

THE JOURNAL

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PATRONIZE THE PORTAGE ROAD.

NECESSITY, mother of invention, led the Open River association in its work of perfecting a transportation line from the Snake river to Portland, by boat and the portage railroad. An investment of considerable effort and money has been necessary to complete construction of a railroad from Celilo to Big Eddy and build boats to operate on the upper reaches of the Columbia and Snake rivers.

Statements have been made that the river route need not necessarily carry the freight to accomplish its mission of lowering freight rates; that so long as the portage road operates, and boats on the upper river run, the regulation of freight is effected, whether or not the tonnage goes to the river; and that the railroad, by meeting river rates, will always retain the bulk of the business.

Within a short time another steamboat for the upper river will be completed and in operation. The coming season will see river transportation facilities enlarged and bettered in every way.

FARMERS AND TARIFF.

SENATOR FULTON was reported as saying recently that there was no great demand for tariff revision, not as much as a year or two ago, in this portion of the country. It may be that he is right, as to outspoken and noticeable expression of sentiment, for when people are generally very prosperous; when crops are good and prices for produce high or fair; when labor is in great demand and business is booming, they don't think or care much about the tariff or about any governmental policy or practice.

Yet we doubt not that a great many who are making no outspoken protest against the present tariff are really in favor of revision, and would so express themselves if the issue were squarely presented. And they, and many others who think things "well enough" just now, will be heard from

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 said to a correspondent of the St. Paul Dispatch: "The damned farmers did it." Representative Lacey of Iowa was also defeated partly because of his standpatism. The farmers are "catching on," and while not making much noise yet they need not a little pinch of comparative adversity to bury the standpatters 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: What shall be done to save the industries of western Oregon from paralysis, is a question forced upon our people by the apparent indifference of the Harriman railway system in its ability or neglect 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 people 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 application 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 possible speaker advises the Harriman interests 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 Journal is glad to see that Mr. Davey 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 regulative 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 demurrage law, if one can be framed that will withstand the assaults of the railroad attorneys, will also afford urgently needed relief.

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 partisan to have yielded to the blandishments of the Republican leaders and "railroad 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 should not be done, and all the Republican sen-

The Two Theories of Government

There are two sharply contrasted theories of government. On one theory the people are sovereigns. The drift of history is in the direction of democracy. Aristocracy in Europe is making its last great stand in Russia. But it is doomed. It is out of joint with the times. It is under the ban of Christianity.

The aim of aristocracy is dominion. The aim of democracy is service. Aristocracy regards the people as servants and their rulers as masters. With democracy the people are masters and they have servants but no rulers. It is remarkable that in those days when the Caesars were masters of the world there should have been one democrat to challenge their right to rule and to proclaim the doctrine of democracy.

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

A HOPEFUL OUTLOOK.

THERE is no reason why the labor of the republic should not participate in politics, national, 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 regard should prove ineffective, or, as is predicted 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 experiments, 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 restitution to labor of rights that it is believed have gradually and stealthily been taken away.

It is a policy so rational and so sensible that the movement, if intelligently led, cannot fail. It is a movement 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 nominations 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 candidates. 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 representation 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 equilibrium. There can be, and doubtless is, too much legislation in special interest. There is perhaps, too little now for labor. And there is possibly too little for the farmer. Labor creates two thirds of the wealth and the farmer feeds the world. As it has

Letters From the People

Are We Getting?

Portland, Nov. 14.—To the Editor of The Journal.—Are the working people of Portland getting? It would seem so, judging from the way we are treated while going to and from our work morning and evening.

I am a carpenter and live at Beverly, near Piedmont. I boarded the 1130 car this morning (Wednesday) at Portland and arrived at destination at Fifth and Pine. Before we had reached Russell 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, "Crowd up in the aisle in front." The people were already crowded as closely as decency would allow, but they were good natured and moved yet little closer; and still people continued getting on the car; and again the conductor's voice would ring out loud, "Crowd up, crowd up, and make room for these people to peek out."

