

THE OREGON DAILY JOURNAL

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A PARALLEL THAT DOESN'T PARALLEL.

IT IS George H. Williams, Reformer with a big R. It is "Me" and Roosevelt. It is a case of the Twin Reformers, Roosevelt in Washington and Williams here, one with mighty heaving jarring loose the graft and thievary in national administration; the other with herculean efforts sending the forces of sin and darkness shrieking in to the outer darkness. They stretch across the length and breadth of the broad continent to clasp hands and exchange words of friendly greeting. It is a great day for Washington but it is a still greater day for Portland, the city of roses, which is so accustomed to burst forth in all the glory of Lewis and Clark exposition.

At least that is what is said to be. Our informant is the veracious Oregonian. It tells us that we are in the midst of an era of reform in all public affairs and of general improvement in the public service. Roosevelt finds something wrong in the postoffice department and he jumps on it with both feet. He discovers something awry in the interior department and straightway the thieves and crooks break for the tall timber to escape his vengeance. And so it is here, there and everywhere. And it really is.

NOT A MAN, BUT A PRINCIPLE.

WHEN Mayor Williams was nominated The Journal was necessarily found in opposition to him. The opposition was in no sense personal. It was based simply and solely upon the administration of which he was the head and front. That administration believed in open gambling. It believed that the municipality for the purpose of revenue should go into partnership with the gambling syndicate and in return for so much money paid into the city treasury in so-called fines should guarantee that syndicate a monopoly of the business. This contract was literally carried out. The gamblers formed the most compact political power in the community. They dictated men to be nominated and they indicated the men who were not to be nominated. The test with them was not what quality of public service these men might render, but the character of service which they would render to the gamblers. This attitude was taken by Mayor Williams in the face of his election upon a reform platform and distinct pledges made by him before and after election that public gambling would not be permitted.

There are certain laws and certain ordinances for the government of men in the liquor business. Laws and ordinances are rigidly applied to citizens in other walks of life but they were given no enforcement so far as they related to the keepers of brothels and dens of vice. There are saloonkeepers and saloonkeepers. There are men engaged in the business who do not need to cultivate the police or the city officials. They conduct their business strictly within the lines of the law and they do not need either to bow low or to pay tribute. It is not to these men, and there are a number of them in Portland, but to the keepers of the low dives that we refer—the keepers of combination houses and hurdy gurdies in which men are given knockout drops and robbed and women are used for unmentionable purposes. It was the owners of dives who were favored, who received the loving attention of the police, who might keep open after hours and receive extraordinary immunities and concessions which were denied even to their more respectable brethren in the saloon business.

The people have seen favoritism practiced in the police department, they have seen men who had done their plain duty publicly degraded and sent away from the district in which their services were valuable, to cool their heels in the far outside districts. They have seen the civil service law violated, saloons forced on residence districts against their will and a perfect cluster of saloons placed at the very entrance to the Lewis and Clark fair where we have invited the attendance of the world and where for every reason, moral and otherwise, we hoped for the warm approval of every visitor.

WHOLE CITY IS MOVING.

From the New York World. The inhabitants of Silver City, one of the largest and most prosperous towns of New Mexico, have determined to move the town, and the work is well along at the present time. Silver City was built in a wide canyon, but the heavy rains of that section bring down too much water, and two or three times each year the entire business portion of the city has been flooded. Three years ago the water cut a channel 30 feet deep through the principal street of the town, and it continues to cut away the banks, despite the expenditure of thousands of dollars. Last fall the principal hotels had an average of four feet of water on the lower floors, and one of the largest and finest hotels in the territory was absolutely cut off from the rest of the town, except for foot passengers. The hotel closed, and the immense structure is now being torn down. After the experience of last fall many of the business men determined to move the city to higher ground, and that is just what the entire population is now doing. Business blocks are being erected on the higher ground, on the flats and

back of it, the forces that put it through, were the forces that received the concessions from the administration and thus showed themselves ready to perpetuate the very evils of which the public had so strenuously complained. Therefore the fight is against the administration of Mayor Williams and what it stands for, without reference to his individuality or what he has stood for in the past.

A STRANGE SITUATION.

PRESIDENT ROOSEVELT'S appointment of Mr. Paul Morton as secretary of the navy was and still is a curious circumstance. Morton, as the potential manager of the Santa Fe railroad, violated the law intended to regulate railroads, and thus wronged and injured a great number of people, both in a general and in a specific sense. Mr. Morton in his testimony in a certain case acknowledged this. Yet the president, who stands for and urges strict and thorough observance of law, selected Mr. Morton as one of his important and prominent advisers and assistants in the conduct of the government.

