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Humble love and not proud science keeps the door of heaven—Young.

BIG APPROPRIATIONS.

UNLESS THE GOVERNOR vetoes several bills carrying big appropriations, the total appropriations made by the legislature just ended will be larger by about a million dollars than those of any previous legislature, and nearly twice what they were only four years ago.

Yet it must be conceded that in nearly all cases the appropriations were justified by the people's demands. Some exceptions may be found, notably in the normal school appropriations, where some \$60,000 might have been saved.

The legislature appropriated \$300,000 for helping to free the Willamette river at Oregon City, but if this will induce the government to pay the rest of the cost and buy the locks or construct new ones, that is surely a good investment, and in the event mentioned another appropriation for this purpose will not be necessary.

We think the legislature erred more in not passing laws designed to raise more revenue, especially H. B. 82, recommended by the tax commission, than in making the appropriations it did. Seeing and forewarned that appropriations must of necessity be very heavy, plans should have been devised and carried out for increasing the revenue by higher taxation of railroads, franchises, estates, etc.—taxes that would not have borne directly upon the people. This was the suggestion of The Journal at the beginning of the session, for it foresaw, as every one scanning the situation must have done, the unavoidable big appropriations. These could not well have been a great deal less, but the direct tax burden upon the average taxpayer might have been much lessened.

The demand for the railroad commission bill was too strong to be resisted, but as to most other propositions special interests succeeded in getting in their work at the expense of the people, as usual.

THE CITY BEAUTIFUL.

THOSE WHO work to make a city beautiful are really doing more for it than those who are working to extend and enlarge its commerce and increase its manufactures. Beauty—cleanliness, flowers, neat buildings instead of shacks, clean vacant grounds instead of rubbish-heaps, artistic forms and colors wherever convenient—is not merely the gratification of a sentiment; it is a valuable asset.

It is said that under a superintendent of public works who held office for 20 years Paris spent \$50,000,000 to make a beautiful city. Its fame as such became world-wide, and now his work pays for itself every year.

When "Boss" Shepherd was given a free hand to make Washington a beautiful city, a great uproar arose over his extravagance, and although the federal government paid half the expense property owners said they would bankrupt them. But he went ahead, and in a few years the value of their property had multiplied several times, and when, after an absence of some years, "Boss" Shep-

herd returned, he was welcomed like a conquering general by a vast concourse that thronged the length of Pennsylvania avenue. Mud has its place, but it is a damage to a city street. Every weed in a city is a detriment and a disgrace. Every rosebush or other flowering plant makes not only for civic beauty but for municipal wealth. A clean lot of young grass that supplants a conglomeration of weeds and rubbish makes the city richer as well as more beautiful.

Get the proposed parks, and improve them. Though it costs a million, they will pay. It is important to enlarge and improve the harbor. It is no less important to have ample, beautiful parks and boulevards. Both attract people, money, business. They "build up" a city.

Suppose Portland was known throughout the world in five years as the most beautiful city in America, as well as one where the finest scenery may be viewed; suppose it had and deserved the reputation around the globe of being the cleanest city, the one with most flowers and neatest residences and grounds, and the finest parks, who shall estimate how much that would be worth?

The more beautiful a city is, the happier and healthier its people are, morally as well as physically. Like begets like. People are fashioned largely by their environment. Ugliness, like vice—of which it is a near relative—needs but to become familiar through being often seen to be not only endured but liked. Dirty rubbish and old tumble-down shacks and filth and ugliness of all kinds breed mental and moral as well as physical microbes, disease germs.

Brighten up. Spruce up. Clean up. Burn up. Plant. Build. Paint. Help make the city beautiful. The city as a municipality can do something in this direction, but the larger part must be done by individuals, each as opportunity affords.

TREATMENT OF JURIES.

THE CHICAGO TRIBUNE says that the treatment of juries in that city "is a public scandal. They are herded together in unsanitary quarters in forced companionship with possibly uncongenial men, their letters are opened, they are not allowed to attend to even important private business, and in two recent cases have been kept in ignorance of deaths in their own family circles lest their attendance upon a deathbed might be made the opportunity for bribery."

All this, the Tribune argues, is wrong and unreasonable. The jury, it says, is as much a part of the court as the judge. The 12 men are chosen with care, as to their judgment, honesty and responsibility—at least in theory—and "are quite as likely to be free from external influence as a judge who depends upon the favor of politicians and prominent citizens for his reelection. The juror is not a candidate for reassignment to jury service. He has no reason to ingratiate himself with any set of men. There is no reason to believe that the average juror is more predisposed to crime than any other man. Yet in this country it is the custom to treat him as if the only way to prevent his being bribed is to lock him up. Why not lock up the judge?"