Now we were nearing Burnside, and we all hoped for some relief; but we stopped to take on others, and the clamor voice of the cattle jammer once again rang out on the mist laden air. "Crowd up in the front; don't be afraid to get close together; it won't hurt you; move up, so the lady can get inside." This had the desired effect. The people in the aisle moved simultaneously and the jamming process was complete.

The foul tobacco breath of men was breathed into the faces of delicate and sensitive women, men and women and girls of tender years were jammed together indiscriminately in that car against their will. All this to start the day's hard labor with.

Satisfied.

By J. A. Hart. No longer in rebellion— My heart is satisfied; I work with 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 jewels shine for me.

Contentment, that rare blessing, So oft 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 when wife adorns it, And children laugh in glee.

And so you see I'm richer Than any millionaire; Like chaff beside the winnowed wheat Their wealth with mine compare; The mine of earth still clicking, While centuries shall move, Can never outlast the priceless worth, The value of true love.

From the Pendleton Tribune. The Journal of Thursday announces that there were 334 new homes under construction on the last day of October on the east side of the river alone. At no time in its history have so many houses been built in one year as will be the record for 1915. This is partly due to 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 northwest, are beginning to attract general notice and the great opportunities for investment are becoming generally known. Portland's growth is phenomenal but is likely to be surpassed by that of the surrounding country. The larger our principal city, and the more large cities we can have the better it will be for every farmer, stockman, miner and fruit grower 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.

November 18 in History.

- 1804—General Philip Schuyler, revolutionary patriot, died. Born November 22, 1733.
1852—Duke of Wellington buried at St. Paul's, London.
1861—Confederate congress met.
1871—Russian frigate Svetlana, with Grand Duke Alexis on board, arrived off Sandy Hook.
1876—Seven persons killed by floor collapse in opera house, Sacramento, California.
1879—Law and Liberty league founded in Ireland.
1897—Prisoners taken on the Cuban filibuster. Competitor released by General Blanco.
1898—Contracts signed for raising and refitting the three Spanish warships sunk in the battle of Manila.
1903—Treated Straits and Panama signed canal treaty.
1904—Japanese blew up arsenal at Port Arthur.
1905—Prince Charles of Denmark elected king of Norway.

A Sermon for Today

THE LAW OF MORAL FRUITAGE.

By Henry F. Cope.

Be not deceived; God is not mocked, for whatsoever a man sows that shall he also reap. Gal. 6:7.

TRUTH has many sides; error is born of seeing only one. We can lay so much emphasis on the splendid and too long forgotten truth of the infinite goodness, tenderness, and mercy that rules through all the universes as to lose sight of those sterner aspects of moral law which are necessary to strong and properly proportioned moral character.

The truth is, infinite love is so great as to wear at times the aspect of hatred. It is too wise to be weak; too kind to be always tender, soft, easy and gentle. It speaks in tones of thunder, as well as of comfort. There is a stern and fearful aspect to the up-coming laws under which we are all living, an aspect which many learn too late.

Men need to remember that not only is there force for goodness, 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 every man accountable as he shall reap. The guilty may find mercy, but there is no undoing what has been done.

This is the undeviating decree. Sin cannot be wiped away by easy repentance. It is therefore folly that of him who sows his wild oats, his greed and iniquity, hoping, whenever he will, to check their fruitfulness with a flood of tears. He finds his error will plant on a pentence 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 the same law. No man can sow in the fields of this world the seeds of hate, of strife, of oppression, injustice, malice, lust, and shame and escape the stern fact that this world is so ordered that every deed, word and every thought will, freighted with life, and none may know how long.

Ashamed of Jesus! that dear friend On whom my hopes of heaven depend! No; he had the best of us, shame. That I no more revere his name. Ashamed of Jesus!—yeet, I may, When I've no guilt to wash away; No tears to wipe, no groans to cry, No fear to quell, no soul to save.

Till then—nor is my boasting vain— I'll then boast a savior slain; And O, may this my glory be, That Christ is not ashamed of me!

Secretary Shaw on Thin Ice.