In his testimony Mr. Morton admitted to the interstate commerce commission that the contract between the Santa Fe and the Colorado Fuel & Iron company was illegal, and that the Santa Fe company knew it was illegal when it was made. He admitted, also, that rebates in violation of law had been given by the railroads to the beef trust.

Last February Attorney-General Moody, with a flourish of Rooseveltian trumpets, announced the appointment of two distinguished and eminent lawyers as special counsel and that the case against the Santa Fe railroad would be pushed vigorously, yet after some weeks the country was informed that these lawyers would throw up their high-priced job because they were not supported in their work by the government, particularly by the attorney-general.

THE GREAT AMERICAN PROBLEMS.

MR. FAIRFAX WHEELAN, an educator of good repute, said recently in an address: "If we are going to make America free we will have to make over our cities. If you would keep the nation worthy, you must keep your cities worthy—make them righteous temples of self-government. The children of today are the citizens of tomorrow. What will you do with them in cities where there is no proper place to rear children?"

Municipal government is recognized by all students of political economy and sociology as the main problem in American life. Cities in other countries are as a rule far better governed than are American cities. City officials are less corrupt and unreliable in Germany or Scotland or Belgium or perhaps even in southern Europe than in America. Americans are fully as competent as the people of any country, surely; yet they do not manage municipal affairs so well.

The disease runs all through the municipal body politic in this country. If there is a "graft" in the business of common school education, as is too often the case, how can we expect even the school teachers to instruct youth properly and potentially in virtue and good conduct and civic righteousness? The schools are certainly freer from thievary and rascality than any other department of public affairs, but why should not the police business, the fire business, the sewer and street business, the park business, the water and light and garbage business, and all the affairs of the people who constitute a city, be as cleanly and honestly and conscientiously managed as the schools?

It is important to educate children, but it is also important, and concurrently and connectedly so, to educate their first and foremost in honesty—right action toward and among others. Commenting on Fairfax Wheelan's address on this subject the San Francisco Call makes some observations that are timely and pertinent now and here, as follows: In the coming election there is only one issue: Make the city government decent by putting it in the hands of decent men. When it is made decent all proper things will be done. The enemies of decency will propose novel things and profess zeal for many things. They will hinder and try to divide and balk and bar at the determined host which inscribes the one issue on its standard. But we have faith that decency will prevail and San Francisco will cast off the shame of being ruled by officers under indictment, and by covert felons who are fattening on official opportunities. Our government is now farmed out to bloodsuckers, like the tax collecting of a Turkish vilayet. It is Siamised with boodlers and bums. Let us cut the ligament by doing our civic duty.

SMALL CHANGE

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JACKIES TO BE TRAINED BY FAST SYSTEM

From the New York American. The United States government is about to put into practice a new system of training seamen for the navy. The new method, which is named after the late President Roosevelt has just given his approval, is in reality a consolidation of the two distinct systems heretofore employed and, incidentally, it is a decided improvement upon both of them. One of the most important effects of the new scheme will be to amalgamate all Uncle Sam's facilities for teaching young Jackies the rudiments of naval seamanship. Heretofore there have been shore stations at Newport, Rhode Island, and San Francisco and a fleet of training ships for the instruction of apprentices in the naval and other training ships for the tutoring of the "landmen." Now these separate establishments will be merged into one and it is certain that this course administered in a better and more economical manner than the dual institutions. The present move to modernize the United States naval training system has been made by the late President Roosevelt, and the old system is antiquated. It has become out of date, not so much through any defects in its character as by reason of the changing conditions which have prevailed in the navy. The old system has been in vogue since 1875. The navy has had authority since 1837 to enlist boys between the ages of 15 and 17 years, but the practice was not until 1880 that the training system approached the present day standards. In the quarter of a century which has intervened since that time, however, all power has virtually disappeared in the navy, and it has become more and more a part of the general government in the handling of ships under sail, while of undoubted value in cultivating steadiness of nerve and eye, is of sufficiently practical value to justify the time which has been devoted to it under the old system. Another factor which has exerted powerful influence in bringing about a new order of things is found in the tendency to make more "apprentices" complicated the mechanisms among modern war vessels, incidentally increasing the weight of ordnance, ammunition, etc. As heavier ordnance and appliances have made their appearance, it has been found that the old system of training immature boys on shipboard, and, indeed, during the last few years naval officers have found that there has been a distinct loss in carrying boys of 15 and 16 years—the average age of apprentices—until they reached an age when they could be of real assistance in the work of the ship. On the other hand, it was discovered that the landmen—older boys—were of value to the navy almost from the minute they stepped aboard ship. The navy authorities have first attempted to remedy the troublesome state of affairs by increasing the age of enlistment for apprentices to 17 years, but it was found that boys would not enlist as apprentices at 17 on a salary of only 15 months pay, and that a waiting only one year they could enlist at 18 as landmen at a salary of \$16 a month, in addition, of course, to food and clothing. Under the new status the navy has nothing to do but take the bull by the horns and devise a new training system, and this has been done. Under the new status the ratings, "apprentices and landmen," will be abolished and new recruits will be known as "apprentice seamen." Boys will be enlisted at the pay of \$16 a month from the age of 17 years. Those under the age of 18 will be required to have the consent of parents or guardians and will be enlisted until they are 21, while boys of 18 will be enlisted for four years at the same pay. In order that no injustice may be done to the old apprentices and 1,053 landmen now under training in the navy, and who, of course, entered under the old conditions, all will be granted as much salary as if they were enlisted under the new plan. This will also mean promotion for many of the apprentices now in the service to the rating of "seaman" or "ordinary seaman."