CAPITALIZATION AND VALUE.

TESTIFYING before a Minnesota, legislative committee, President Stidney of the Chicago Great Western railroad admitted that he sold at 50 cents on the dollar stock and bonds whose par value was \$3,600,000, realizing \$1,800,000, or only one half their face; and he said that he believed that railroad owners were entitled to all the interest and dividends they could get, providing reasonable rates were charged. But how can rates be "reasonable" if the stock and bond holders require high interest and big dividends, on a double capitalization? And who shall decide what is "reasonable"?

This seems to be the main question now to be determined between the railroads and the people—what are reasonable rates, based not on the capitalization but on the cost of the railroads? Senator La Follette contends, and his contention is surely "reasonable," that a reasonable rate can be nothing else than such a rate as will produce a fair income on the investment.

The rate bill passed last year by congress empowers the interstate commerce commission to prescribe and enforce a uniform system of accounting for common carriers, and this may prove to be the most vital clause in the law. This will prepare the way for arriving at a basis upon which may be determined whether all previous efforts to fix reasonable rates have been vitiated by the acceptance of fraudulent and fictitious representations as to capital in use, investment, cost.

DEPEW ON FOREST RESERVES.

ONE OF THE senators who took part in the debate on the forest reserve question, and upheld the government in its policy and acts in creating forest reserves, was Senator Depew. It is not impossible that Depew might be right on some particular proposition, and disinterestedly speak for the people's welfare, but the presumption is strongly the other way. When such a senator as Depew speaks, a suspicion at once arises that whatever he advocates or defends is wrong, but this is not necessarily and absolutely so, and the matter cannot be properly decided on that test alone. But what Depew does not know about western forest reserves would make a voluminous document, while what he cares about the welfare of the west could be expressed as briefly as the new dog law. On the subject of lobbying, or grafting, or legislating in the interest of a railroad or a trust, he might speak with much knowledge and intelligence and indeed as an expert; but on the subject of forest reserves we do not think his advice is valuable to the government, and are quite sure that the people of the west need none of it.

THE PRESS-GAG BILL.

A SUBSCRIBER asks, with reference to the congressional postal commission's report, recently commented on by The Journal: "When is it likely that action will take place? Is there time yet for both houses to take action on this bill, and is it expected that this congress will dispose of it? In case they do not, would the bill die a natural death or would it come up next session?" This is only a bill reported and recommended by a special commission, and has as yet no standing on the calendar, so there is no likelihood of its being even considered by either house at this session. All bills die with the expiration of a congress, so this proposed bill would have to be taken up as an original proposition by the next congress, in which, however, the report might be a live document. Such a bill would necessarily call out much debate, and we have no fear that it will be passed without much modification by the next or any other congress—unless the president should happen to champion it with his big stick, which is not impossible.

There is a possibility of the river and harbor bill being talked to death in the senate again; there are senators small and mean enough to do this; but it is not probable. If this bill should be beaten the president ought to call a special session of congress immediately to pass one like it. The country demands river and harbor improvements.

Has Funny Dream.

How do Americans pronounce the name of their country? The headmaster of a school in England says it is "Umpruukh."

sits up and takes notice. This is an unusual way of robbing him, and he doesn't like it.

This is the governor's busy week, and he keeps his veto ax handy.

Smallest School in All the World

Almost at the mouth of the Kiel canal in the Baltic sea is the smallest school in the whole world—a government educational institution which costs far more money than the district school in the whole state. The government built the school house and supplied a resident teacher. Yet there are only two scholars, and it may be some time before the class roll increases.

This record-breaking school, owned by Germany, is on an island, Suderoog, where only one family resides. Martin Paulsen is fisherman and farmer, and lord of the isle. He is in comfortable circumstances and has a growing family. In two years ago, his youngest son, Martin, his eldest child, became of school age. Paulsen found it impossible to send the boy daily to the mainland. Having been advised "what to do," he made application for a school to be created a school district showing his tax receipts, and proving that for many years he had paid school taxes for the whole island.

