



# EDITORIAL PAGE OF THE JOURNAL



## THE JOURNAL

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## THE DOWNFALL OF LANDIS

THE CAMPAIGNING OF Mrs. Alice Roosevelt Longworth and her husband has been the cause of a lot of trouble to some people, and of disaster, it is claimed, to Representative Landis of Indiana, whose defeat in the recent election is attributed to feminine warfare engendered by the visit to his district of the Longworths during the campaign. It was supposed that Landis would have an easy victory, but on the advent of Princess Alice and her consort into Landis' district his troubles began, which culminated in his falling an innocent victim to the society war which the visit of the president's daughter precipitated. She was not to blame, either, unless for going over into the Hoosier state, where she and Nick had really no business, though they went with the best of intentions, meaning to help Landis out, but now he wishes they had gone to Halifax instead.

Of course all the ladies of Landis' district could not have top-of-column, next-reading-matter positions at the various politico-social functions pulled off during the semi-royal progress of Alice and Nick, and, also, of course, all the ladies who were not thus honored felt slighted and snubbed, and acted as society ladies are prone to do under such circumstances. Therefore, arose heart-burnings, and jealousies, and manifestations of anger, and threats of revenge, which were fanned into a social cyclone when Alice was finally whisked off by a small, select coterie of worshippers, all the other ladies being ignored as unworthy to associate familiarly with her highness.

This "fixed" poor Landis. Not that he was to blame at all. But, perhaps, his wife was. At any rate Alice and Nick were over there in his interest, and the slighted and scorned ladies gave orders to their husbands, fathers, brothers and sweethearts to do up Landis, and they obeyed orders. And yet some people say women have no voice in politics. Similar results are said to have occurred in one or two other districts visited by the Rooseveltian bride and her husband, and hereafter they need expect no invitations to come to the aid of Republican candidates for congress.

## THE BIG PULLMAN MELON

THAT IS a fine, juicy melon that the Pullman stockholders have been cutting. An accumulated surplus of \$35,000,000 has been divided up, the surplus this year having been \$5,000,000, and it is expected that the earnings will yield a dividend of \$6,000,000 a year besides the regular eight per cent interest. This is a very nice, easy way for a few men to become inordinately rich off the traveling public. The t. p. would not mind the high charges of the Pullman company so much if passengers, in order to secure decent attention and service, did not have to pay the Pullman employees also. The company that is thus raking in millions is too greedy to pay its employees living wages, and they have to depend on travelers for means of livelihood. Every person who has occasion to use a Pullman car must pay twice what the service is reasonably worth, and contribute both directly and indirectly toward these millions that the Pullman stockholders are amassing.

But the Pullman people are horrified if the subject of taxes is mentioned. They consider it an outrage to be asked to pay anything beyond nominal taxes. Let the poor people pay the taxes; what else are they for? The city of Chicago is trying to collect a little matter of \$2,500,000 back taxes from the Pullman company, which, of course, is a piece of rank persecution.

The state of Texas having proposed to reduce Pullman rates, the company indignantly threatens to withdraw its cars from that state. What business is it of a state like Texas, or of the country, what this private, close corporation charges? Can't it do what it pleases in this free country, and divide a \$6,000,000 melon annually, besides 8 per cent interest, without being annoyed with plaints

for lower rates and demands for taxes? It is coming to a pretty pass if business gentlemen cannot be let alone.

This company has grown so big and stout that it dominates the railroad companies—or else they willingly submit to its tyrannical extortions. Perhaps the lack of passenger cars and their poor accommodations are in part due to impressive suggestions of the Pullman company.

Perhaps the interstate commerce commission under the new law can do something to take a little wind out of the sails of this insolent and gorged monopoly. It has had its own smooth way in plucking the public quite long enough.

## ARBITRATION.

THE PROPOSAL of some of the railroads to submit the question of wages and other differences with employees to the interstate commerce commission for arbitration seems to be significantly and gratifyingly meritorious. Employees generally have been ready to submit their side of contentions to arbitration, and very likely will be willing to do so in this case, especially as the one man on the commission who is especially qualified to judge of such a question has long been a union employee of railroads.