HIS COLLAPSE DUE TO OVER-DINING

From the New York American. Mr. Padewski, a sudden collapse after playing at a concert in London, Ontario, has come as no surprise to Hugo Gorilla, who for nine years was the famous pianist's manager, and conducted several of his recitals in America. "The present attack," said Mr. Gorilla, "is a recurrence in an aggravated form of a trouble which arose during his first American tour in 1891. In the course of the tour he played in no fewer than 100 concerts, and attended as many as 56 dinner parties, the result being that he had a serious nervous breakdown. "As a serious concert subsequently the night before he collapsed, he was at the top of his shoulder blades would rise up in great knots, and he would frequently suffer great agony. It was always my custom at the conclusion of a performance to massage his neck. "To attain fame in the musical world, whether as a singer or as an instrumentalist, involves a great physical as well as a great mental strain. A regular course of training is almost as necessary, in fact, for a famous musician as for a famous footballer or cricketer. Here, for instance, are some of the maladies to which various kinds of musicians are liable if they are not in robust health: Pianist—Swollen hands and arms; softening of the brain. Violinist—and harpist—Paralysis of the finger muscles. Drummer—Heart disease and nerve complaints. Cellist—Spinal disease and swollen shoulders. Mr. Sousa has several curious experiences of accidents due to musical strain. "I remember," he said recently, "when conducting my band at Detroit, a French tenor who was suddenly seized with what I suppose was paralysis of the vocal chords. "We were just about to reach a high C when an extraordinary change came over his face. He gasped and gasped, and not a sound came forth. The chords were paralyzed, and for the rest of the season he had to retire. "Another case was one of my trombone players, whose lips became paralyzed at a concert, and who has never been able to play again."

LEWIS AND CLARK

En route up the Missouri river from Fort Mandan (near the present site of Bismarck, North Dakota,) to the Rocky mountains. May 13—The wind continued high from the west, but by means of the towing line we were able to make 19 miles, the sandbars being now few in number, the river narrow and the current gentle; the willow has in a great measure disappeared, and even the cottonwood, almost the only timber remaining, is growing scarce. At 12 1/2 miles we came to a creek on the north, which was perfectly dry. We camped on the south opposite the lower point of an island. Prone and lowly, beggar and lord, Over the bridge they go; Rags and velvet, fetter and sword, Poverty, pomp and woe. Laughing, weeping, hurrying ever, How by the bridge crowd along, While, by the mighty river, Sings them all a mocking song. Hurry along, Sorrow and song, All in vanity 'neath the sun; Velvet and rags, So the world wags, Until the river no more shall run. Dainty, painted, powdered and gay, Rollet my lady by; Rags-and-tatters over the way, Carry a load as high, Flowers and dreams from country meadows. Dust and din through city skies, Old men creeping with their shadows, Children with their sunny eyes— Hurry along, Sorrow and song, All in vanity 'neath the sun; Velvet and rags, So the world wags, Until the river no more shall run. —Frederick Edward Weatherly.