The Play

For an evening of refreshing entertainment go to the Baker and see "Miss Hobbs." It is a delightful satire on what a few years ago was quite popular to term "the new woman." It is one of the best plays ever written by Jerome K. Jerome, who wrote nothing that is not interesting, and is presented by the University of the Pacific in a wonderfully faultless fashion. There were big audiences at both afternoon and evening performances at the Baker yesterday. And there was no doubt about the quality of the production. The story is one of delicious comedy. The central character is, of course, Miss Hobbs, a really attractive young lady, who is afflicted with a man-hating mania, and organizes a society for the purpose of acting as Mrs. Kingsmill. It is the task of Miss Lillian Lawrence to portray the character of the advanced-thinking woman. In a comedy part Miss Lawrence appears to best advantage, and in the role of this charming story she is given a better opportunity to display her talent than in any performance in which she has recently appeared. It is difficult to imagine how the portrayal could be improved upon.

To Mr. Edgar Baume is given the part of Wolff Kingsmill, who accepts a wager to make love to Miss Hobbs. As a polished and finished actor, the Baker's leading man, Mr. Kingsmill, equals in all possible requirements of the play. As Percival Kingsmill, Donald Bowles is exceptionally pleasing, and Miss Marjorie Seymour does a remarkably good piece of acting as Mrs. Kingsmill. Others of the Baker company who appear in the piece are Mrs. Marnie Crollis Gleason, Miss Ethel Grey Terry, Mr. James Gleason, Mr. Howard Russell and Mr. William H. Lewis. Each gives a wonderfully clear and vivid picture of the individual part that has been assigned to him.

"The Fast Mail" at the Empire.

"The Fast Mail" always thrilling, is sensationally so as presented at the Empire. It began a week's engagement at the Empire theatre yesterday and played to packed houses at both performances. It has been a favorite with the public for years, and is regarded as the greatest of all railroad dramas. The realistic scenic effects have been improved and the company that is presenting this play of Lincoln J. Carter's is an unusually large and strong one. One of the most realistic and highly sensational scenes is the explosion of a steamboat on the Mississippi river. Among the other thrilling features are the duel on the suspension bridge, the flight of the fast mail, the bank robbery and happenings in the Italian quarter of Chicago.

The Worst Is Coming.

From the Baltimore American. At a recent musical exposition in Berlin an invention for increasing the resonance of the voice was exhibited. It consists of a film, which is applied to the roof of the mouth, and acts as a sounding board. It is intended for the use of orators, officers and any one wishing to increase the reach of the voice, as well as musicians.

Dinkelspiel Talks on Chances

Main Lieber Looney—Ye haf received your letter from Pittsburgh, and ve vas glad to hear dot you vas smoky, but vell. I noticed vot you say in your letter, Looney, dot youst put der merest chance you happened to call on a customer mit der result dot you sold him a t'ousand dollars worth of goods.

It is der eggerdical meeting between friends vich causes von of dem to lend der odder fellow two dollars, nefer, nefer, nefer to return. It is der chance dot brings a couple of t'irsty friends into der rathskeller ven ve haf snook in alone mit only der price for ven in our clothes.

Change and eggerdical rule der world mit a little help von und den der Trusts. Der cow girls der milkman all of der best dot is in her, but by chance der pump gets in his way, and owing to dot chance ve eat up milk mit our portbitch.

Der baker is making up a mince pie by chance von of his suspender buttons leaves him suddenly and goes out into der world to seek its fortune in der bosom of dot pie.

Der simple eggerdical of der teeth pressing dot butter into der corner und order his wife's mother out of der house. Finally, mit his mind made up und a sandbag in each hand, he started for home.

Der eggerdical of Fate inter- vened dot der lady a beautiful dame, and it vas only shortly after dis dot she laid aside her brass knuckles vich haf always been such a strain on dose taper fingers.

Der man mit a important engagement rushes down to der street corner und stops der car—but only by chance. I gif your mother ten dollars to buy a bombazine walking gown und she goes to der compartment store und by chance she sees somedings more eggerdical it comes home. O dot I pay for it, but nefer by any chance do I see dot original ten dollars, Looney.

Der vol is der use to get personal, der square by chance your mother is a fool, a square, a square, a square. Yours mit luff, D. DINKELSPIEL, per GEORGE V. HOBART.

Letters From the People

Why He Stops His Paper. Odell J. 9 1907. Mr Journal you ask me to explain my self for calling your paper a dirty sheet you say you stand for the benefit of the people and then you are taking the paper and then you are propogating that money to improve the harbors and rivers a square deal.

