

THE JOURNAL

AN INDEPENDENT NEWSPAPER

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The people of Oregon have come to note with alarm the presence here of the officials of our transportation companies—inevitably hardship follows, as the seven lean years succeed the fat years in Egypt.

What are the people going to do about it? That is what the transportation companies ask. The people of Oregon should repeat the question to themselves until it answers itself.

THE IRRIGATION CONGRESS.

THE next national irrigation congress will meet in Boise on September 3.

Oregon should be well represented there. In our Lewis and Clark fair few states were so well represented as Idaho.

Its building was one of the most artistic in the whole fair and visitors were received with most cordial hospitality. It is but fitting that Oregon should show its appreciation by a generous representation in the coming congress.

We cordially endorse what the East Oregonians say:

The people of Idaho should have the heartiest co-operation of the people of Oregon in entertaining the National Irrigation congress which meets at Boise on September 3.

This congress will bring to the Northwest one of the finest bodies of easterners that it is possible to get together in a common purpose. Public officials, government experts, prominent legislators, leading journalists and foreign representatives will all converge at Boise to take part in the proceedings of this congress.

This means advertisement for the west. Every one of the delegates and visitors who come to Boise and see irrigation at its height in the splendid districts of Idaho, will become a booster for irrigation. It means influence in congress, advertisement from the press of the east and stronger friendship between the eastern and western people.

Whatever comes to Idaho from the irrigation congress will be equally shared by Oregon and other arid states. The interests of the arid states are identical. Therefore the entire west, and especially the state of Oregon, should offer Idaho every assistance and fullest co-operation in entertaining the visitors.

The Oregon delegates should organize before leaving the state and go to Boise with an organization and a purpose. The state association should call the delegates from every portion of the state together, either before going to Idaho or else at Boise on the day previous to the opening of the congress, and then go into the congress with colors flying and forces organized.

It is with the liveliest feeling of gratification that we read the interview with Mrs. Longworth in which that close student of the causes of international comity informs us that Europe's love for America amounts to passionate worship. Mrs. Longworth's opportunities for discovering the inmost secrets of the European heart were far greater than those of her talented husband, whose pessimistic observations on the effect of our canned foods on the royal temper are unworthy of serious consideration.

A railroad president, who is naturally irritated at the congressional impertinence that would meddle with his business, says if the people do "not like to pay present rates, the people can walk." From his standpoint, his conclusions are clothed in wisdom. At the same time, a little healthy competition along the right of way of Mr. Milton H. Smith's line would change his viewpoint, and this would be especially true if Uncle Sam were the manager of the new road.

RAILROAD PROMISES.

THE PEOPLE of Oregon long ago became wise enough to readily interpret some of the phenomena of the transportation business of their state. They knew, for instance, when their docks were groaning under the tons of merchandise waiting shipment to foreign points that a high official of the steamship company would appear with a flattering tale of the growth of the commonwealth and a story bright with the hope of increased tonnage to bear our products to remunerative markets.

When the farmers' wheat lay at the railroad crossings and sidings, far from the elevators for which they were destined, the same siren song has been sung: "Oregon's marvelous development is the wonder of the nation, and cars will be provided to transport her rich harvests."

When the markets of the country are glutted with the products of other states; when prices have fallen in inevitable response to the law of supply and demand.

A few days ago a high official of one of our railroads told the people of Oregon that he was astonished at our evidences of prosperity, and that his corporation had in mind an immediate betterment of transportation facilities. What this was to be he left to conjecture, but the public looked about for evidences of a car shortage—and it appeared.

Lane county is suffering from a lack of transportation facilities. Her great timber industry is threatened; hundreds of men are likely to be thrown out of work; and one of the chief sources of her prosperity is endangered because there are no cars to take the lumber from the mills.

This condition followed immediately on the avowed knowledge of our wonderful growth and the need of better transportation facilities.

The coincidence of promise and shortage has been noted for years.

Where, O where, is Secretary Shaw?

It's Bryan, the Man.

Democrats at Work.

The western division of the Democratic congressional campaign committee has opened headquarters in Chicago.

James T. Lloyd of Missouri is in charge, assisted by Congressman Henry T. Ratney of Illinois. The territory includes Ohio and all northern states west of it and all states west of the Mississippi river except Texas, Arkansas and Louisiana.

What Is Portland's Greatest Need?

MEMBERS OF CITY COUNCIL TELL JOURNAL READERS WHAT WOULD IMPROVE ROSE CITY.

Improvements: D. J. Kellaher.

"More parks, water and good streets," said Councilman D. J. Kellaher. "Steps should be taken immediately to secure the 50 acres on top of Mount Tabor for reservoir and park purposes. The proposition should be submitted to the people at the June election. We need this tract and now is the time to get it."

"The top of Mount Tabor is 600 feet above the city. An excavation of 200 feet would be necessary to construct a reservoir and that would leave the water 400 feet above the city. Another pipe line should be brought in from Bull Run and with this accomplished we could get enough power out of that 400-foot head to furnish electric lights for the entire city."