Strikes have undoubtedly been a necessary weapon, and though many of them have failed to bring about the immediate results sought they have on the whole been of great service to workmen; but the opinion is growing that it is unnecessary and foolish to resort to this means of redress except in extreme cases. Arbitration is growing in favor and practice, and every advance made by employers toward its use in settling labor disputes should be and doubtless will be met at least half way by employees.

Railroad employees constitute the largest body of wage-earners in the country. Their work, in every capacity except that of the mere building of the roadbed, is important. To some of them millions of people annually trust their lives, and there is reason to believe that many of the horrible railroad "accidents" are due to the overworking of engine crews. The work deserves good pay, especially now when all the railroads are exceedingly prosperous, their great trouble being their incapacity to handle the business brought to them. The wages of some railroad employees have lately been increased, notably those of the Pennsylvania road, and other roads, it is said, are considering the question of raising wages.

This, if done, will probably prevent any general strike in the near future, but it would be well if both the employers and employees would agree on arbitration, with, perhaps, a minimum scale of wages as a base. It would be equitable to raise or lower wages according to the earnings and profits of the railroads, making employees profit-sharers of the surplus beyond a fixed income on the owners' investment, but this may not be possible as yet. Arbitration should be given a fair and full trial, on every possible occasion.

## WHY FISH WAS OUSTED.

M. R. STUYVESANT FISH protested in vain, though a great majority of the stockholders would have stood by and for him if they could, against the transfer of the Illinois Central railroad to Wall street and Standard Oil control, for whatever speculative and monopolistic schemes might be designed, and that great road, heretofore run principally in the interest of the stockholders, easily fell into the maw of the mammoth octopus, of which Mr. Harriman is the general outside manager.

But it is believed that there was an especial reason for the fight on Mr. Fish, for it began at the time of the insurance exposures in New York, and because he could not be used as a tool by the interests in control of the three great life insurance companies under suspicion. It was reported then that war had been declared on Fish by Harriman, Rogers and affiliated interests, and the prediction was made that he would be driven from the control of the Illinois Central, and that prediction has been verified. Big a figure as he was, he could not stand against the combination arrayed against him, that seeks not only to control all the great transcontinental railroads of the country, but also the great reservoirs of money, such as the leading insurance companies.

This disciplining defeat of Fish is significant not only as showing the tremendous, unlimited power of the Rockefeller-Harriman combine, but as indicating the indifference of these magnates to public sentiment and popular demand for regulation and control of railroads and other great industrial concerns. They care nothing

## THE CASE OF THE OREGONIAN.

THE JOURNAL is of the opinion that the grandest jury of all is the people, and that the great bar before which every man ought to be tried is the bar of public opinion, and it has concluded to submit to this greatest jury of the whole people the libel case against the Oregonian, and it will endeavor to do so as dispassionately as possible.

As part of the evidence it submits to this jury of the people the cartoon in question, and it asks the people of Oregon whether that cartoon, fairly interpreted, was not intended to mean that William M. Ladd, posing as a hypocrite, is holding in his hands a page of The Oregon Journal containing the horrible and murderous sentiments therein expressed, whether the cartoon does not mean that William M. Ladd smilingly approves these murderous sentiments, no matter where or by whom they were first expressed. The cartoon speaks for itself and argument is unnecessary.

The statute law applicable provides that if any person shall wilfully "publish or cause to be published or concerning another, any false and scandalous matter with intent to injure or defame such other person" he shall be punished "by imprisonment in the county jail not less than three months nor more than one year, or by a fine not less than \$100 nor more than \$500. Any allusion to any person or family with intent to injure, defame or maliciously annoy such family, shall be deemed to come within the provisions of this section."

The words represented in the cartoon never appeared in this paper. This paper was not organized until March, 1902, a year after the assassination of President McKinley. It is false that Mr. Ladd publishes, approves and smiles at such sentiment, false and scandalous, as every one knows. That this cartoon was published with intent to injure and defame him is beyond controversy. That it could not fail to annoy him and his family is self-evident. His aged mother, a pioneer of Oregon, has stated that the sight of that cartoon gave her the greatest grief since she lost her husband, and now the question is before the people of Oregon, Has the statute law been violated or not? If not, then when will it ever be violated? What does the law mean and what is a violation of it?

