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Good impulses and good intentions do not make action right or safe. In the long run, action is tested not by motives but by its results.—David Starr Jordan.

THE O. & C.'S DELINQUENCY.

THE SOUTHERN PACIFIC lines in Oregon, formerly the Oregon & California railroad, and its adjuncts, did not pay formerly, but during the past few years have been profitable. The service has been poor for years, owing largely to light rails, insufficient to carry the heavy engines necessary at a fair rate of speed, but after long delay this defect has been, in part at least, remedied. But practically no new equipment has been added to the O. & C. line in years, although the demands for transportation facilities were constantly increasing.

The number of locomotives on the Southern Pacific system increased from 226 in 1901 to 330 in 1906, an increase of 6.54 per cent in five years; the passenger cars increased during the same period from 536 to 579, 8.02 per cent; and the freight cars from 22,291 to 23,629, 5.98 per cent. The passenger traffic increased during the same time 16.34 per cent, and the freight traffic 14.46 per cent.

These and other figures that might be presented show what we all know by observation and experience without them—that the Southern Pacific in western Oregon has been delinquent in supplying transportation facilities which it knew were needed, insensible to the interests and demands of shippers and producers, oblivious to the people's needs and rights, and intolerably remiss in its duty as a common carrier and a quasi public institution.

THE ALBANY CONVENTION.

A DOMINANT note at the Albany shippers' convention was open rivers. That topic received even as much attention from the shippers as the vital subject of railroad legislation. The interest in both has become intense in Oregon. The folly of perpetuated lockage charges and unused rivers is at last recognized as on the same plane with railroad discriminations, car shortages and kindred railroad abuses.

It was so thoroughly understood at Albany that a proposition by Governor Chamberlain for the state as a last alternative to buy the old or build new locks at Oregon City was applauded to the echo. A plan of state ownership and United States operation, if it had been submitted to a vote of the shippers present, would have scarcely encountered a dissenting vote.

limit of human endurance. The Oregon shipper has hungered long for cars for his rotting products. He has paid lockage charges uncomplainingly and endured obstructed waterways to his own vast detriment so long that there has been an Albany shippers' convention, and it is his Yakima episode. Like the men of Yakima, he has studied the situation, and determined to act. The difference is that, unlike the over-driven Yakima people, he is going to act within the law, but none the less effectively for that. Convinced the one sure means of a final and impregnable defense against local railroad oppression is open rivers, these rivers will, until they are unfettered and free, be his shibboleth.

AID NEEDED FOR CHINA.

THE APPEAL of Governor Chamberlain, supplementing and localizing that of President Roosevelt, for aid for the famine-stricken millions of a district in China should be responded to promptly and liberally by the prosperous and fortunate people of Oregon. China is very different from this country in these respects: It has few railroads and in most of its great area none, and therefore food supplies cannot be transported from one province to another; and even if there were railroads each province or region of the empire has need of all its food supply for its own people. Therefore in China, as in Japan or India, a crop failure in any one province or section of the country means a famine affecting millions of people before another harvest. The United States is the richest, most productive and resourceful country on earth; its people are the most prosperous; the country is overflowing with a surfeit of surplus products; and therefore in any such emergency in a foreign country this country is expected to and should be foremost in relief. No part of our country is more prosperous than the Pacific northwest, and it should do its share to save these millions in China from slow starvation. In a case like this, race, color or nationality cuts no figure; all we are brethren.

MR. OLNEY AND WORKINGMEN.

IT WILL be surprising to a good many people that Mr. Richard Olney, Mr. Cleveland's attorney-general and secretary of state, in a contribution to the Inter-Nation, insists that the labor organizations ought to enter politics. He says that it is necessary for them to do so in order to protect the country from the evils that are consequent upon the trustification of industries, though he regards the trust as an economic development, or evolution, and cites its growth, success and stability as proof. He credits it with making the workingman's wages more steady and reliable, if not larger, and so being an advantage to him, but he encourages the laboring man to take a greater interest in public affairs. Labor, he says, "must stand for equality of opportunity for all men and against privilege in any form; for taxation measured by the protection given and the ability to bear its burdens and against taxation insidiously devised for the enrichment of particular classes; for economy and thrift in public expenditures and against graft and extravagance, however disguised; for the largest measure of personal liberty consistent with public order and against all forms of paternalism"—and so on—the usual conservative Democratic doctrine tritely yet clearly expressed, and most of which, if old, is sound. Mr. Olney deprecates the spirit exhibited and the latent purpose underlying great military and naval establishments, and recommends trade relations conceived in a spirit of fairness and equity, and pacific methods of settling international controversies.

