EDITORIAL PAGE OF THE JOURNAL

THE JOURNAL

AN INDEPENDENT NEWSPAPER

C. S. JACKSON.....Publisher

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The JOURNAL

SWORN CIRCULATION.

February, 1907.
Daily average.....28,372

COMPARATIVE STATEMENT.

February, 1907, daily average.....28,372
February, 1906, daily average.....25,234

Gain in the year (daily average)... 3,138

The Journal is the only daily paper in Portland that gives circulation facts and figures to the public, fully and freely—in short, makes its records an open book. Back of every Journal circulation statement is abundant and convincing proof, open to every advertiser who desires to make personal investigation, pressroom reports, carrier route streets, circulation records, paper bills, express and postoffice receipts, and the cash receipts for circulation, the best evidence of all. On top of this The Journal is entitled to Rowell's American Newspaper Directory's guarantee star, thus insuring the full delivery of the goods to the advertiser.

A LAW-BRANDED MELON.

THE SUPREME court of Minnesota has decided that the issuance of $60,000,000 of Northern Pacific stock, in common parlance called cutting a big melon, cannot be restrained or inquired into except by the legislature; that the legislature cannot delegate such a power. The country has two kinds of laws, one made by legislatures and one by courts; this is of the court-made brand, and it is more surely law than an untested legislative enactment, for it comes from the highest law-making shop in the state. So Mr. Hill can go ahead with his melon distributing, a practice which he says he has indulged in for the past 15 years.

We find no fault—nor would if we were so unfortunate as to live in Minnesota instead of Oregon—of course; it is a supreme court's business, not an editor's, to know and make law; but we don't quite understand why, since our great and good friend Mr. Hill has been able to indulge in the melon-dispersing pastime for 15 years and had a $60,000,000 melon all ready to slice up for his friends when restrained by an official butter-in, he should have the blues so often as he does. Sometimes he talks as if his and other railroads, and the big concerns of the country generally, were irresistibly drifting into the misty and squally region classed by social geographers as the demnition bowwows; but it ought not to look that way to a hale and hearty old gardener in the industrial field who has to get a court's permission to cut a $60,000,000 melon of his own raising. And this, he says himself, is only one of many such. Surely so successful an agriculturalist as this ought not to become grumpy about the conditions under which he prosecutes his agreeable if arduous labors.

Some one who claimed to have looked into the matter published recently the statement that the dividends of the Hill railroad stocks, including these new stock issues, had amounted some years to as high as 50 per cent, and for the past seven years they have averaged 27 per cent annually. These pleasant presents of stock may seem to the unfinancial mind to have a watery appearance, but this is deceptive; the stock is as good as gold at the market rate, and the people have to keep it so in freight rates. The water in this melon is nearly all sugar. A great gardener has Mr. Hill been, but he must admit that he had a great garden, especially adapted to the growing of golden melons.

The people are not disposed to be very critical of Mr. Hill, and realize that he, perhaps more than any other railroad man in the country, deserves his great success and large profits, and they do not object to a reasonable degree of liberality to his stockholders. He has been a developer and not an incubus, a builder and not a wrecker, and is well entitled to an occasional melon; but they do think that with such enormous profits as these presents indicate Mr. Hill should have gone to double tracking his roads years ago, instead of now wailing that it ought to have been done and cannot now be done because the people have scared the money kings out of loaning him money. Over in Washington, and to some extent all along the lines of his roads, business is handicapped and at times partially paralyzed for lack of transportation facilities, and the situation will become worse; and yet Mr. Hill, admitting that he needs double tracks, goes to law to carry out his project of giving away $60,000,000—for nobody supposes that stocks to this amount would not raise its market value equivalent in cash. And if it be difficult to borrow money it certainly will be more so with $60,000,000 additional melon stock out.

In other words, the public cannot perceive, from a broad view of the matter, that Mr. Hill, though having the legal right, has a moral right to bestow $60,000,000 of new stock upon his friends and associates, and leave his patrons and those who enable him to make his millions unprovided with transportation facilities.

THE PASS QUESTION.

THE RAILROAD pass question is one that has been much discussed and considerably legislated upon lately outside of as well as in Oregon, and it develops amusing as well as serious features. To go back to New England, which Mr. Steffens regards as the most graft-ridden portion of the country, the action of the New Hampshire legislature affords material for diversion. In New Hampshire, a commonwealth long owned by the Boston & Maine railroad, there was waged last summer and fall a redhot campaign against such ownership in general and against free passes in particular, by Winston Churchill. He lost the nomination for governor by a small margin, but he and his followers forced the Republican convention to put a drastic anti-pass plank in the platform. On that issue the members were elected, but adopting an anti-pass plank in a convention is a very different thing from passing an anti-pass law. Be it remembered that the lower house alone of the New Hampshire legislature consists of 413 members—think of a semi-barren little state like that having such a terrible load to carry—and the passes of all these men and their families are not things to be lightly given up, even to keep a platform pledge. Everybody of consequence or influence in New Hampshire gets a pass, and for these passes, chiefly, the state long ago sold itself to the B. & M. railroad.