But there is a higher law than the statute law, just as there is a greater jury and a greater forum than the courts. There is the law of fair play. What will be thought of a powerful newspaper using the great power it possesses to maliciously, falsely and cruelly hurt innocent people and blacken, broadcast to the world, the name of a decent man? There is the law of plain truth. Mr. Scott and Mr. Pitcock know that every line and meaning and inference of that cartoon is brutally false. They know, and have always known, that Mr. Ladd is a minority stockholder in this paper and nothing more, and never has, and never could, influence its management as a newspaper, and has never tried to. There is the law of common manliness, which teaches even the spiteful man to wreak his spite on his real antagonist and to play the game fair.

We have reprinted this brutal libel so that it may speak for itself, so that each man may look at it and ask how he would have felt had it been published of him; so that each mother and wife may look at it and ask how she would have felt had it been her son or her husband. The Journal has sins of its own to answer for. It is not perfect and it is willing to take what comes to it in journalism. It is speaking not for itself, but for humanity; for decency; for good society; for the reputation of our state, and it says solemnly, in the name of God, let us pause and take this home to ourselves and ask, Are we all cowards? Have we lost all sense of right and wrong and justice? Is the Oregonian above all law, both statute law and the unwritten law of the human heart?

We do not believe it. Mr. Ladd and law-abiding society are awaiting the action of a grand jury, but whatever the action of that body may be, or whatever the verdict of a trial jury may be—and it is difficult to conceive of any man with manhood in his heart having but one opinion in the matter after one look at that cartoon—nevertheless, Mr. Scott, in greater measure, as he controls the policy of the Oregonian, and Mr. Pitcock in great measure, as he controls the corporation itself, can never escape the responsibility for this dastardly act, and let them not be deceived. Men may nod to them on the street, or even take them by the hand, but they do not respect them. They have richly deserved the contempt of all honorable men, and they have it.

## Support the Portage Road

From the Pendleton East Oregonian.  
The portage road must not close. A protest that will be heard in Salem should be sent in by the citizens of the inland empire.

The only hope of the people of the Columbia river valley. It can be made an inestimable arm of the state government. It may be weak and poorly supported, but think of the powerful corporations which are fighting it. Think of the thousands of plans of these corporations to remove it that they may have a clear field again to extort money from the people any freight rate they see fit.

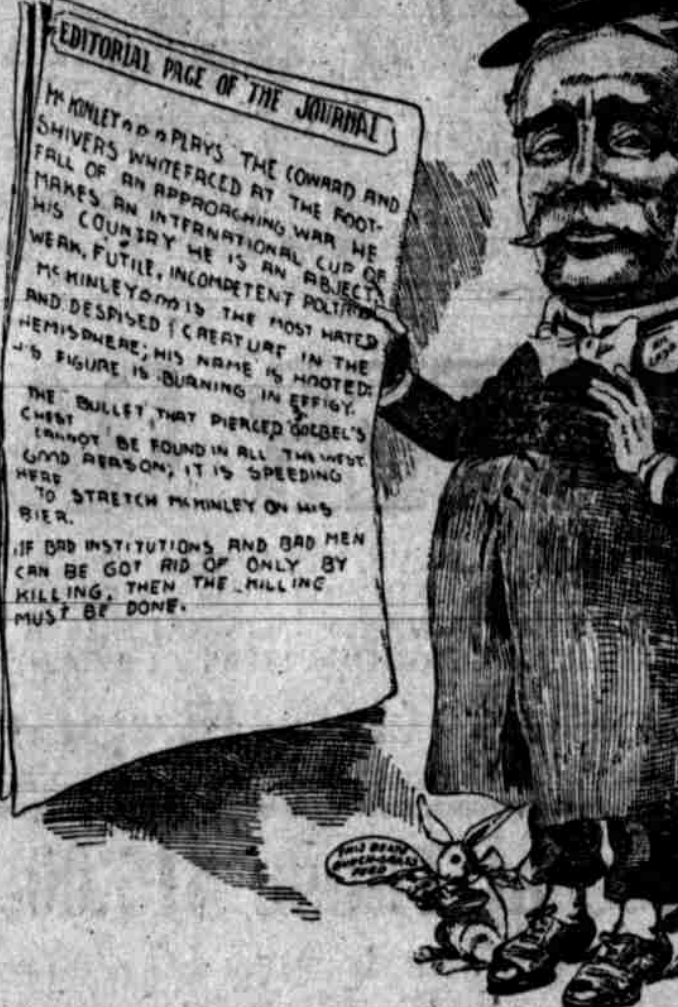
Will the portage commission play into the hands of these corporations? Keep it open and in operation at any cost. The Open River association is building boats for the upper river. Don't close the portage now, just as its fullest utility is about to be reached.