WASHING MACHINES

From the Chicago Record-Herald. Everyone has heard of the air brake, and references to it are sure to be made in the routine of conversation about railroad accidents in under discussion, but like many conventions common use, it is more or less of a mystery for which an explanation is demanded from time to time. The modern air brake consists of 12 parts, among which are the air pump, which compresses the air; a main reservoir, in which the air is stored; the engineer's brake valve, regulating the flow of air; the train pipe, which connects the brake valve with the triple valve under each car; the quick-action triple valve, controlling the flow of air to and from the auxiliary reservoir; and the brake cylinder piston rod, which is forced outward, thereby applying the brakes. The theory of the air brake is the equalization of pressure. When the brakes are not in action the pressure on the train pipe is made such as to prevent an escape of air from the auxiliary reservoir. When the engineer desires to make an application of brakes he turns his brake valve so that there is a moderate reduction of the pressure in the train pipe. This causes the greater pressure in the auxiliary reservoir to force air into the brake cylinder, forcing the piston out and applying the brakes. When it is desired to release the brakes the engineer turns his valve in the opposite direction, permitting the air to flow from the main reservoir, located on the engine, into the train pipe. When the pressure, thus restored in the train pipe, is increased above the pressure in

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No vacant buildings in Brownsville. Medford is to have a street carnival. A water users' association has been formed in Lakeview. Haines is prospering, but needs means of protection against fire. The first shipment of Milton strawberries sold for \$4 per crate. A Weston man sold four Clyde daisies to a neighboring farmer for \$150. The Umatilla county school superintendent is urging directors to hire teachers early. Roseburg's population is about 3,500, an increase of 50 per cent in five years, the Review claims. While western Oregon is short of rain, portions of eastern Oregon have had more rain than usual. Every hotel and lodging house in Walla Walla is crowded to its limit and have been for the last two months or more. People in the vicinity of Fruita, Walla Walla county, have expended \$1,000 in building a road along the side of Saddle mountain. The new bridge which was put across the Malheur river two years ago, two miles north of Ontario, and wrecked by the flood of February, 1904, will be rebuilt at Watkins' Ford, three miles north of Ontario. Glendale has grown from a little wood camp until it is a good town with numerous business houses, public schools, lodges, church and social organizations, besides having one of the most noted hotels in the state. Malheur Gazette: Portland held their regular dog show last week. It was a dog show in Vale every day in the week. We have dogs here in endless variety—from a fox poodle to crosses between the jackrabbits, coyote and wildcat. The heaviest train that ever pulled out of Glendale left there last Monday in charge of Conductor Bickett. It consisted of 33 loaded cars, weighing 4,000,000 pounds all told, not counting weight of engines and caboose. It was hauled by four engines. Glen correspondence of Toledo Reporter: The tent caterpillar is with us in abundance. He has his tent and voracious appetite in painful evidence. Some effective method of ridding the country of this pest should be devised as they are becoming very destructive. Phoenix is threatened with the loss of its railroad depot, that it is now being employed there hereafter to sell tickets or receive and distribute freight. This will be a great inconvenience to the citizens of that prosperous little town and its vicinity, and steps will be taken to avert it, if possible. Morrow Observer: Spanish gitch mites are working day and night shifts. These mites were discovered by W. S. Falling, Pete Taylor and others, of Fort Lind, in the fall of 1881, and 30 people were lost that winter, frozen to death and killed by Indians. An Indian from Warm Springs rescued Falling and Taylor. Each city phone on the Lebanon independent exchange pays a monthly fee of 25 cents to cover switching expenses and each rural subscriber 15 cents. In Brownsville the Pioneer Mutual company wants the business men to pay 40 cents, the residences 25 cents and the farmers 15 cents per month. Why such a difference in price? asks the Times. The past winter and spring have been the most remarkable in Malheur county for the past 20 years. Stockmen met with no losses to speak of, many of whom wintered their stock on the ranges without feeding. The grass is better than has been for years, and the ranchers report the alfalfa and grain fields to be in fine condition.

