out the exact place in which the imagination lurks. To some people this may seem a difficulty in the way of operating. But those who reason in that way do not know the fecundity of resource of the medical fraternity. Science has made many advances, and if a doctor cannot operate on a man for a diseased imagination which he cannot locate, who can? From one fact it is possible to reason to another, and we know that whereas many people in London still retain the vermiform appendix, there has been a considerable transfer of good English gold from unprofessional into professional pockets. This proves that there was at least a suppositious malady, and who save a medical man is entitled to fees for curing a man of an ailment he never had?

In a General Way.

From the Kansas City Star.

In a general way the people of Warsaw are divided into two classes: Those who throw bombs and those who have bombs thrown at them.

PLEA FOR A FOUR-BIT PIECE.

From the Prairie City Miner.

There is a 50-cent piece in circulation in this town that is badly mutilated. The milling looks like it had been chopped with an ax, and in fact to see it once is to know it always. Nearly everybody has had it, nearly everybody knows it. Nearly every one has paid a debt with it. Many a time it has bought both bread and meat. It has been contributed to the church, it has paid the admission to many a dance, it has bought scoops of beer and it has helped to defray funeral expenses. That old battered 50-cent piece has probably paid $500 worth of debts, and it will pay many more debts, unless some one sends it away, then its days of usefulness will be over in the John Day valley.

Please don't send this old, battered, mutilated four-bit piece away from home. It has been so faithful that we have learned to love it well. It has done lots of good work here and will do lots more, if just given the show.

Education a Foe to Despotism.

From the Cleveland Leader.

An uncontradicted and presumably authoritative report from St. Petersburg announces that within a fortnight the minister of public instruction will take up plans for compulsory education in the entire Russian empire. But how is universal education to exist under despotism? The two are incompatible. Would an educated Russia, even though the education were mainly rudimentary, rest passive under the iron rule of the autocracy in St. Petersburg?

WHEN BISHOP WAS BOY.

From the Topeka Capital.

Bishop Joyce told a pretty good story to the Methodist preachers at Iola. The first appointment the bishop ever received as a preacher was the worst charge in the whole conference. Just to encourage him, a brother minister told him that he "had prayed God never to send him there," and the young preacher started to his charge with a heavy heart. When he reached the appointment he told them that he was the new preacher. "Huh," said one of the elders in the church, "we told the conference we wanted a man to preach for us." "That's all right," said Joyce, "but they run out of men before this place was reached, and they sent me."

Water Wagon Kings.

From the Washington Post.

The king, like Emperor William, has publicly notified the officers of the army and navy that he will feel just as much honored if they drink the health of their sovereign in water as in wine, and it is due to his social power that drunkenness has ceased to be fashionable as it was in England in the early part of the nineteenth century, when sobriety was considered bad form, and the expression, "drunk as a lord," was no mere figure of speech.

Girl of Good Sense.

From the Detroit Free Press.

Jobson—Miss Blank looks awfully frivolous to me; what makes you think she has so much hard sense?

Robson—I just heard her refuse an invitation to a card party because she couldn't play cards.

Small Change

Showers and flowers.

Boys, don't kill any birds.

Baseball casualties in order.

Are the wild animals getting a square deal?

It is curious if Mr. Kline cannot retain his grip.

The sausage mystery has been partly explained.

Fourth of July all summer in Portland this year.

Now Sunday baseball will be discussed some more.

It is quite time to renovate Chinatown, as well as other places.

There is not much occasion to abbreviate the name Oregon anyway.

Carrie Nation has nearly as much fun and trouble as Happy Hooligan.

Oyama seems to be waiting to allow Togo to get his share of glory.

Isn't it time to have a society of granddaughters of the revolution?

At the present rate of progress the trials in the federal court will last till about 1913.

Having had "Ten Nights in a Barroom," the populace yearns for "Uncle Tom's Cabin."

The cost of living in Guam has increased 200 per cent. But the dost was nothing formerly.

Suppose the bears should argue that they ought to have a right to hunt in the White House?

A girl with two or more baited hooks should be careful not to get more than one bite simultaneously.

Of course everybody would refrain from shooting a bear so as to let the president have that honor and pleasure.

Small salaried state employes should not be allowed to lose a percentage of their pay on account of legislative monkeying.

Now we are beginning to understand why the rains delayed so long—waiting for the opening of the baseball season and Easter.

Portland leads all United States ports in wheat and flour shipments for the past nine months, and that after having sent much wheat east by rail.