In all these matters the workingmen have a vital interest, and he has no doubt of their loyalty to "our institutions" and their sincere desire for the best results possible from government. Though he had expressed doubt of the workingman's competency to decide what was best, he recommends to him the use of the ballot as an instrument for bettering the country's condition, saying it is "the precise weapon by which to make loyalty effective, to counteract prevalent reactionary tendencies, and make it plain that he who would rule in America must be a true American in sympathy and convictions. That workingmen will use the weapon thus fitted to their hands unflinchingly and therefore efficiently, self-interest as well as patriotism make reasonably certain. Not until it is demonstrated that their use of it will be unwise and injurious, both as regards themselves and the pub-

lic at large, will it be time to despair of the republic." All this is rather Clevelandesque, and lacks the brusque definiteness of Bryan when he tells the workingmen that they should use the ballot and for what purposes, but it does commend the ballot to them as a weapon with which they can accomplish much, both for themselves in particular and for the public of which they form so large and important a part. And evidences increase that workingmen are going to use the ballot hereafter more thoughtfully and discriminatingly than ever before.

Another trust, the tobacco trust, has been found guilty and is subject to fines, but the men who violated the law were found not guilty. These convictions of corporations, while the men comprising and managing them are immune, might suggest a scheme to our burglars and highwaymen; if they could combine and form a trust under whose regulations they would operate, perhaps the courts, as in these other cases, might hold them individually guiltless, while imposing penalties on their organization. But perhaps not; the law is a curious thing.

SHALL WE OR SHALL WE NOT BEND THE KNEE?

IN SOME QUARTERS it is being made to appear that the "car shortage" is the sole abuse of the rights of the public by the railroads, and already the railroad adherents and the railroad press are endeavoring to center the attention of the people on the remedying of this evil alone, thus, like the cattle-fish, linking the waters that the railroads may escape the penalties their other shortcomings so signally merit.

The plain fact is that Harriman has done his utmost to bottle up the state of Oregon so that he might carry its traffic in the hollow of his hand. Open rivers have been opposed directly and indirectly; railroad competition has been hampered; development of the country has been held back by opposing the construction of branch and rival roads; and in other ways too numerous to mention, and every effort of the people to break the shackles that bind them has met with railroad warfare conducted with money extorted from the people by high and excessive rates.

These and sundry other things, taken with the "car shortage" and attending troubles, have aroused the people to some realization of the condition that confronts them and relief is to be sought from the legislature. If the railroads are to control that body the people will be quick to inquire the reason why.

In this connection a few pertinent questions may be in order: If the railroads have money by the million to prevent the construction of other railroads in Oregon, why have they not done one at least of the three following things:

- 1. Build railroads and railroad extensions without, as has been the case in several instances, waiting for individual effort to first start the work.
2. Reduce freight charges. If these railroads did not wish to extend their lines themselves, which they could easily have done from their surplus earnings, why did they not reduce rates, instead of piling up these enormous surplus earnings?
3. And if they did not wish to do either of these things, why did they not supply themselves with sufficient equipment to accommodate the business offered?

The reason a railroad commission is desired in Oregon is not alone because of the car shortage; that is merely an incident. Experience has everywhere

taught that, if a railroad is to be of any use, it must be able to transport live hogs for individuals 800 miles at \$6 per ton, it ought not to cost the government \$100 per ton (5 cents per pound) to transport literature 500 miles.

The latest suggestion as to the disposition of himself by President Roosevelt when he steps down and out into private life is that he should become a missionary. This is no doubt one of the several fields of activity in which he might shine. No preacher could be more forcible or surer that he knows it all and was absolutely right, and if the heathen raged and imagined vain things, a big stick would soon convert them to proper ways of belief and behavior.

Anyone who is determined that there shall be a war between the United States and Japan will find assurance of that event in the fact that the Japs in the Hawaiian islands have been purchasing more rice than usual. They will use it for breastworks and ammunition, as well as food.

President Ripley of the Santa Fe railroad says that all that is necessary with reference to the railroads is to let them alone. The people of Oregon have tried that for a long time, and have been forced to the conclusion that it doesn't pay.

