

THE JOURNAL

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The latest gospel in this world is, know thy work and do it.—Carlyle.

THE TRANSPORTATION PROBLEM.

RAILROAD ACCIDENTS in the United States are frequent, and the annual death list from them appalling, yet so greatly has the traffic, both freight and passenger, increased over the facilities provided for handling it, that the wonder is that more rather than less accidents do not occur.

Railroad men plead that they were unprepared for such unprecedented and prolonged prosperity, such a vast increase of products for transportation. They say that never before have factories been turning out so much material, wholesale houses shipping so much goods, farmers producing so much, or people buying so lavishly.

The western business has expanded to an unprecedented degree. Everyone in the west has money to spend, and is spending it. Those persons are buying things they have denied themselves heretofore, and they are spending with a free hand.

The remarkable prosperity of the country is responsible for the flood of business. Every section reached by our lines is in a most flourishing condition. People are reaping a harvest from the rich crops in the west and south, and the whole country is feeling the effect.

And the freight agent of another road says: From one end of our system to the other comes the cry "More coal." We have every car available pressed into service, and are just about able to handle our business.

It is natural, perhaps inevitable, that additional cars and locomotives should first be used on eastern roads, rather than sent across a long stretch of comparatively non-productive country to this coast; there is then all the more reason for people of the Pacific states to demand enough cars and locomotives to take care of their rapidly growing business, independently of the needs of eastern roads.

But out of this tremendous rush and turmoil appears the urgent need of more roads, more tracks, more rolling stock, all over the country. As one railroad man expressed it, this road was doing a two track business on a one-track line.

PEOPLE AND SPEAKER.

SPEAKER CANNON warned the members of the rivers and harbors congress that they should not ask or expect "too much."

Speaker Cannon has been in congress a long time, and has gotten into a groove. He thinks he knew it all long ago, and nothing new or different is needed.

We have grown to be a billion-dollar country and \$50,000,000 a year for rivers and harbors is only one twentieth part of a billion dollars.

The time has about come, we think, when the bugbear of big expenditures, with a river and harbor appropriation as its most scary feature, cannot be successfully used by partisan campaigners or newspapers.

And it is for them, and not for Mr. Cannon or other members of congress to say what is or is not "too much."

It is for him to dictate to Mr. Cannon, not for him to dictate to them.

THE TRAIL OF THE SYSTEM.

REVELATIONS incident to the Standard Oil prosecutions are almost incredible. It seems impossible that such practices as Rockefeller and his associates are guilty of could have occurred in a civilized land, under a free flag, and beneath the very eye of an avenging law.

Of course Rice went to the wall. He became a hopeless bankrupt. The trail of Standard is strewn with the skeletons of wrecked businesses and ruined competitors.

The homes of a multitude are pinched and wretched, because with infinite cruelty Standard magnates crushed and ground the heart and life out of men and establishments that stood in their path or ran counter to their insatiable greed.

The outcome of this regime of cruelty is a billion dollars of profits amassed in the oil business by a handful of oil lords.

Policy of Harriman and Hill

When the river steamers first began to make inroads on O. R. & N. freight, the railway officials began buying the steamers and building new ones to keep out further competition.

Oregon would be a far better state today if any other railroad builder had control of the lines in the clutches of Harriman. Oregon's growth is seriously retarded by the policy of inaction of Harriman railroads.

An effort was made last week to have the portage road cease business, and report is in circulation that O. R. & N. agents were at the bottom of the move.

Every new move on the map of this part of the country shows the river interests to be forcing the O. R. & N. into the corner. Every inch of the way is being stubbornly fought for, but the river people are winning.

Distinctions which are dependent upon Harriman lines for transportation are in a bad fix. They are seriously handicapped.

ings have piled up to the uncountable total of \$1,000,000,000. Such by strangulation and murder of competitive concerns, such by hypocrisy and guileful evasion of law and cruel, heartless destruction of the rights of others, is the mighty sum wrung from countless victims by this little group of conspiring oil lords.

BOTH PROJECTS MUST "GO."

THE POSITION taken by the Oregon delegates to the River and Harbor Congress, that appropriations should be made for the Cello canal as well as the jetty at the mouth of the Columbia, is manifestly, aside from the comparative intrinsic merits of the two projects, and the relative emergency existing with regard to them, the only practical and politic attitude to take.

