



EDITORIAL PAGE OF THE JOURNAL

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A man's nature runs either
to herbs or weeds; therefore,
let him seasonably water the
one and destroy the other.—
Bacon.

FLYING INTO DANGER.

A CHARGE of manslaughter is to be lodged, it is said, against the captain of the ill-fated steamer Dix, sent to the bottom of Puget sound by a collision in which two score lives paid the forfeit. As in all such cases, somebody has to be sacrificed. Possibly this captain ought to be, probably not. The struggle of the hour is for gain. In the course of it we ride on railroad trains and steam craft at a pace that scares peril to its worst. Hurry is the watchword of those who ride and of those who manage the transportation lines. We all insist on going as fast as we can, and the railroads and steamboats vie one with the other in delivering us in the quickest time. They hurry through from New York to Chicago, and vice versa, in 18 short hours. It is a living tragedy to do it. It's a crime against safety, but the public, like a spoiled child demands and gets it.

The deadly railroad and steamship collisions are characteristic of the hour and of the time. Hurry, hurry, hurry, is the order that rings constantly in the ears of the steamboat captain, the streetcar operatives and the railroad trainmen. They haven't time always to stop and think long enough to take the right course. A minute to study out orders, even time for the flash of a thought would have saved many a tragedy. One second for the mate of the Dix to have thought of the danger in crossing the Jeannie's bow might have cheated Puget sound of 40 human lives.

But he didn't stop to think. Port Blakely was ahead in the distance, and the people in the cabins wanted to get there quick. He took the chance. On came the Jeannie, and the Dix went down. The mate paid the forfeit of the hazard he took with his own life, and his captain is to be tried for manslaughter. The people, they of that great hurrying, scurrying crowd that insist on quick time, went to the bottom. The transportation company that was contributory by insisting that the Dix make time, as well perhaps as in other particulars, what will be its portion of the forfeit? What will be the portion of the Jeannie's company and the Jeannie's master? All are to blame, everybody is to blame because of our fool, headlong, perennial race with life, the taking of desperate chances, and our insistent tempting of fate.

The newspapers will howl and the courts condemn. The Dix catastrophe will have its sacrificial offering, with the blame as likely to be on the wrong as on the right shoulders. And then we shall hurry on, scramble on into more disasters, each with its recurring round of penalties, as often rightly as wrongly placed, and always oblivious of the underlying fact that the real culprit is this nervous electric age, its electrified activities, with the ever-increasing dangers to life and limb.

WATER SYSTEM REFORM.

THAT THE present system of paying for new water mains should and must be changed seems to be agreed on by nearly all varieties of citizens. It is manifestly inequitable, and must be changed. Mains are being laid or will have to be laid, through large, sparsely settled tracts, especially on the east side, which are thus made far more valuable than they were before. The water mains, indeed, make such tracts salable for residence purposes. It is unjust for water consumers generally to be compelled to pay for thus improving such property, which, should hereafter be made to pay for these mains.

Along with this change should be one requiring the city, the taxpayers generally, regardless of whether they are water consumers or to what extent, to pay for the water used for public purposes. This proposition is so manifestly proper and just that it

would seem to need no argument in its favor.

Finally, require consumers, beyond a 50-cents-a-month charge as a minimum base for all, to pay for water in proportion to the amount consumed, to be determined by meters. This will be substantially fair and just to all. The water system can be reformed right by making these three changes, and in no other way.

THE CAR SHORTAGE.

THE CUPIDITY of railroad companies, and the soullessness of corporations in general, is illustrated by some of the phases of the car shortage. When there are but a certain restricted number of cars available—about one-twelfth of what is required to handle the normal business of the country—the cars are distributed carefully where they will yield the largest revenue for the railroad company.

Idaho is shipping potatoes to California, while Oregon cannot get cars to ship potatoes. California is shipping its immense orange crop with ease, and using all the cars necessary to do it, while Oregon cannot get cars to ship its hops. The Portland shipper of hops in consolidated lots can get a few cars for shipments, but the producer in the country districts cannot get a car. The producers are forced to make local shipments of their hops to Portland, paying the railroad company half a cent a pound, and from this point the hops are sent east, resulting in a considerable additional profit for the railroad company, and corresponding loss to the producer.

Portland commission houses have the greatest difficulty to get cars for immediate use, as their commodities are perishable, and their markets constantly changing. It is said the W. B. Glafke commission house solicited a car from the railroad company for the purpose of making a shipment of potatoes a month ago. They are still waiting for the car to be furnished. This is a fair illustration of the difficulties the business interests of Oregon are up against. They are absolutely helpless. Hustling, industry, ability, count for nothing. The best business getter, and the most enterprising methods, are rendered futile and practically put out of the commercial game by the car situation.

STATE SANATORIA FOR CONSUMPTIVES.

SHOULD not Oregon provide refuge for her white plague sufferers? That course was recommended a few days ago by a tuberculosis congress of distinguished physicians from all parts of the country, many of them specialists in this disease. The need for state-owned and municipally-owned sanatoria, where latest methods in sanitation and treatment could be applied, they proclaimed as most urgent.