Guggenheim evidently has the Republican members of the Colorado legislature secured safely and "for keeps." He did not spend a million for nothing.

If Mr. Davey can hold fast to the members he seems to have attached to him, and there seems no good reason why he should not, he will be elected Mr. Speaker Monday.

An Expensive Thermometer. The most expensive thermometer in the United States is in use at the Johns Hopkins University, Baltimore, Maryland. It is valued at \$10,000 and is an absolutely perfect instrument. The graduations on the glass are so fine that it requires a microscope to read them.

NOTHING DONE YET

THE TRIAL of Mayor Schmitz and Abe Ruef is nowhere in sight yet. For some weeks now the court has been principally busy with inquiries about members of the grand jury.

The unobservant layman may have a crude idea that after a grand jury has been duly impaneled, and has acted or is ready to act on indictments and informations laid before it, questionings of the jurors similar to those to which trial jurors are submitted are out of order, but not so, at least in San Francisco, when the defendants have lots of money.

Day after day, week after week, the process of examining the grand jurors, or witnesses concerning them, goes on, to such a length that the public almost forgets the alleged crimes that aroused such an uproar, and becomes comparatively careless about the outcome—which is one of the reasons for all this prolonged side-stepping on the part of the defendants' attorneys. If by any hook or crook it can be made to appear that any one of the grand jurors had any feeling about the looting of the city, or even had read the newspaper accounts of it interestedly, it will be argued, for days and perhaps weeks more, if the apparently interminable inquiry ever ends, that this is a sufficient cause for discharging the grand jury, and quashing any indictments it may have found. What a wonderfully patient people we Americans are.

It is to be expected that every railroad adherent, paid attorney and subsidized servant will oppose reasonable and remedial legislation, will strive to confuse honest legislators with a multitude of measures, and will endeavor to throttle all legislation promising any real control. While pretending to be friends of the people, they will try to kill those measures that promise relief. They will doubtless be found advocating an elective railroad commission which will cause history to repeat itself, for such a commission in the nature of things will be an ally, as it was before, of the offending railroads.

The people must stand guard and must exact from their representatives in the legislature faithful adherence to their interests and loyal regard to the public trust imposed in them. If the legislature fails in its duty, the railroad shackles will be welded still more tightly around the limbs of Oregon and the wings which she is supposed to do her flying with will be clipped to the second joint. The indolence which comes from servitude dulls the energies and aspirations of our half-awakened people, already too much inclined not to "help themselves."

Men like to talk to her; she does not pretend to know more than they do themselves; she is content to listen appreciatively. She is earnest as well as sympathetic, and earnestness is a charming quality. Have you ever talked to a person who could not be serious, and who laughed at everything and turned every side of life into a joke? It is a most tiresome quality.

No one wants to make life a continuous performance of solemnity, but at the same time no one wants to make it one huge joke.

There is a happy medium, and we all have moods when a laugh at the wrong time says the most painfully. If I were advised to give to those three qualities to cultivate I would say, "Choose sympathy, earnestness and simplicity of manner."

If a girl strives to be a good listener, she will find it easy to make hosts of friends. People always enjoy talking of their own woes, adventures, etc. But artificial sympathy won't do. It must be genuine, must come from the heart.

Nothing artificial makes any true or lasting impression, and in love or sympathy it is especially unreliable. Don't try to be clever or impressive or imposing. Be content to be simple, sympathetic and true. In that way you will win and hold the love of your fellow creatures.

Prominent noses seem to have been the property of many great men. Lynchburg and Solon had noses six inches in length, and Cæsar was nicknamed Naso on account of his large nose. Scipio Nasica derived his name from his prominent oratory organ, and Alexander the Great and Cardinal Wolsey and Richelieu all had large noses. On the medals of Cyrus and Artaxerxes the noses came clear up to the rim of the coin.

Washington's was the true aquiline nose, indicative of firmness and patience, as was the nose of Julius Cæsar. Mohammed had a singular nose. It was so curved that a writer has told us that the point of it seemed continually striving to insert itself between his lips. The nose of Franklin, Shakespeare and Dr. Johnson all had wide nostrils, betokening strength and love of thought. The nose of Napoleon was exquisitely, in length, and Cæsar's was somewhat thickly firm, chisled. He often said, "Give me a man with plenty of nose!" Frederick the Great had so large a nose that Lavater offered to wager that blindfolded he could tell it among 10,000 by merely taking it between his thumb and forefinger.