I fail to see it who uses these dirty words does the people "NO" then you gets the benefit of this money. THE steamship companies, does the people get any benefit in any way NO their fruits are raised, the people are called upon the following year to repair the boats ready done. This is where the benefit come in lent it.

now I for one say let those that it benefits by these improvements pay for it. If you call taxing the people for the benefit of Railroad companies and Steam ships companies a square deal I dont want a square deal I consider it an insult to the taxpayers of this state there fore I called your paper a dirty sheet you stand for cooperations I stand for the taxpayer the people get. This is not an oppoly, no, when you get in line not be fore, lok to your kind for support not to me.

hoping this will be sufficient I am a tax payer I am a Rancher I am a Laborer J. L. KELLEY, Odell Ore. I request you to stop the journal as I consider it a dirty sheet

Auto Slang of London.

From the London Express. With the motor-omnibus there has come a new "slang" language. It has evolved from the staccato and tempers of drivers and conductors. In the words of one of them to an Express representative, motor "slang" has "grown up with the trade." Here is a table of the new vocabulary: Spot! A private detective employed by the company. A vehicle that keeps in front and takes all available passengers. Up the Staircase: A vehicle that lags behind another. Domino: A hold-up in the traffic. "That is as far as we have gone," said an intelligent conductor yesterday. "But it does not indicate finality." The other day, for instance, I heard a man on the other step style a fare who insisted on knowing the farthest point to which he could travel for his twopenny "bluebird." That man matches on in time. It is always a question of time and adaptability. "Every man has 'slang' words of his own, but they do not become classical, unless until they have hammered their way through the whole mass of motor-omnibus employes."

Sometimes There Is Right in Might

By Ella Wheeler Wilcox. Did it ever occur to you that once in a while might could be right? Did you ever stop to think that a great corporation might be misused and abused by an individual or a score of individuals? Of course the corporation can stand the injury far better than the individual when the case is reversed. When might is wronged it has more force to rebound and right itself than weakness has.

Yet a principle of justice has been outraged, all the same. Most of us are quick to take sides with the "under dog in the fight" all ways. Yet when the "under dog" sometimes begins the fight and deserves to be downed.

I have seen a small cow-herd and a great big Newfoundland until the great dog turned upon the plucky and laid him howling in the dust. Then a dozen people rallied and beat the Newfoundland with canes and words, crying shame upon the big dog who would hurt a little one.

This is sentiment, but it is not justice. Almost every day I see women and children, and sometimes men, running in front of the cable and trolley cars, and upon their heads in motion, at the risk of their lives.

A man undertook to leap on a Broadway surface car at the Sixth avenue crossing the other day, and but for the quick and strong arm of the conductor he would have been crushed between the car and the elevated pillar. The conductor turned white with fright, and maybe anger, as he said: "You shouldn't try that very often."

That more children are not killed or maimed for life by the streetcars in this city speaks highly for the skill and care of the men who conduct them. I wish a law would be passed making it a crime for any person over 3 years to dart in front of a car, or to attempt to board or leave it while in motion.

I wish a few of these little, reckless, mischief-loving tots off to the station-house, and there will be a cessation of this sort of "sport" and a decrease in the list of accidents and fewer suits in the courts against the "soulless corporations."

A great many of the cases of this kind brought into court are as unjust, doubtless, as it would be if you sued Canada because your child undertook to go over Niagara falls in a rowboat and was drowned.

One day I read that a small boy lost a leg by being run over by the trolley car and that his parents have sued the company for \$10,000 damages, we intuitively hope that they will get it. The company is rich and the people are poor, and a crippled child is a terrible affliction. Yet in my secret heart I always feel a great throb of pity for the man who is guiding that car, and who very likely did his utmost to prevent the catastrophe, which no human skill could have averted. I feel this because of what I see, day after day, and again and again.

If I am a poor, tired servant girl, crossing Fifth avenue, and if I rush blindly, stupidly or purposefully in front of Mrs. Astor's coach and am beaten under the hoofs of her spirited steeds, it does not follow that capital is trying to crush labor, or wealth is showing its indifference to poverty.

It is sometimes possible to be rich and right and poor and wrong in this world. Let us try to mix a little sense and justice with our sympathies now and then.

February 25 in History.