"If a consumptive patient is treated from the beginning he will get well," was promulgated by Hippocrates, the father of medicine, who lived from 460 to 377 B. C. The idea then expressed is the vital principle behind the recommendation for state-owned sanatoria. Both Massachusetts and New York have such establishments, and in Pennsylvania there are a number municipally owned. In all of them, as well as in the seventy-odd privately-owned sanatoria of the country, the rules during the past few years have been the object lessons out of which comes the cry for more and better establishments for treatment and care of consumptives. Ninety per cent of the first stage, and 45 per cent of the advanced stage patients in one big sanatorium were cured, while in another 99 per cent of the first stage and 40 per cent of the advanced stage were saved. The consumptive record in Oregon is 8.12 deaths per 1,000, in New England the ratio is 16, in the middle states 18, and in the southeastern states 20.

"Without some such provisions as the congress suggests, the position of the consumptive, now painful, will become more and more pathetic. The infectious character of the disease is coming to be more widely understood, and the result for the patient is mournful. It is but recently that a rule was adopted whereby the books of the Portland library are withheld from persons affected with the malady. There are towns where they resort in quest of health where such patients are required to reside within certain districts. The danger that the dried sputum may float as dust in the air and give the disease to healthy people is more and more emphasized by medical science, and more and more understood by the multitude. Knowledge that the malady survives from infection rather than heredity, and that but for infection it could be stamped out, is fast driving victims into isolation, willing or unwilling. They are more and more shunned as science reveals more and more the means and fact of infection. Today the room in which a consumptive has

Uncle Sam to Use Automobiles

The automobile is about to be introduced in the postal service. For many years congress has been appropriating millions of dollars a year for "horse hire." Now "horse hire," according to the experts in the postal service department, is a momentary old thing except moving vehicles that could be used in moving the mails from place to place in the large cities. Business men generally have been using the automobile for years, and with profit to themselves. The postal service has continued to handle its mail in the big cities and with old rambunctious others. In this respect the postoffice department has not yet been able to find in which it is enveloped, make progress while it stood still. In other words, the postoffice department has pitted "horse hire" against what is figuratively known as the "red devil."

Now, through the efforts of Frank H. Hitchcock, the first assistant postmaster-general, the government is about to introduce "red devil" in its postal service says the St. Paul Pioneer Press.

It is reported that George B. Corley has been at the head of the post office department that branch of the government has been reorganized from cellar to dome. New blood has been injected into the executive force in Washington and ginger into the force selling stamps in every state and territory of the Union. A year or so ago, by order of the postmaster-general, and in accordance with a plan mapped out by him, 12 hours were taken off the schedules in the transportation of mail from cities in the middle western states to the southwest and the Pacific coast. In improving the rapidly growing postal system of this country Postmaster-General Corley has had the assistance of a young man who has shown himself to be a positive genius in planning innovations and introducing them. Reference is made to First Assistant Hitchcock. "Speed" is his motto.

"It is our business," he said, "to keep the mail moving, and moving fast,

died is fumigated as faithfully as though the ailment had been small-pox.

The imagination can easily suggest an isolation in the future for the white plague colony as mournful as that of the Hawaiian unfortunate sent to his lonely leper island. Already the consumptive is being narrowed into a circle scarcely less confined and hardly less gloomy. As though the hateful realization of being in the grip of the disease were not a sufficient cup of bitterness, the patient must suffer the added agony of knowing that society does not want him. If humanitarianism does not intervene, the environment of the future consumptive will be in practical effect little if any better than were his fate a consumptive island in the sea.

There is tremendous force in the appeal for a state-owned sanatorium, even though viewed only from the standpoint of humanitarianism. When there is added the fact that medical science today believes that proper sanitation and proper precaution against infection would quickly rid the world of the dread disease, there at once appears reason for Oregon people and their legislators to consider whether or not Oregon should provide asylum and care for her White Plague sufferers.

EMPEROR WILLIAM'S OPTIMISM.

WE ARE PLEASED again at our friend Emperor William of Germany, who seems to be improving with every public utterance he makes—though we are by no means confident that he will not relapse any time into bombast. But let us give him credit for the good, sensible, humane things he says, nevertheless.

"I am an out-and-out optimist," he tells a German author-friend, "and will be till I die. I am a very busy man, and believe in myself; am determined to progress, and wish others understood better what I am at. People are better than most men think they are; we should not be suspicious but trustful of others, even if we are fooled sometimes; one makes himself bad by thinking everybody else is bad. One goes on farther and easier if not pessimistic. I love to travel, especially about my own country, and always find much that is new, interesting and inspiring. A ruler, especially, should familiarize himself with all parts of his country. People don't understand me very well, but I am working for the good of my country and its people, whose future will be brighter and better."

This is not exactly the emperor's language, but it summarizes correctly his expressions. This is good, sane, healthy, encouraging talk. William is a sort of German Roosevelt, sure enough. Hoch der Kaiser.

Aunt Hetty Green is very hostile to the trusts, and predicts that they will be the cause of a revolution, but she is careful not to spend any of her many millions in trust-busting enterprises. She might worry them a good deal more than Ida Tarbell can, if she would, but Aunt Hetty isn't risking any precious money.