Frightening Evil Spirits. Soldiers fire a volley over the grave of a dead comrade because in days gone by, when superstition was practically universal, it was generally believed that making a noise kept away evil spirits, and the passing bell came into vogue for that reason. When firearms were invented, volley firing was substituted for the passing bell, the belief being that the sound of battle would be more efficacious in the case of a soldier.

A Sermon for Today

THE VOICE DIVINE.

"God, who at sundry times and in divers manners spake in time past unto the fathers by the prophets."—Heb. i:1.

By Henry F. Cope. THROUGHOUT the ages men have waited for voices to speak from out the great unknown. Answering to this universal longing for larger light, to this search for truth, there has been the conviction that, where our own scanty knowledge ended, there something akin to revelation would give us light. We have been listening for voices that would speak with an authority transcending that given to our fellows.

Cold reason may mock at revelation, but the soul, struggling in darkness, baffled by its problems, lost in the night, still looks up and hopes. For what awaits us but despair if the mysteries of the universe are forever sealed, our questions forever unanswered, and no light to be known than that to our own selfish interests? It is not strange that men have heeded those who, though often mistaken or but impostors, have cried, "Reverence unto the Lord!"

It would be strange if in a world of spirits there might be no communication of spirit. If the faintest thought of our era is that which was given us by the great spirits, it is the omnipotent as father, it would be strange if there should be no way by which such a father might speak to his children. Such a world would contradict all our best instincts. Such a world would mean that man was better than his maker.

The divine voice speaks, but we too often listen in the wrong direction. It falls not from the sky; it comes not in strange, unusual ways of visions and portents. But it is ever speaking through the things of daily life; it is ever revealing truth and beauty to the inner man, as it comes not from without, but springs up within; heard by the heart rather than by the ear.

The best things have not dropped down; they have grown up. Life is not from without, but from within. God speaks not in thunders, but in the hopes and longings of hearts. Even the voice we hear in the sighings of the

Be Sympathetic and Earnest

By Beatrice Fairfax. Sympathy is the most lovable quality possessed by woman. No matter how plain of face she may be, if she has sympathy she wins love. She need not be clever, for though people admire cleverness they do not love it.

Of course it is possible to be pretty and clever and sympathetic all at the same time, and then a woman is irresistible; but if she can have but one of the three qualities sympathy is the most valuable.

To begin with the sympathetic woman is a good listener. She puts her entire interest into your tale of joy or of woe, and for the time being your cause is her cause. She does not preach, nor say, "I tell you so," she listens, and says, "I know just how you feel, and sends you away comforted by the thought that in your place she might have done just as you did."

She knows enough not to laugh at the wrong time, and that's a very important thing to know if you wish to win love. The sympathetic woman's life is not a series of one-ups, for her friends, being sure of her sympathy, have no scruples over making great demands on it. They expect her to be unflinching with advice, comfort and appreciation of their virtues.

All children love her; their unerring instinct teaches them that she is their friend and protectress. Men like to talk to her; she does not pretend to know more than they do themselves; she is content to listen appreciatively. She is earnest as well as sympathetic, and earnestness is a charming quality.

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Sentence Sermons.

By Henry F. Cope. Habit is our heaven or our hell.

The heartless are spiritually homeless. Love of the law finds liberty in the law.

The way to keep friends is to keep faith. The heaviest chains are made from liberties abused.

The sleeping church always awakes to shame. Scratch a chronic critic and you find a hypocrite.

He cannot move hearts whose heart cannot be moved. A moonshiny religion does not make a sunny world.

A worthy life is impossible without a worthy motive. The worst punishment of sin is that one learns to love it.

He who must be goaded to do right is going to do wrong. You never know what is in a man until he gets in a minority.

Eloquence has a tendency to act as an evaporator for religion. Let money talk and you are sure to hear the fool before long.

The bread of life is never on the lips of the broad-and-butter preacher. The best point in a sermon is that which pierces your self-satisfaction.

The really moving sermon is the one that makes you get up and do things. The only good that really is good for any is that which works good for all.

A man does not have to look sheepish to prove that he is not one of the goats. The minister oppressed by a sense of his modernity will paralyze his ministry.

Many a man tries to make up for a lack of a definite goal by an excess of speed. January 13 in History.