Secretary Shaw has been sliding on thin ice for five years. He is one to take risks. He has been dealing with crises. They are his specialty. He is an emergency man. He believes in an emergency circulation. When laws will not bend he is inclined to read new meanings, favorable to the situation, into them; says Moody's Magazine. Mr. Shaw's handicap has been the same as that of other cabinet officers. He has had to make the best of statutes that were suitable for our grandfathers but which have been outgrown and should have been abolished or amended a long while ago.

Uncle Sam to the G. O. P.

W. J. Lampton in the New York World. Say! G. O. P. Between you and me, You've got to brace Or you won't have a place In the next race. By gum! The other side is going some, And it will get there For sure. If you don't open your eyes And get wise To the situation, This nation Wants a square deal, Which it will appeal To the people for, and they Won't come your way As long as you line up with money, As long as you let the great Excess tax, might, and money, Against the right, And boss and legislate. By gum! This is no josh. Ask me about it from me, That's the G. O. P. Has got to break the fetters Of steel and oil and coal, And rail and meat and sugar. If it would reach the goal Of any party answering A party's highest call— The welfare of the people, The greatest good for all, Now, G. O. P., you've got to Make good in this regard. Or you will get the lemon, And get it fierce and hard. See? That's Me Talking, and if you ain't a clam You'll listen to your Uncle Sam.

Hymns to Know.

- Little freis call for large virtues.
His strength is but weakness who forgets the weak.
Revenge gives birth to remorse.
No man keeps up his reputation by talking about it.
It is easy to sneer at the goodness you cannot acquire.
Show your faith in your prayers by your follow up system.
To get even with the wrongdoer you must drop to his level.
The smoothest path is always on the other side of the road.
Fear more the fess in your heart than those in the open.
No man is ordained of God until he is ready to serve men.
People who carry hell over do little toward washing the world.
Idle words are by no means idle after they are uttered.
Most of us are more anxious to vindicate our opinions than to get opinions that need no vindication.
The fact that your creed fits you like a coat does not warrant you in making it a uniform for all men.
That prayer rises highest that comes from those who bend lowest in service for others.
Many a sermon is void of the water of life for lack of condensation.
People who take trouble by the forelock never get more than a hindsight of happiness.
Some men think they are industrious because they always pick up the iron of trouble while it is hot.
It is easy to get weight of words in a sermon if you leave out the heaven of wisdom.
Tells of Work of Travelers' Aid.
From the Seattle Post-Intelligencer.
Mrs. Lola G. Baldwin, secretary of the Travelers' Aid of the Portland, Y. W. C. A., in Seattle, working to bring about an organization of a Travelers' Aid in connection with the local Y. W. C. A.
In speaking of the work of the organization in Portland and other cities, Mrs. Baldwin says:
"The Travelers' Aid was started through the efforts and financial support of Helen Gould. She is still taking an active interest in the work. Its object is the protection of girls who are either traveling or who are away from their homes. During the Lewis and Clark exposition we helped 1,600 girls. We have a committee to meet all trains and boats. We inspect all lodging houses and restaurants. We keep a list of hotels that are respectable and those that are not. We also keep in touch with young girls who are away from home, to keep them from being led astray. Our work is not rescue work, it is the work of prevention. We also have a free employment department.
"There are now Travelers' Aids in most of the larger cities in America, so that a girl can travel alone from the eastern states to the Pacific under the protection of the Travelers' Aid."
The Language of the Law.
If a man would, according to law, give to another a thing, instead of saying, "I give you that orange," which one would think would be what is called in legal phraseology "an absolute conveyance of all right and title therein," he might say:
"I give you all and singular my interest, right, title and claim, of advantage of and in that orange with all rind, skin, juice, pulp and pip, with all right and advantage therein, with full power to him, his heirs, assigns, executors, administrators, assigns, and assigns, to do with the same, or give the same away, as fully and effectually as I, the said A. B., am now inclined to bite, suck, or otherwise eat the same orange or give the same away, with power without its rind, skin, juice, pulp or pip; anything heretofore or hereinafter, or in any other deed or deeds, instrument or instruments, of what nature or kind soever, to the contrary in anywise notwithstanding," with much more to the same effect.