The commercial organizations of the inland empire should emphatically protest against its suspension. Let the protest be heard.

## President Talks Football.

From the Philadelphia Press.  
President Roosevelt was in Philadelphia yesterday afternoon for six minutes. He took advantage of the opportunity, too, and made an address. It wasn't a political speech, such as Senator Penrose might have wished, but his words probably appealed to his little body of listeners more than all the political speeches in the world would have, for he talked on football, and his audience was mainly University of Pennsylvania students.

The president was returning to Washington from Oyster Bay, where he had gone to cast his vote. His private car Signet was attached to the train leaving Jersey City at 1:14 o'clock and arriving at West Philadelphia at 2:16, where a small crowd, probably a hundred, gathered at the station to greet the president. As the train pulled in the crowd made a break for the rear car, which was recognized immediately as President Roosevelt's.



The False and Libelous Cartoon Published by the Oregonian.

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## The Land of Ducks.

There are more ducks in China than in all the rest of the world. China literally is white with these birds, and day and night the country resounds with their metallic and scornful voices. Children herd ducks on every road, on every pond, on every farm, on every lake, on every river. There is no back yard without its duck-house. There is no boat, little or great, without its duck quarters.

## Make the Locks Free.

From the Albany Democrat.  
It is in order now for the newspapers generally to take a hand in the demand for free locks at Oregon City. Congress meets in a short time, and this is one of the things it should make provision for at this coming session. It should not cost to secure passage through anything like this or a public character. The old tollage system is a relic, and the Oregon City locks is a toll-gate. A cent and a half per bushel means a good deal out of the pockets of the farmer.

## BIRDSEYE VIEWS

### TIMELY TOPICS

#### SMALL CHANCE.

It was quite appropriate that Teddy should go by sea to sea.  
A big stick may help a good deal indirectly to dig a big ditch.  
And still the H's keep to the front—Haines, Hodson and Hart.  
Well, were you not complaining at the prospect of Oregon going dry?  
Why didn't the government get out an injunction against the Utes?  
No doubt Harriman has plenty of "water" in which to place his fish.  
The suspicion that the proprietor of the Gearhart beach lured the Galena ashore there is entirely unfounded.  
Foul! Gishow is doubting if Roosevelt can find out more about the Panama canal in two or three days than he did.  
Future generations will sit down in parks and call the men that donated them blessed—or would, if they thought about it.  
There is no need for the policy-holders to worry; isn't Paul Morton still drawing \$50,000 a year salary for looking out for them?

#### OREGON SIDELIGHTS.

Oregon will have an ice plant.  
Medford's school attendance, 440.  
Foothill orchards being wrecked by bears.  
A good deal of saw and hammer work in Medford.  
It took only 30 seconds to marry a couple in Albany.  
Catholics have a new church at Lyons, Linn county.  
Wood is \$6 a cord and coal "out of sight" at Antelope.  
Chestnuts as good as those of York state were raised near Coquille.  
A farmer near Madras is down 300 feet and still boring away for water.  
The Myrtle Point Enterprise says there is no official record of a worm ever having been found in a Coos county apple.  
"All the saloons must close at 12. Most of them do," says the Salem Statesman. Then some don't do what they "must." How's that?  
A. C. Masters of Douglas county has a 2,000-acre farm on which he has lately built 10 miles of wire fence. Besides other stock he has 1,200 Angora goats.  
With Jupiter Pluvius doing business at the old stand, and with two rival water companies in operation, Roseburg promises to have a "wet old time" of it, says the News.  
Huntington expects much activity and prosperity in the near future. The new railroad down Snake river will be in operation, opening up a rich country; a smelter will be established near-by; mining properties are being opened up; black sand along Snake river will be dredged and reduced, and so, predicts the Herald, "we will have good times soon and herald them in abundance."  
Vale, Ore.: The merchandise stores are rushed with the forwarding business and the general outfitting for the interior. The town has several big six and eight-horse freighters in it every day and they are taking from Vale's big warehouses wagon-load after wagon-load of goods. Vale has never been so prosperous as at the present time and the forwarding business is just in its infancy.  
Last winter and spring a man south of Echo broke 250 acres of raw, dry land and afterward harvested it seven times at intervals of about a month apart, and before the last heavy rain he had stored up in this land two feet of moisture, while all of his neighbors' land was entirely dry. Since the last rain he has three feet of wet soil, while all the other soil in the neighborhood has but about a foot. The entire tract is now sown to grain, which is up and looking extra well.