Chairman Burton and Speaker Cannon utter warnings against trying to get too much, and the latter suggests that appropriations should be confined chiefly to the more important projects, which is well enough; but the necessity and economy of carrying on these large projects continuously, and with ample funds to push them to completion, so as to prevent the waste and loss of piecemeal and intermittent construction, should be recognized.

It is a little strange that since the president thought of so many things to mention in his message he had not a word to say in favor of improving the rivers of the country.

It may be well enough to prepare expensively against any and every possibility of war, but while doing so the nation should make at least equally large investments in winning victories of peace.

The Portland council is evidently determined to force the people to get the initiative into action next spring on several propositions.

If the railroads can be forced to sell their large land-holdings in Oregon, this should be done, but since this is probably imprac-

tion the Harriman company will do absolutely nothing to develop the country or encourage new industries, but it uses all legitimate and some illegitimate means to get the last drop of blood from the unfortunate people along its lines.

In the end he is well repaid for his efforts, and so is the public. If there is inactivity at any point on the entire Hill system it is not because of lack of encouragement on the part of the railway company.

And between the railways flows the mighty Columbia river, nature's own highway of commerce.

There is little doubt that the merger of the Union Pacific and Southern Pacific systems and their control by Mr. Harriman are quite unlawful as the attempted merger of the Northern Pacific and Great Northern. The courts held the merger of the northern roads to be illegal, and dissolved it, as a matter of judicial record, but what did the decision and dissolution amount to in a practical way?

The Republican party refuses to revise the tariff shortly after a general election in which that party has won, saying that this result shows that tariff revision is not demanded by the people.

There being no state election for over three years, and Governor Chamberlain not being in the attitude of a probable candidate in an ensuing election, it may be reasonably hoped that the legislature will spend less time and effort than its predecessor did in trying to "put the governor in a hole," but rather will cooperate with the governor, whose administration the people so emphatically approved last June, to do what is best for the people, regardless of politics.

Arabi Pasha is Friendless.

From the Pall Mall Gazette. In a little house up a bystreet of the Mohammedan quarter, old, friendly, broken lives the man who might have ruled Egypt.

Why the Scapls.

Our genial weekly contemporary Judge is disseminating political opinions, that from a Republican point of view, must be set down as flagrant heresies.

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Letters From the People

The Unwritten Law.

There is little left to say on this subject after devouring the article like this, but I am a member of the medical profession and a woman too, and I wish to state that my sympathy is with Murray first, last and all the time.

There were a few more brothers like Murray there would be fewer betrayals of girls in the city of Portland. There would be fewer inmates of refuge homes and fewer broken hearts among our women today.

Can't the legislature force the land-grant railroads to survey their lands for purposes of taxation, if not to sell them? Can taxes be dodged perpetually in this way? If so, what are legislatures and courts good for?

Judge Grosscup hit off the president about right in saying: "He thinks everything under the sun that interests him is important enough to be put in his message to congress."

According to Dun's estimates, the cost of living is going up faster than ever. Hurrah for prosperity, protection, and political pyrotechnics.

So far as California is concerned, the president will not be very urgent-ly entreated to reconsider his determination not to run again.

Who is what he is and ain't what he is not.

December 9 in History.

December 9 in History.

Age of Oak Trees.

A Sermon for Today

INDIVIDUALITY IN RELIGION.

Work out your own salvation.—Phil. 1:12.

RELIGION is intensely individualistic. It is a tree that never double assumes the same form, nor does it even bear precisely the same fruit.

So it is with religion. It is not machine made. It is not a mask laid on the man; it is not applied from without; it grows from within. True religion springs up in the heart; it is shaped and determined by the experiences, the aspirations, the sources of the life's inspirations. Ideally, it is the summing up of all the good that the life has known; practically, it is the expression in deed and word of that good.

My soul, be on thy guard, Ten thousand foes arise; The hosts of sin are pressing hard To draw thee from the skies.

Ne'er think the victory won, Nor lay thine armor down; The work of faith will not be done Till thou obtain thy crown.

Correcting a Misapprehension.

Let me be such as Jesus was.

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Sentence Sermons.

Many a man means his desires when he talks of his duty.

Do not obtain sanctity by subtracting sense from spirituality.

Winds of passion do not blow to harbors of high purpose.

Religion is a seed which planted in daily living makes life glorious with its beauty, but if it becomes a stench in the nostrils of men.

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