1690—George Fox, founder of the "Society of Friends" or Quakers, died. 1809—French defeated Spanish at Cuenca.

1814—Antwerp repulsed attack of British and Prussians. 1823—Tusculum, Courtland and Decatur railroad, first west of the Alleghenies, incorporated.

1849—Battle of Chillianwallah, India. 1863—United States senate reinstated Stanton. 1875—Gladstone resigned liberal leadership.

1895—Prince Arthur of Connaught born. 1894—Sicilian revolution crushed by government troops.

Not They Who Soar. Not they who soar, but they who plod. Their rugged way, unhelped, to God. Are heroes they who higher fare, And, flying, fan the upper air.

Miss all the toil that hugs the sod. 'Tis they whose backs have paid the rod. Whose feet have pressed the path unshod. May smile upon a deflected care, Not they who soar.

High up there are no thorns to prod. Nor bowdrieers lurking 'neath the cloud To turn the keenness of the share, For flight is ever free and rare. But heroes they the soil who've trod, Not they who soar.—Paul Dunbar.

Not a Populist Among Them. Eight candidates entered in the race for United States senator in Kansas, to succeed Senator Benson, the appointee of Governor Hoch. Several of these have already dropped out of the running. The vote probably will descend upon one of the present Kansas representatives in congress.

Why Bridgroom. The man is called a "bridgroom" at his wedding because in primitive days the newly wedded man had to wait upon the bride and serve at her table upon his wedding day, and thus a "groom" on this occasion.

Hymns to Know.

The Unseen Lord. By Ray Palmer.

[Although Dr. Ray Palmer will always be best remembered as the author of the great hymn, "My Faith Looks Up to Thee," he did not regard that product of his pen as his best piece of work in hymnody, but preferred this, which was written much later. It was the outgrowth of a sermon that he was preparing in 1858 for his people at Albany, on the text, "Peter List." It was published in a local periodical in the same year. It belongs to the class of hymns of devotion and it is not difficult to believe that its author was heard repeating the last stanza, just before he died.]

Jesus, these eyes have never seen That radiant form of thine; The veil of sense hangs dark between Thy blessed face and mine.

I see thee not, I hear thee not, Yet art thou oft with me; And still thy love is poured into my soul, As where I meet with thee.

Like some bright dream that comes unthought, When dreamers o'er me roll, Thine image ever fills my thought, And charms my ravished soul.

Yet, though I have not seen, and still Must rest in faith alone, I love thee, dearest Lord, and will Unseen, but not unknown.

When death these mortal eyes shall seal, And still thy love be in my heart, The rending yell shall thee reveal, All-glorious, as thou art.

Influence of the Portage. From the East Oregonian. The statement of the rate reductions by the O. R. & N. which was published at length in the East Oregonian a few days ago, show the direct influence of the portage road. The reductions affect only river points and practically only those points at which the boats of the Open River Transportation company touch.

This is sufficient reason to believe that the portage and the Open River Transportation company are responsible for the fact that the railroads must adjust their freight rates to water all transportation along the Columbia river. It is the only logical standard where navigable rivers are found.

And the history of commerce in the United States shows that railroad traffic is even heavier along the great water courses than elsewhere. Lower rates and river transportation will not harm the railroads, but instead will increase them.

The railroads running parallel to the Mississippi, Ohio, Allegheny, Missouri and other large streams do more business in proportion to mileage than roads not in competition with the river lines. The same will be true of the Columbia river roads. Traffic will grow as the country settles up, and while rates will be reduced to a reasonable basis, and while river transportation will be an enormous volume, yet the railroads will be congested with freight movement.

Where freight rates are lowered to a reasonable basis, the production of crops will increase and make more business. While boat lines are stimulating the settlement of the country and inducing homesteaders to cultivate cheaper lands the railroads will share this prosperity and so in reducing rates the railroads are building up their own business as well as making prosperity for the producer.

Sir William Treloar's Birthday. Sir William Purdie Treloar, lord mayor of London, was born January 13, 1843. After graduating from King's college, he joined his father in the linoleum, carpet and mat business. Sir William entered municipal life in 1885 as a member of the common council, became alderman in 1892, and sheriff in 1896. He was knighted in the same year. He is noted for his devotion to the suffering children of London, and especially the little cripples of the Ragged School Union. Every year he organizes a great distribution of Christmas hampers for cripples.