



EDITORIAL PAGE OF THE JOURNAL



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Patronize the Portage Road.

THE Salem Statesman, whose
editor is a member of the leg-
islature and a candidate for
speaker of the house, says:

What shall be done to save the in-
dustry of western Oregon from pa-
ralysis, is a question forced upon
people by the apparent indifference of
the Harriman railway system in its in-
ability to negotiate to supply freight
cars or provide adequate means of
transportation to move the product of
the farms, the factories and the mills.
It is a serious question and one which
the Harriman system must answer to
the reasonable satisfaction of the peo-
ple of Oregon or there will be trouble.

The Statesman goes on to say that
Oregon has been very favorable to
the railroads in legislation and applica-
tion of its laws; that the people are
beginning to think that they are not
getting fair treatment in return; that
Mr. Harriman has western Oregon
completely in his power and instead
of developing this great field he is
devoting his energies and capital to
the absorption of other railways so as
to stifle competition and insure a
monopoly; and therefore what are
the people's representatives going to do,
or try to do, about it?

This influential legislator and pos-
sible speaker advises the Harriman in-
terests to make some tangible efforts
to respond to the people's needs, and
declares that "there must be relief
and the people will find a way to get
it if the railroads do not voluntarily
do their part."

This is all very well, and The Jour-
nal is glad to see that Mr. Davy and
other members of the legislature are
alive to the situation and studying
means of relief; but somebody must
have a definite, specific, practical plan
of legislative action. And it must be
one that will not only "pass" in
the legislature but that will be upheld in
the courts.

The transportation committee of
the Portland chamber of commerce
is preparing a regulatory commission
bill, a synopsis of which is published
in The Journal this morning, and it is
believed this will be a beneficial law,
though there are always chances to
be taken with a commission. It will
be a good thing if the right men to
serve on it can be obtained. A de-
murrage law, if one can be framed
that will withstand the assaults of the
railroad attorneys, will also afford
urgently needed relief.

Perhaps other measures may be
considered, but members must keep
in mind the fact that the people de-
mand relief through them, and
the assertion of the principle that
the people must be the masters, not
merely the dumb, helpless patrons of
the railroads.

LA FOLLETTE'S AMENDMENTS.

IT DOES NOT take a great lawyer or statesman to see and understand the nature and purpose of Senator La Follette's amendments to the rate bill. They were obviously, clearly, and beyond question designed to make the proposed law effective to bring about the results demanded by the people and for which the administration ostensibly stood. As passed, the law is incomplete, faulty and weak, and was designedly made and left so by Aldrich and his followers. Either the president was content to have it so, or else he was deceived as to the true merits of the measure as passed. Perhaps he is sufficiently a partisan to have yielded to the blandishments of the Republican leaders and "failead senators."

One of Senator La Follette's amendments provided for the ascertainment of the real value of the railroads, as a basis for determining what rates were "reasonable." They are capitalized at \$13,000,000,000, but are really worth only about \$6,000,000,000. But under this law a "reasonable" rate is determined on more than double valuation. The Journal has repeatedly called attention to this fact, and urged the necessity, before the people can find a basis for the fixing of reasonable freight rates, of an authoritative and official determination of the actual value of the railroads. This Senator La Follette proposed should be done.

But this exceedingly important thing was exactly what the "railroad senators" were determined not to do, and all the Republican sen-

as soon as a pinching time comes, if not before.

This will be especially the case with the farmers, who are surely if slowly learning that high protection burdens them heavily and protects them not at all. When Representative McCleary, the ultra Minnesota stand-patter, was defeated in the recent election, the manager of his campaign saluted a correspondent of the St. Paul Dispatch: "The damned farmers did it." Representative Lacey of Iowa was also defeated partly because of his stand-patterism. The farmers are "catching on," and while not making much noise yet they need but a little pinch of comparative adversity to bury the stand-patters out of sight.

WHAT WILL BE DONE?

THE Salem Statesman, whose editor is a member of the legislature and a candidate for speaker of the house, says:

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the reasonable satisfaction of the peo-
ple of Oregon or there will be trouble.