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From the New York American. The United States government is about to put into practice a new system of training seamen for the navy. The new method, which is named after the late President Roosevelt has just given his approval, is in reality a consolidation of the two distinct systems heretofore employed and, incidentally, it is a decided improvement upon both of them. One of the most important effects of the new scheme will be to amalgamate all Uncle Sam's facilities for teaching young Jackies the rudiments of naval seamanship. Heretofore there have been shore stations at Newport, Rhode Island, and San Francisco and a fleet of training ships for the instruction of apprentices in the naval and other training ships for the tutoring of the "landmen." Now these separate establishments will be merged into one and it is certain that this course administered in a better and more economical manner than the dual institutions. The present move to modernize the United States naval training system has been made by the late President Roosevelt, and the old system is antiquated. It has become out of date, not so much through any defects in its character as by reason of the changing conditions which have prevailed in the navy. The old system has been in vogue since 1875. The navy has had authority since 1837 to enlist boys between the ages of 15 and 17 years, but the practice was not until 1880 that the training system approached the present day standards. In the quarter of a century which has intervened since that time, however, all power has virtually disappeared in the navy, and it has become more and more a part of the general government in the handling of ships under sail, while of undoubted value in cultivating steadiness of nerve and eye, is of sufficiently practical value to justify the time which has been devoted to it under the old system. Another factor which has exerted powerful influence in bringing about a new order of things is found in the tendency to make more "apprentices" complicated the mechanisms among modern war vessels, incidentally increasing the weight of ordnance, ammunition, etc. As heavier ordnance and appliances have made their appearance, it has been found that the old system of training immature boys on shipboard, and, indeed, during the last few years naval officers have found that there has been a distinct loss in carrying boys of 15 and 16 years—the average age of apprentices—until they reached an age when they could be of real assistance in the work of the ship. On the other hand, it was discovered that the landmen—older boys—were of value to the navy almost from the minute they stepped aboard ship. The navy authorities have first attempted to remedy the troublesome state of affairs by increasing the age of enlistment for apprentices to 17 years, but it was found that boys would not enlist as apprentices at 17 on a salary of only 15 months pay, and that a waiting only one year they could enlist at 18 as landmen at a salary of \$16 a month, in addition, of course, to food and clothing. Under the new status the navy has nothing to do but take the bull by the horns and devise a new training system, and this has been done. Under the new status the ratings, "apprentices and landmen," will be abolished and new recruits will be known as "apprentice seamen." Boys will be enlisted at the pay of \$16 a month from the age of 17 years. Those under the age of 18 will be required to have the consent of parents or guardians and will be enlisted until they are 21, while boys of 18 will be enlisted for four years at the same pay. In order that no injustice may be done to the old apprentices and 1,053 landmen now under training in the navy, and who, of course, entered under the old conditions, all will be granted as much salary as if they were enlisted under the new plan. This will also mean promotion for many of the apprentices now in the service to the rating of "seaman" or "ordinary seaman."

LEWIS AND CLARK

En route up the Missouri river from Fort Mandan (near the present site of Bismarck, North Dakota,) to the Rocky mountains. May 13—The wind continued high from the west, but by means of the towing line we were able to make 19 miles, the sandbars being now few in number, the river narrow and the current gentle; the willow has in a great measure disappeared, and even the cottonwood, almost the only timber remaining, is growing scarce. At 12 1/2 miles we came to a creek on the north, which was perfectly dry. We camped on the south opposite the lower point of an island. Prone and lowly, beggar and lord, Over the bridge they go; Rags and velvet, fetter and sword, Poverty, pomp and woe. Laughing, weeping, hurrying ever, How by the bridge crowd along, While, by the mighty river, Sings them all a mocking song. Hurry along, Sorrow and song, All in vanity 'neath the sun; Velvet and rags, So the world wags, Until the river no more shall run. Dainty, painted, powdered and gay, Rollet my lady by; Rags-and-tatters over the way, Carry a load as high, Flowers and dreams from country meadows. Dust and din through city skies, Old men creeping with their shadows, Children with their sunny eyes— Hurry along, Sorrow and song, All in vanity 'neath the sun; Velvet and rags, So the world wags, Until the river no more shall run. —Frederick Edward Weatherly.

WASHING MACHINES

From the Chicago Record-Herald. Everyone has heard of the air brake, and references to it are sure to be made in the routine of conversation about railroad accidents in under discussion, but like many conventions common use, it is more or less of a mystery for which an explanation is demanded from time to time. The modern air brake consists of 12 parts, among which are the air pump, which compresses the air; a main reservoir, in which the air is stored; the engineer's brake valve, regulating the flow of air; the train pipe, which connects the brake valve with the triple valve under each car; the quick-action triple valve, controlling the flow of air to and from the auxiliary reservoir; and the brake cylinder piston rod, which is forced outward, thereby applying the brakes. The theory of the air brake is the equalization of pressure. When the brakes are not in action the pressure on the train pipe is made such as to prevent an escape of air from the auxiliary reservoir. When the engineer desires to make an application of brakes he turns his brake valve so that there is a moderate reduction of the pressure in the train pipe. This causes the greater pressure in the auxiliary reservoir to force air into the brake cylinder, forcing the piston out and applying the brakes. When it is desired to release the brakes the engineer turns his valve in the opposite direction, permitting the air to flow from the main reservoir, located on the engine, into the train pipe. When the pressure, thus restored in the train pipe, is increased above the pressure in

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