Another Alaska official gone wrong, to a slight but sufficient extent and he no less than Governor Brady of Alaska, missionary and reformer—accused of using his office to boom mines in which he held stock. It seems that there is no use in sending supposedly honest men to Alaska, for there is a grafting or speculative microbe up there that stings 'em all—or very nearly all.

A philanthropic citizen of Denver has petitioned the president to send the flesh of the bears he kills to that city to feed the poor. Doubtless the president can't refuse, so long as they don't ask him for the hides, but we imagine that the poor of Denver will have to be possessed of stout teeth and stomach to eat Colorado mountain bear killed in April, and that it won't lard their lives sufficiently to be a permanent antidote for their poverty.

Oregon Sidelights

Bend is sure of a railroad.

Fine fishing now in Coos river.

Fruit prospects fine around Echo.

Spring cleaning crusade on at Brownsville.

Pendleton thinks it is up to the 7,000 mark.

Over 100 per cent of lambs in many flocks.

Radishes are nearly ripe in Crook county.

A company is boring for petroleum near Madras.

Alfalfa seed sells for 20 cents a pound in Lakeview.

Lots of work going on around Madras, Crook county.

Union wants a railroad to the timber and sawmills.

Echo will have a new first-class water system in 60 days.

The Lebanon paper mill needs 6,000 cords of wood for fuel.

Bend has a new Baptist church, costing $2,800, nearly all paid.

A Lake county water-right litigant is S. A. D. P-orter, not uter.

Union's woolen mill is busy making a great number of blankets.

Echo may have a second bank. Must be lots of money around there.

About 300,000 head of Oregon sheep have been sold abroad this spring.

Several southern Oregon towns are considering the subject of oiled streets.

A Union farmer paid $5,600 for a 12-gang plow, traction engine and separator.

Corvallis, that formerly had several hundred Chinese residents, now has only 18.

Silverton has two brass bands, and yet no unusual number of insanity cases are reported from that town.

A Lakeview man has a hen that lays two eggs every other day, and he is coaxing her to lay two daily.

People of two Jackson county precincts that went wet last year have defeated petitions for saloons.

A trout caught in Wilson river weighed 45 ounces and measured 21½ inches in length. Several others were nearly as large.

Freewater Times: There is a little old measly dog that has been keeping us awake for the last few nights by his idiotic ki-yi-ing. We don't know who feeds the cur, but if he comes fooling around this office we are going to kick seven kinds of liver out of him.

A List of New Oregon Laws

The Journal is printing a synopsis of all the laws passed by the last legislature, which those interested would do well to cut out for reference:

Regulating Fishing Season.

H. B. 194—The closing season for fishing is as follows: Salmon and sturgeon in Columbia river, from confluence with Deschutes to mouth of river and three miles beyond, March 15 noon, to April 15, and August 25, noon, to September 10. For salmon in Willamette river or tributaries, north of the falls, except by hook and line, from March 15, noon, to April 15, and from June 15, noon, to November 1; for salmon except by hook and line, in the Willamette river or tributaries, south of the falls, close season perpetual. For salmon in Rogue river or tributaries, or in Big Butte creek or tributaries, above their confluence, except with hook and line, close season perpetual; in Rogue river and its tributaries, between the mouth of Big Butte creek and the mouth of the Illinois river, and in the Illinois river and its tributaries, except with hook and line, March 15 to April 15, and August 1 to December 31; Rogue river and its tributaries west of its confluence with the Illinois river, March 1 to April 1, and August 15 to September 1; three miles outside of Rogue river, May 1 to August 1. For salmon in the tributaries of Tillamook bay above tidewater, except with hook and line, close season perpetual; Tillamook bay or its tributaries below points hereinafter named, except with hook and line, March 20 to July 15, November 20 to December 10; tributaries of Tillamook bay above the points hereinafter named, except with hook and line, March 20 to December 10; Miami river, intersection of river by south line of section 11; Kilchis river, intersection of east line of section 12; Wilson river, intersection of river by quarter section line running north and south through section 30; Hoquarton slough, intersection of west line of section 24; Trask river, intersection of quarter section line running east and west through section 26; Tillamook river, intersection of west line of section 7. For salmon in Umpqua river or bays or tributaries thereof, except with hook and line, below points hereinafter named, March 20 to May 15, and November 20 to December 10, or above the points hereinafter named, except by hook and line or for propagation purposes, close season is perpetual; North Fork, above railroad bridge crossing, said stream at Winchester, South Fork, above south boundary line of town of Roseburg. For salmon in Coos bay or Coquille river, or their tributaries, or Lower Ten Mile creek, from 6 a. m. March 20 to 6 p. m. July 15, and 6 a. m. November 20 to 6 p. m. December 10; south fork of Coquille river, except with hook and line, above the Hoffman bridge, close season perpetual; north or east forks of said river above the junction of said forks, close season perpetual. For salmon in the north or south forks of Coos river, above their junction, to Alleghaney on the north fork, and Mark Cutlip on the south fork, March 20 to December 10. For salmon, except with hook and line, in Winchuck, Chetco, Pistol, Elk, Sixes, Alsea, Klamath, Siletz or Salmon rivers, Upper Ten-Mile, Elk or Beaver creeks, or Alsea or Nestucca bays, from 6 a. m. March 20 to 6 p. m. July 15, or between 6 a. m. November 20 to 6 p. m. December 10. For salmon, except with hook and line, in the Siuslaw river above Mapleton, close season perpetual, and below Mapleton on the Siuslaw or any of its tributaries or bays, except with hook and line, from 6 a. m. March 20 to 6 p. m. July 15, or from 6 a. m. November 20 to 6 p. m. December 10. For salmon, except with hook and line, in Yaquina bay or its tributaries, above Mill creek, close season perpetual, and below Mill creek, except with hook and line, from 6 a. m. March 20 to 6 p. m. July 15, and from 6 a. m. November 20 to December 10. For salmon, except with hook and line, in the Nehalem river, above a point on said river three miles above the confluence of Foley creek, close season perpetual, and below said point, except with hook and line, from 6 a. m. March 20 to 6 p. m. July 15, and from 6 a. m. November 20 to 6 p. m. December 10. This law went into effect through the emergency clause immediately, to co-operate with the Washington measure.