The great excellence of our own re-
public consists in this, that it was
founded on this Christian theory of
service. It is the greatest experiment

ators bleated "nay" to La Follette's
amendment. This amendment, if
faithfully carried out, Senator La Follette
says would have saved the people
\$435,000,000 a year, which they are
now obliged to pay on "water." And
yet we hear Republican congressmen
boasting of the great thing they ac-
complished in passing the rate bill—
and even the imperfect law that was
obtained could not have been passed
except for the votes of Democrats.

Other amendments offered by the
Wisconsin senator were clearly mer-
itorious, and calculated to make the
law effective, but principally for that
very reason, and partly because they
were offered by a black-sheep Repub-
lican, an anti-ringster and a reformer,
they were incontinently rejected
by the Republican majority.

We think Senator Fulton, who fol-
lowed Aldrich's lead, means to do
right and be of service to the people;
that as a general proposition his
"heart is in the right place," but it is
to be regretted that he did not have
the moral courage in this emergency
to break away from the party ring-
leaders and vote right on these
amendments.

A HOPEFUL OUTLOOK.

THERE is no reason why the
labor of the republic should
not participate in politics, na-
tional, state and municipal. There
is no reason why labor, organized,
should not, as Mr. Gompers advised
in his report to the American federation,
give battle at the polls for the
rights of the workingmen. There is
no reason why effort in that errand
should prove ineffective, or, as is pre-
dicted from some quarters, be barren
of benefit to labor. On the contrary,
the very best news of the day is the
announcement that a great block of
American voters, after varying ex-
periments, successes and failures in
other attempts, have determined to
resort to the ballot box for a redress
of evils, and are going to lead the
way by this peaceful means for resti-
tution to labor of rights that it is believed
have gradually and stealthily
been taken away.

It is a policy so rational and so sensi-
ble that the movement, if intelligently led, cannot fail. It is a move-
ment with a tendency for betterment
of the country and the people. It is
the independent voter that acts as a
purifier. He calls out better nomina-
tions than would be made were he not
a factor to be reckoned with. It is
his influence that does most to purify
and check the parties. Two great
parties are essential to a Democracy,
and party life is to be encouraged.
The better these parties are balanced,
the better for the state. The desire
for the influence and cooperation of
the independent voter makes each
party bid for him and his vote by
nominating cleanest and best candi-
dates. The dropping of the great
mass of organized labor into an
independent group that will vote for
that candidate of either party that
will harken to labor's needs and be
less devoted to graft, is an influence
to clear out corruption and purify
leadership. It is an influence—the
tendency of which is to cleanse and
strengthen the state and to arrest a
reckless trend toward danger known
and unknown.

Labor has little or no representa-
tion in legislatures, state or national.
Most of the other interests are represented there. With one
group lacking in legislative councils,
the system can easily lose its equi-
librium. There can be, and doubtless
is, too much legislation in special in-
terest. There is perhaps, too little
now for labor. And there is possibly
too little for the farmer. Labor cre-
ates two thirds of the wealth and the
farmer feeds the world. As it has

in democracy that the world has ever
witnessed.

The theory is sound to the core. But
the application of the theory is not per-
fect. The machinery is defective. It
needs overhauling. There has been im-
provement in everything else. Why
should there not be improvement in the
art of government?

We would not be content with the
stage coach of our fathers. We have
substituted the harvester for their
cradle, the cotton mill for their loom.
We can improve upon the governmental
machine which they devised. We
will go on to and from our work
morning and evening.

I am a carpenter and live at Beverly,

near Piedmont. I boarded the 7:15 car
this morning (Wednesday) at Portland
boulevard; my destination was Fifth
and Pine. Before we had reached Rus-
sell street the car was crowded and
standing room was at a premium. Then
commenced the jamming process—a
regular cattle jamming process. The
conductor would cry out, "Come up in
the aisle, come up in the aisle." The people
would ring out loud, "Crowd up, crowd
up, and make room for these people to
get on."

Now we were nearing Burnside, and
we stopped to take on others, and the clar-
ion voice of the cattle jammer once
more rang out on the mist laden
street. The conductor would cry out,
"Come up in the aisle, come up in the aisle."
The people would ring out loud, "Crowd up,
crowd up, and make room for these people to
get on."

Men need to remember that not only
is there forgiveness, there is justice.