## The Biography of a Bribe

To you and your dupes, the constituents of whose welfare you have been the insolent betrayers:  
To you and your victims, the bucket-shop slaves of whose hope of salvation you have been the ruthless destroyers:  
To you and your masters, the corporations of whose dictates you have been the good and faithful servants:  
To you and your victims, and your shame, a valdictory to your present session and a salutation to your next one—  
I dedicate this homely story of the dirty bit of paper.  
1899.  
THOMAS W. LAWSON.  
THE BRIBE.  
It was a worn and dirty and evil-smelling bit of paper. Its center bore the portrait of a man, a man the image of his God.  
Behind the massive, stately brow was stored wisdom. From the great, kindly eyes shone toleration. The square, set fave-weighted-it-and-decided-by-sound-recall jaw was power incarnate.  
Under that face the one script, "In God We Trust," seemed almost unnecessary; the other, "The Father of His Country; His Country, the Greatest on Earth," superfluous. For the features bore his indelible stamp. "True by birth and by choice, great by environment and by decision, splendid within and by reflection." From that resolute mouth came forth in organ tones, "All men shall be judged by what they have done, and they shall be rewarded and punished accordingly, here and hereafter."  
On the trodden bit of paper, silent witness to its potency, were traced, autographs of lesser men, dingy black upon faded green. In the lower corner was its tag, 22233, and plainly in the upper angle was its universal passport, "By Whom a true trust violated the law and duck eggs are eaten as chicken eggs are in America."  
The Larger Rascals.  
From the Atlanta Journal.  
At Findlay, Ohio, the Standard Oil company was found guilty of conspiracy in restraint of trade in violation of the Valentine anti-trust law of Ohio. At New York, Judge Holt of the United States circuit court imposed a fine of \$108,000 on the New York Central for granting rebates to the transportation representative of the American Sugar Refining company. Former Senator Joseph R. Burton started for Iron-ten, Missouri, where he will spend six months in jail, Burton having made the vital error of twisting his official position for his personal profit. All these things happened on the same day. When a big trust violates the law and is caught up with, when a great railroad is fined, when a former United States senator is sent to prison—all these things indicate that we are living in an age of grafters and grafting, the cynical violation on the part of the rich and the powerful of the laws of which were intended to apply equally to all, do they not?  
And these convictions and fines and sentences are cause for pessimism and discouragement concerning the state of the country, are they not?  
No, they are not. They are food for optimism. They should foster cheerfulness and encouragement.  
For they show that the people are finally determined to put a stop to violations of the law on the part of

## Is It a Joke?

From the Woodburn Independent.  
Representative J. W. Beveridge of Portland is nothing if not real amusing. He sees a way to have an anti-pass bill that will not be an anti-pass bill. "If any bill is introduced at the next session of the legislature making it unlawful for free passes to be issued to public officials in Oregon," he says, "I will, unless declared out of order by the house, introduce an amendment providing for the enactment of a statute which shall by state law compel all railroad and streetcar companies, or all transportation companies in the state, to issue free passes to all county and city officials within the state." Is this a huge joke or is the man in earnest? Tax a railroad company to the limit and then compel it to give passes to an army! That wouldn't hold water, but if it did, every Tom, Dick and Harry would run for office, and every Jimcrow hamlet would hurriedly incorporate. Mr. Beveridge is an original humorist.