1713—Frederick I. of Prussia died. Born July 22, 1657. 1765—Joseph Haborschian of Georgia became postmaster general of the United States. 1807—France defeated the Russians at battle of Peterwalde. 1848—King William II, present ruler of Wurttemberg, born. 1868—National banking system of United States organized. 1868—Disraeli became premier of England on the resignation of the Earl of Derby. 1870—U. S. senate passed presidential electors' bill, providing that no state no state could be disfranchised without the joint approval of both houses. 1891—Gen. Da Fonseca elected president of Brazil. 1903—United States Steel Corporation incorporated.

Small Change

None of 'em had to walk. Who wants a pass anyway, eh? Evidently Evelyn was really led. The governor refuses to recognize the hole. How many of their consciences are clear? Now the lawyers will get busy over the new laws. The people are taxed too much for higher education. What could be expected of Evelyn, with such a mother? It is a good deal easier and safer to yelp for war than to fight.

A Miss Lamb married a Mr. Clover. She thinks him sweet enough to eat. And then again, perhaps Washington would be glad he died a good white ago. Now shoot the song birds; the legislature has authorized their extermination. The insurance ballot inspectors get \$35 a day. They can't be expected to hurry. So long as basketball games flourish, why should anybody care what a legislature did? It is doubtful if any one of them could tell just what was done, much less how and why. Kuropatkin's book will be quite a curiosity in one respect; he admits that the Russians were licked.

The man with hope is looking down in the mouth; the man with sheep to shear is happy as a lord. The people asked for an anti-pass law and got a compulsory pass law, but may be the people don't care. If "exaggerated ego" constitutes insanity, some of the legislators need no pass; it's a short walk to the asylum. If there is anything else that Teddy wants of this congress he will have to give his orders and swing the big stick soon.

The railroads in Oregon will not be subjected to a 2-cent fare law, as those of some states will, so have something to be thankful for. Think what a horrible ordeal it would be if a Thaw juror should die in the course of a week or two, and all this Thaw slush have to be waded through again.

Oregon Sidelights

Albany is to have a new flour mill. A Wallowa hen laid 803 eggs during 1904. A new sawmill will be built near Brownsville. A Rainier woman stopped behind a lumber pile on a dock to adjust her skirt, fell in the river, and was rescued a fifth of a mile below, but can give no particulars. The Merrill Record has failed to put in an appearance for several weeks past, owing to the sickness of the editor, and the fact that his wife presented him with an heir a few days since.

Reeseburg Spokesman: It is reported that a number of new cars and engines are to be here in a few weeks. Thus the new railroad law and demurrage charges are having the desired effect. A Creswell man was leading a horse on the rope got twisted around his fore finger on his right hand, when the horse suddenly pulled back and the finger was taken off at the first joint as if it had been cut off with an axe.

The Albany Democrat makes the guess that the man Harriman means the extension of the Corvallis and Eastern into Crook county, to connect with a road running south and north, not east, and that the Natron road will not be extended. A Shedd man fell from a barn into a chute or flume and striking a scantling his jaw was broken in three places. He was shot 40 feet through the flume and dashed against solid rock, but his foot-ball training, he thinks, enabled him to protect himself from fatal injuries.

The following from the Cottage Grove Nugget is a sample of the good advice being given by the state press generally: "With the approach of spring, 'cleaning up' is the order, and the city authorities should compel every property owner in the city to clear away the debris left by the late high water, fix their fences, sidewalks, etc."

There is no diminution in the activity of the horse market, says the Corvallis Times. On the contrary, the prices of all kinds of horses appear to be steadily on the rise. A team for which two months ago the outside price would be \$400 now sells readily at \$500. Good driving horses and saddle horses—in fact, indifferent ones—sell readily at from \$100 to \$250 each.

Dayton Optimist: Many of the larger farms in this section will be cut up this year and the land will begin to pay a profit to the owners by being properly farmed. The reason, as stated by an owner of a large tract, is that it cost over \$200 to maintain the place last year, while others were cleaning from \$50 to \$100 per acre on small farms.

Sir Robert Bond's Birthday. Sir Robert Bond, who has been premier and colonial secretary of Newfoundland since 1896, was born February 25, 1842. He is the descendant of an old Devonshire family. Sir Robert was educated for the bar, but entered politics and distinguished himself in a very short time. He was speaker of the house of assembly in 1884 and executive councillor, with the portfolio of colonial secretary, 1888-97. He has been on all the important committees for the consideration of the French shore and the Newfoundland fisheries questions, besides having negotiated the famous Bond-Boydland convention with the United States. He was knighted in 1901 on the occasion of the visit of the Duke and Duchess of Cornwall and York to Newfoundland.