Major Schmitz denies any grafting on his part, as might be expected, and says all the accusations, investigations and prosecutions are prompted by political enemies; that there is

We should constantly study economy of time. New methods may look more expensive at first, but we should try them just the same. It is the business of the postal service to deliver a letter as quickly as possible. As far as we can, the business of the department should be conducted on a modern business basis."

A few years ago an American was visiting in London. Running short of shirts, he called at the store of a well-known firm to leave his order. He asked for garments open back and front. The English clerk was aghast.

"We never make them that way, sir," he said, with a formal bow.

"I can't be done," said the clerk.

"Why not?"

"Because we've never done it, sir, and can't begin at this late day. We've been in business 40 years."

That is the spirit of many of the government departments. Business is done in the same old way year after year, and in the same old way year after year, nothing is done.

It is the spirit of many of the government departments. Business is done in the presence or vicinity of faces that cannot smile but that could easily be made to smile.

Most well-to-do or comfortably-off people are really kindly disposed, are not niggardly or "heartless"; under a thin crust there bubbles a warm fountain of "love for their fellowmen"; but too many of them are careless, thoughtless. They are apt to say or to act on the sub-conscious thought: "What I could do to relieve the vast sum of human misery would amount to nothing; would be but a drop where an ocean is required; so what's the use? I and mine will eat, drink and be merry, for tomorrow we all die, and are forgotten." But this is a wrong view. If each would do a little right around him millions would be made thankful and therefore better.

Next Thursday is the annual day for giving thanks, for feeling thankful, for remembering how well off we are or how much worse off we might be; for thinking and looking upon and appreciating and especially enjoying the products of the fructuous earth, the bounties of the land, the blessings of heaven. But let us think in advance of those who enjoy but meagerly the gifts or treasures of earth and providence, who have but comparatively little to be thankful for; and see to it that none of them are neglected.

Owing to the severe storms that have swept the east, that have smoothed the middle west in snow, and that have blocked traffic and delayed mails, The Journal will be unable to publish today the second of the series of interesting letters from Rabbi Stephen S. Wise. This is regretted as much by us as it will be by the great mass of Journal readers, who have rightly regarded Dr. Wise as one of the leading thinkers of the country. We shall resume the publication of Dr. Wise's letters, however, next Sunday.

The suggestion that the state under certain conditions aid counties to build good roads—that is, that if a county will raise a certain amount for that purpose the state will contribute a further sum—is one worthy of consideration. This is the plan adopted in New York, New Jersey, and several other states, where an era of good road building has begun. Good roads are one of the best investments that can be made with public funds.

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The Museum of Natural History in New York has recently obtained possession of a pair of the most remarkable specimens of the most remarkable birds in the world. It is (or was) a gigantic "goode" lined with beautiful crystals or amethysts, and, inasmuch as it measured 38 feet in length by 16 feet in width and 10 feet in height, it might be suitably described as a grotto.

When there happens to be a cavity in rock through which water percolates, depositing silt in the form of crystals, the hole after a time becomes lined with crystals and eventually when the rock happens to be broken open the mass thus formed may fall out. It is a little quartz box and sometimes, curiously enough, it holds a bubble of air and perhaps a gill or two of water which may be seen through the translucent material.

Such a nodule of quartz is what geologists call a geode. Ordinarily they are not large, and the discovery of the gigantic specimen above described has excited much interest. It was found in Brazil near the German settlement of Santa Cruz, and great efforts were made to remove it with as little damage as possible from the rock in which it was embedded. The upper part (which might be called the roof) had been broken through in some way and a palm tree was growing out of it as from the top of floating ice.

The interior was lined with richly-colored and valuable crystals of amethysts, many of them as large as a man's fist, and with brilliant lustrous facets, as if polished by a skillful lapidary. It was impossible to remove the great geode entire, but finally it was broken to pieces without blasting, the fine portions finding their way eventually to New York.

If several things had not happened, Peary might have reached the pole, or gone farther north than he did. But something to prevent always happens up-north.

Senator Elkins' defense of the south is calculated to give people a rather worse idea of it than they would have otherwise entertained.

The grange goes on record in favor of tariff revision. D'y'e hear, ye standpatters? The farmers are getting onto you.

Mr. Harriman, Oregon people are losing tens of thousands of dollars a day through you.

Caruso secured a lot of advertising cheaply, unless his attorney's fee was very large.

"Ask, and it shall be given," doesn't apply to railroads and freight cars.

A commendable thing.
From the Marshfield Times.

The Journal is taking a broad liberal stand on Oregon's future by inviting the state for advertising which it proposes to publish free of charge. This is a very commendable thing for a paper in Oregon's metropolis to do.

THE TRUE THANKSGIVING.

IT IS AN old and well-grounded principle that the truest and most desirable happiness ensues from unselfish efforts to make others happy or comfortable. The old philosophers taught this; so did Jesus; so did Shakespeare. The unconsciously wisest of people act on this principle spontaneously. Others need to learn and practice the lesson.

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