Appeal in Civil Cases.

H. B. 236—An appeal may be taken in a civil case before a justice where the action is for $10 or more, or for property worth that amount, exclusive of disbursements in each case, or in cases for recovery of real property. Approved February 21.

Supporting Foundling Homes.

H. B. 371—An appropriation of $6,000 per annum is made to pay homes for indigent orphans $50 a year for each orphan under 14 years of age kept therein for a year or fraction, no institution receiving a direct donation being entitled to this allowance. Certificates of an institution's right to this allowance must come through the county judge. Approved February 21.

Regulating Use of Automobiles.

H. B. 25—Owners of motor vehicles, motor cycles and automobiles must file with the secretary of state their name and address, with description of the machine, which shall entitle them to a certificate, for which a fee of $2 must be paid. The number of the certificate must be displayed on the rear of the vehicle. Non-resident owners who have complied with laws of other commonwealths do not have to secure this license. Each vehicle shall be provided with light, muffler on gasoline engines and efficient brakes. Speed in thickly-settled or business portions of towns and cities must not exceed eight mils an hour, and never one mile in 2½ minutes, nor one mile in 15 minutes when passing over a crossing used at the time by another person. When approaching a team, the auto vehicle must observe usual road laws, check speed if horses are frightened and stop if beckoned to until horses are under control. When arrested, an auto driver must have his bail fixed immediately at $50, which will be demanded by a magistrate if near, and by the arresting officer if no magistrate is near, and hearing of the case must be postponed not less than 24 hours distant and no more than five days, if requested by the defendant after giving bail. Penalties are fine not exceeding $25 for first offense, not exceeding $50 for the second and not exceeding $100 for succeeding violations. Approved February 21.

BUTCHERS COMBINED.

From the Kobe, Japan, Herald.

Hongkong papers state that there has recently been a considerable rise in the price of provisions, more especially meat. As in the case of Kobe, this unwelcome state of affairs seems to have been largely brought about by a combine among the butchers. We learn from the Hongkong Daily Press that a representative of that journal interviewed the keeper of the Hongkong Butchery company in Central market on the subject. He was informed that the reason for the latest increase of prices was that cattle from Canton were now more expensive than before. The man said that a cow formerly costing $40, could not now be bought for less than $60. This rise had come about gradually. Beefsteak and pump meat now cost 20 cents and 18 cents respectively, as against 16 cents and 14 cents a few days ago. A similar increase was noted in the case of mutton. A $10 sheep now costs $12.50 to $13. "We now charge 26 cents for shoulder of mutton, and 28 cents for chops and neck, as against 24 cents and 26 cents respectively. It is not long since mutton was only 16 cents." It is Guild pidjin—the man said: "By and by still more dear. All butchers have agreed together."

Letters From the People

The Big School of Socialism.