"We need the park now also. It is practically the only available place in the city for a park. The scenery there is grand, better even than that in the city park. I think it imperative that the people act on this matter in June."

"The biggest difficulties with our streets are those leading to and from the business centers. The streets leading in from the east side suburbs have been neglected, and in many cases not opened at all. All the streets ought to be opened through from the river to the city limits."

"Our greatest improvement has been the fills. All the property that has been improved by permanent fills has quadrupled in value. That is a condition. The streets leading in from the east side suburbs have been neglected, and in many cases not opened at all. All the streets ought to be opened through from the river to the city limits."

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What Rockefeller Could Do

OPEN LETTER TO A BILLIONAIRE.

Open Letter to a Billionaire.

Norway, Or., Aug. 13.—To the Editor of The Journal: I send herewith duplicate of a letter I will mail to John D. Rockefeller and trust you can make use of it. Respectfully,

CHARLES A. REEBER.

Mr. John D. Rockefeller, Cleveland, O.—My Dear Sir: I read in recent press dispatches of your return to America after a few months spent abroad in quest of health and of your determination to give up the control of the Standard Oil company, and to end your days among your neighbors on the golf links.

The same authority credits you with a desire to cultivate a hobby and with having made the observation that there is more good than bad in the world, and that everything is for good in the end, even tragedy.

From this I am privileged to infer that you have awakened to a proper appreciation and realization of your power for good and of the obligation placed upon you to make the most of your position and your place among the people of the world.

In fancy I can see you attempting to out-Carnegie Carnegie in some great benevolent and surprising way, and by the acquisition of \$100,000,000 and rearing great walls of masonry to perpetuate your name among your fellow men.

I have rightly anticipated you, I trust that you will not make Carnegie's mistake of riding a single hobby and of having strings tied to each leg.

In the desire for personal aggrandizement Carnegie intended an institution for the great common people, who have little leisure in the struggle for bread to patronize his libraries, give him no credit of an eye single to their betterment, and avow that the money should have been returned to the workmen who earned it or expended for their personal benefit.

If you could only be made to feel the pulse of the labor world and be filled with the desire to do something possible good with your gigantic fortune that any man could do, I can foresee for you a name that will live in history forever. Like the Diocletian of old, when you leave this mundane sphere you can make your place among the stars, the brightest in the constellation.

Man alive, what a power for good you do hold, and how potent can be your influence if your money is only properly used, and you fulfill the obligations thrust upon you!

Other great financiers have felt it obligatory to do something for society and have reared gigantic piles of marble and granite intended as an institution for the right of struggling young men and a monument to the thrift and good-fellowship of the donor, but in every case the men who have made it possible for them to amass such great wealth have been overlooked and derive no benefit. The Chicago university is a monument to the thrift and enterprise and benevolence of Philip D. Armour, the great pork packer, but it's dollars to doughnuts that the money he poured into his yard has profited by his philanthropy.

The Leland Stanford university is a mammoth structure reared to the memory of a rich man's son, but only years past the import figures for the state of California were enabled to flourish in it, and the fates, as if deprecating such a corresponding period of the last fiscal year.

The exports of manufactures were \$46,000,000 in excess of the total for the corresponding period of the previous year. The imports of manufactures materials for use in manufacturing products in the United States shows for the eight months ending with February a total of \$24,000,000 against \$24,000,000 in the same months of the previous fiscal year, while the class of articles wholly or partially manufactured for use as materials in the manufactures and mechanic arts shows a total of \$11,000,000 against \$2,000,000 of the same months of last year.

The rapid growth in the exportation of manufactures is shown in the fact that the February exports in 1906 were nearly three times as great as those of 1905 and \$7,000,000 greater than those of February, 1905.

One of the most amusing cases ever tried in Delaware came up before Magistrate Brown in Wilmington. Moses Holmes, a negro, sued Anderson Young, also a negro, for the possession of his game cock. Young admitted possession, but demanded 75 cents for the "board and lodging" of the fowl. The magistrate looked through law books, galore and was nonplussed. He compromised the case by making Holmes pay 45 cents for the fowl's board. The testimony was very amusing.

Game Bird's Board.

A sentry has been stationed every day for years in the corridors of the court of cassation in Paris, and somebody has just discovered that he has been useless all that time.

Formerly a staircase led from the Courcierie to the court of cassation, and a sentry was put there originally to guard it, but the edifice was burned in 1871, during the commune, and when the courthouse was rebuilt the staircase was omitted. But the sentinel was kept in the corridor just the same.

A Useless Sentry.

The success which has attended submarine navigation in the French navy has led the German navy to carry out experiments with various acoustic apparatus destined to give warning of the approach of submarines. Thus the German admiralty has just carried out in the roadstead off Kiel official experiments with a new apparatus invented by a naval lieutenant, and these experiments have been most successful. With

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A Little Nonsense

Contempt to Burn.

John Phillip Sousa was condemning the law that allows certain talking machine companies to make records of his famous marches and sell them broadcast without paying him a single penny for the privilege.