So great is the love that is expressed
in law that not the least command can
be broken with impunity. Evil must
fall on the evildoer. The relentless law
holds ever, as a man sows so shall he
reap. The guilty may find mercy, but
that no man can say where my sowing
shall fall, nor how long the fruitage
shall go on. Nature, stern and up-
reaching, teaches one of her great les-
sons by allowing every member to
suffer by the wrong of one.

This is the damage wrought by com-
mercial greed, by the socialistic sin
of today, not alone that it sears the
soul of the sinner and blinds him down
to the level of his lusts but that it
crushes other lives; its black stain goes
on like a plague. The greed of one
means the need of many. Thus by our
common suffering we learn to make a
common fight against sin.

But there is the other side: the good
is fruitful and the bad. The law of
the kingdom holds the other lives; there are no
barren sowings of money, self-pity
and love. No man knows how many
generations of kindness will come from
the single seed of an everyday good
deed.

This is the undeviating decree. Sin
and pain cannot be profited by, re-
pentance. Is there repentance? He finds his error
and repents, but he is still a sinner. His sins
and iniquity, hoping, whenever he
will, to check their fruitfulness with a
flood of tears? He finds his error who
plans on a penitence that will give him
the pleasure of sin now and shield him
from its pains at harvest.

Every voice of nature, every incident
of life speaks of this same law. None
can sow in the fields of this world the
seed of hate, of strife, of oppression,
hatred, malice, lies and sin, and
reap the sweet fact that this world is
so ordered that every dead, every wretched
and every thought is vital, freighted
with life, and none may know how long

one can live by it.

The thousands of working people who
ride on these cars know that this is
not overdriven.

Now, mayor and councilmen of the
city of Portland, the working people
would like to know why we are treated
this way. None of your affairs?

With our (the people's) consent, the
servants, the city officials, have granted to
the street railway company franchises
for the operation of their street
car lines. We the people, are paying
these five cent fares, which are making
them rich. We the people, are com-
plying with our part of the contract.
If one of us should refuse to pay this
five cent fare he would be put off at
once.

In the name of common decency can
something be done to give us relief?
The service is not only bad, it is brutal,
and now, Mr. Mayor and council of the
city of Portland, we wish you would
rise with the big stick which we have
placed in your hands and say to these
plutocratic street railway cattle jammers,
"You must comply with your part
of the contract, or you get off the
streets of Portland."

ONE OF THE HERD.

Satisfied.

By J. A. Hart.

No longer in rebellion.
My heart is satisfied;
I'm worth a hundred million.

Though it were multiplied.

The treasures of Nature

Are open everywhere.

I own the citadel of Thought

And empire of the air.

The glory of the morning.

The fragrance of the breeze,

The beauty of the flowers,

The grandeur of the trees;

The stars on summer evenings

The ocean throbbing free—

These are the richest mines of earth.

Their jewel shine for me.

Contentment, that rare blessing

Set off to kings denied,

And peace sweet peace, on brooding

wings.

Above my path abide.

And better than all riches

Of stocks and bonds to me

Is home where wife adorns it.

And children laugh in glee.

And so you see I'm richer

Than any millionaire.

Look at the snow-covered wheat

Their wealth with mine compares;

The mists of earth still clicking.

While castles shall move.

Can never coin the priceless worth.

The value of true love.

Portland's Growth.

From the Pendleton Tribune.

That the new bridge over the Columbia river will be completed on the last day of October on the east side of the river.

At no time in its history have so many houses been built in one year as will be the record for 1886. This is partly the result of the advertisement of the Lewis and Clark fair last year and also of a natural movement westward from all parts of the United States.

The great resources of the west and especially of the northwest, are just beginning to attract general notice and the great opportunity is known.

Investment in the northwest is phenomenal.

Portland's growth is phenomenal.

It is ahead of that of the surrounding country.

The larger our principal city, the more we can have the better it will be for every farmer, stockman, miner and fruit-raiser in the state.

We will all help Portland and every other town in the state, and do it cheerfully whenever possible, for the markets are there. The consumers are in the cities, that is, the consumers of farm products, and large cities make prosperous farmers.

Judging from the fortunes that have been made in the state printing office