Rice Hill, April 18.—To the Editor of The Journal.—Being a subscriber of your semi-weekly and Sunday Journal, I read with great gusto your editorial which remind me of those I used to read in my younger days in my native land (La Calle, France.) There was several newspapers that were giving vitriolic editorials when not stopped by the censors of Napoleon le petit. But to offset those he had all kinds of Oregonians at his service to laud and praise the thieves and politicians of that time, and bite those who were dreaming of socialism and equality before the laws and the right to liberty and happiness and it is some of those queer notices that made me leave France in 1872 for the land of the free at the age of 24 without knowing a word of English and with but few of the all mighty dollars in my pocket. As soon as I landed I had to begin to chose for bread and butter and start the process of making an American of a dreaming Frenchman, and now I am one by choice not by accident, and have been one long enough to be of age to vote. I will tell the editor of the Oregonian, who probably never dreamed of socialism, equality and so forth, that he need not lose any sleep for fear that this country or any part of it will adopt with success a practical system of socialism. Before that time comes the people at large will have to learn to love one another better than they do now, beside cutting off a great deal of the individualism which is the strong point of most young people of today when they leave the apron strings of their mother to start to chase the all mighty dollar. The pursuit bumps their heads against the Hill, Morgan and Rockefeller combinations, which when looked at squarely by those young hopeful, leave them after a while like the fox and the fine luscious grapes of the fable, and makes them say that they do not care much about money anyhow, all they want is a living. This is about the all around situation, and the chance left for the average man to become a millionaire.

But those big men with their trusts and combinations keep a fine school with illustrations for the study of practical socialism with Uncle Sam as head manager, and the future brainy young hopeful as clerk. And if the Oregonian editor can tell and compute how long it will take for the people of this county to become either Morganized or Rockefellerized, or take to socialism in earnest, and pray Uncle Sam to save them from those monster octopus, I would like to hear the Oregonian opinion about it.

RICE HILL CRANK.

The Crowds in Street Cars.

Portland, April 20.—To the Editor of The Journal—I, the undersigned, wish to say a word with reference to a letter that appeared in the columns of The Journal in the issue of the 12th with reference to crowded street car platforms, entitled "Another Eastern Lady."

That the traveling public is being imposed upon by a number of careless or unthoughtful persons who stand and blockade the platforms or the extreme dangers they put passengers to in getting on and off the cars, there is no doubt. Many a person has been subjected to narrow escapes from bodily injury. These are instances that are of daily occurrence, and every once in awhile some one is severely hurt, but this is not a matter that can be laid upon the poor working men. It is an abuse that the railway companies are largely responsible for themselves. Their instructions to their employes to keep passengers from standing on the platforms are not rigid enough, or in any event the conductors are very delicate about asking passengers not to blockade the passage-ways. It seems that all the instructions they have to live up to is to collect the fare and order passengers to step forward in the aisles, thus when the occasion is favorable to jam them up close together like sardines in a can.

I have noticed occurrences of this kind when conductors would be very conspicuous in ordering passengers to stand up close together in the aisles when those who are fortunate enough to obtain a seat would be allowed to spread themselves out in a scattering way that is simply disgusting. It should be the conductor's duty to see that every passenger that is entitled to a seat be seated. It is often noticeable that children and dogs and other non-paying obstacles are allowed to occupy the seats, and working men and passengers who pay their fare are compelled to stand up. These are conditions not the fault of the working people, but wholly the fault of the management of the railway companies.

It is also to be noticed that the men who stand and blockade the passage-ways on the platforms are very seldom to be recognized as working men, but are generally men who can be seen upon the streets every day pressing cement walks or trimming slivers from the plank walks. The working man is generally glad to get a seat when an opportunity offers, notwithstanding his wearing apparel, that may not be of the character to catch the admiration of the modern street car woman, who manages, with her companions, to be in town every day late enough in the evening to rob the workingmen of their seats on going home.

These are not remarks intended for our highly appreciated visitors from the east, but it is a hint to our own women. These are irregularities that are prevalent in every city and should be regulated by the railway companies, and if they fail to succeed it is the duty of the city councils to provide means of protection to the railway companies to conduct their traffic in a way that the traveling public can be protected from incurring the dangers that are prevalent and subject to these conditions. The railway companies should issue the proper instructions to their employes, which is not being done in this city. There is no doubt that they would be carried out, which would largely add to the safety of the traveling public, and it should be the duty of every good citizen to see that this public abuse be remedied. We think it well to keep this subject before the people until the proper remedies are applied.

Yours very respectfully,

R. H. DUNN.

Seek and Ye Shall Find.

Portland, Ore., April 20.—To the Editor of The Journal—Having read the article by R. R. Bratton, which appeared on the editorial page of your paper April 19, entitled "More Kinds of Truth Wanted," I take the opportunity, and hope I may be the means, of helping Mr. Bratton to overcome the, to him, seeming impossibility of which he speaks. I thank God that the veil has been lifted from my eyes at last, and I can now look at such criticism of matters relating to the Bible from an unprejudiced standpoint that heretofore I was not capable of. I now trust I may be of some aid to others who are seeking after light.

The little volume entitled "Genesis and Geology," a work relating to the first six days of creation and which may be found in the Portland public library, will, I believe, overcome any seeming obstacle to be met with in the first chapter of Genesis and one may readily understand after reading it, how it was possible to have had "Three well regulated days and nights before the sun was created." Furthermore I would like to add that I regret having neither the time nor the ability to write up this subject as it should be written, to do it justice. It would take up considerable space, and more time than I could spare, but as the Portland library and the book above mentioned are at the disposal of the public, I hope those who are seeking after "more kinds of truth" may read and profit thereby.

GEORGE C. HELD.

253½ Gilsan street.

Woman's Progress.

From the Boston Advertiser.

Does any one think that this mass of women with college-trained minds are going to continue to be satisfied with pink teas and opera seasons for five or ten years while they are waiting for the men to get ready to marry them? They are restless now, and they are going to get more restless. They are taking up serious work, paid and unpaid, now, and they are going to take it up more and more. And the more they take it up the more they will fit into a normal niche in the social scheme and cease to be superfluous. Of course, if a woman has no vocation in life except to marry, and fails in that, she is a failure. She is the superfluous woman.

The Market Basket

"Chickens are high at 20 cents a pound," says a prominent market man, "but they are scarce, and people who want them are, of course, forced to pay the price."

The poultry trade is at a loss to account for the falling off in chicken receipts. No one remembers when chickens were as high or scarce as they have been of late, and the situation does not seem to allow much hope for an improvement at an early date.

Dealers in poultry—retail and wholesale men—have tried their utmost to coax larger supplies in the market but without avail. For some time the trade has been forced to bring in most of its supplies from the east and it now looks as if this condition would continue for a longer period.

Receipts of eggs in the past few days have been much smaller, and most were taken by the cold storage operators. This forced the price upward, and few dealers are selling eggs today under 25 cents a dozen.

Almost every line of produce is showing a scarcity. This is even extended to the salmon market. The past week the season opened on the Columbia, and fresh salmon was again in market. Prices at retail were dropped from 20 cents to 12½ cents a pound. The catch is very small and cold storage men are securing the major part.

Tyee salmon, weighing about one pound each, are sought by the trade and are selling at 20 cents a pound. They are caught in Puget sound.

The first shad from the Columbia river this season, came in during this week and are selling at 10 cents a pound. The Columbia river shad is much better than those received from California.

There is plenty of Oregon asparagus now, and stocks are of better quality; some late arrivals from Aurora are especially good. The best local asparagus is selling at 20 cents a pound; other grades may be obtained as low as 10 cents.

Head lettuce from this state as well as California is coming in larger supply with quality vastly improved. Oregon's is selling at two bunches for 5 cents while the California stocks bring 5 cents each. Some celery is in the market at 10 cents a bunch.

Australia grapes, packed in cork dust, are selling at prices ragging from 35 to 50 cents per pound.

New potatoes from California are in excellent shape and are of large size. Quality is better at three pounds for 25 cents.

California strawberries are coming in very fast, and the markets are now well supplied. The berries are showing a better color. They are cheaper at 15 and 20 cents per one-pound box.

Lewis and Clark

(The expedition is now en route up the Missouri river from Fort Mandan and bound for the headwaters in the Rocky mountains.)

April 21.—Last night there was a hard, white frost, and this morning the weather cold, but clear and pleasant; in the course of the day, however, it became cloudy and the wind rose. The country is of the same description as within the few last days. We saw immense quantities of buffalo, elk, deer, antelope, geese, and some swan and ducks, out of which we procured three deer, four buffalo calves, which last are equal in flavor to the most delicious veal; also two beaver and an otter.

We passed one large and two small creeks on the south side, and reached at 16 miles the mouth of White Earth river, coming in from the north. This river, before it reaches the low grounds near the Missouri, is a fine bold stream 60 yards wide, and is deep and navigable, but it is so much choked up at the entrance by the mud of the Missouri that its mouth is not more than 10 yards wide. Its course, as far as we could discern from the neighboring hills, is nearly due north, passing through a beautiful and fertile valley, though without a tree or bush of any description. Half a mile beyond this river we encamped on the same side, below a point of highland, which from its appearance we call Cut bluff.