But let it not be imagined that the New Hampshire legislators are men without consciences or regard for their ante-election pledges. Though they have failed to pass an anti-pass law, the house, by a vote of 221 to 100, voted to substitute free tickets for free passes. Thus by a brilliant device, that could only have originated in a mind aflame with genius, there will be no more free passes and the G. O. P. pledge will have been kept and yet nobody who rides on a pass now will have to pay fare. The man who originated the enticing game of beating the devil around the bush certainly never would have thought of attempting as daring a trick as this. The pass is a wicked and unlawful thing, to be despised and rejected by all honest and highly moral legislators who have promised to outlaw it; but the free ticket is a thing of innocence and virtue that no legislator should scruple to refuse. Somewhat apropos to this and some other incidents of the silly legislative season are some remarks of the Railroad Gazette:

> There's a kind of divinity, a species of fascinating halo, that doth hedge about the railroad free pass. He who is undeserving and yet gets it, feels stamped deep on his mental and moral sensorium that satisfying human concept of getting something for nothing. He who deserves it contemplates the pass as a symbol and token of personal virtue blended with the practical utilities of free transit. Even the railroad official, entitled to his pass by law, propriety, even by necessity, and wonted to it by custom, probably never quite outgrows the pass as a signet of his official dignity, and there is just a little extra chest inflation as the conductor, cognizant and respectful, passes him by without demand for the potential pasteboard. . . . As the various American commonwealths are slowly toiling through the free pass equation, the philosophic mind must be permitted to dwell on its very human phenomena; on the legislative temper which makes the pass criminal in several states and leaves it full swing in another; on the fundamental charm of the free pass as aforesaid; and on the Miltonian struggle of good and bad, of duty versus pocket, when a legislator hotfoot from a constituency clamorous for railroad "reform" fronts the grim actualities of paying his own fare. It all contributes to that mirth of man which goes so far to soften the hardest of life's problems.

ONLY A PETTY THIEF, AFTER ALL.

WITH THE figures of his loot at only three-quarters of a million, Mayor Schmitz is both over advertised and overcapitalized. His achievements in the industry do not entitle him to the distinguished place that some of the newspapers have given him. As a large-calibered boodler he is not in the same class with some of his illustrious predecessors. There are, for instance, items in the Pennsylvania state house loot that send the stellar performances in San Francisco into total eclipse. There, for building the rostrums in the senate and house caucus rooms Contractor Sanderson was paid $90,748 and he had the work done by a sub-contractor for $2,060. For work in 14 other rooms he received $155,369.60 and paid the sub-contractors only $28,724, which are samples of the items that went to make up a $4,000,000 steal.

All imitators, however, are as sounding brass and tinkling cymbals when their achievements are brought into the spot light for comparison with that king of boodlers, the late William M. Tweed of New York City. In three and a half months the gang of which he was the head paid themselves and their hangers-on claims to the amount of $6,312,000, of which 75 per cent were fictitious and of which the enormous sum of $1,578,000 went into Tweed's pocket. This, however, and all other transactions by Tweed of which there were many, pale into mere farce when compared to the steal in the county courthouse. When designed in 1868 it was estimated to cost $250,000. Before the end of 1871 an unknown sum estimated at from $8,000,000 to $13,000,000 had been expended, and it was still unfinished. Its cost was four times that of the British parliament house in London. Contractors on the building were required to sign fictitious, or in railroad parlance "watered" claims. Two ludicrous items in the graft were $404,347 for safes, and $7,500 for thermometers for use of the county officers.

In two years and eight months under the rule of the ring the bonded indebtedness of New York city rose from $36,293,000 to $97,287,000 and the floating debt from nothing to $20,000,000, making $81,000,000 the heavy price paid by New York city for 32 months' rule by the peerless brigand and his fireworks financiers. First and last the Tweed gang cost the New York taxpayers $160,000,000, four times the sum the German army levied on Paris.

Officials like Schmitz come high, but they are cheap guys when thrown in the balances against New York and Philadelphia experts.

FREE WATER A DELUSION.

THE TROUBLE with proposed free water is that it would not be free water, except in name. It would have to be paid for, together with an indefinite percentage in addition, in increased taxes or rents. Renters would get the worst of it, for landlords in adding the water tax to the rent would add $2, $3 or $5 a month, generally a good deal more than water costs under the present system.

Besides, free water would not remedy the manifest injustice of making water commissioners pay for new mains that are of benefit chiefly to a few landowners with lots to sell. If the cost of such mains were taxed to the benefited property, and the city and county were required to pay for the water they consume, the cost of water to the ordinary householder would be very small, only a fraction of what the indirect cost would be with so-called "free" water.

Moreover, with these equitable adjustments made, all water consumers should pay according to what they use. Even if "free" water were possible, it would not be just. It is not the public's proper business to provide people with any necessity, outside a common school education, for nothing. There is no more logical ground for free water, since it necessarily costs something, than for free bread.

But under either the so-called free water system or under an equitably adjusted system, meters are necessary. With "free" water, or very low priced water without meters, there would be an enormous waste, as indeed there is now, and another Bull Run pipe line would be demanded every few years.

Make the property benefited pay for new mains; make the public pay for what the people as a whole consume; then put in meters and charge consumers such a rate as will produce the needed revenue. This would make as nearly an equitable system as can be devised.

A man robbed a store of a large amount of goods, taking only a little at a time, and the courts held that in any one trial he could be convicted of only one offense, which was simple larceny, entailing but a slight penalty. And yet we have heard, and when very young believed, that "the law" was almost the perfection of human wisdom.

A hobo has several advantages over a working man; one is that he never has to go on a strike or suffer a lockout—that is, a lockout of a working establishment.

Tomorrow is the preeminent Sunday of the year in the Christian calendar, and all the civilized world should respect it and get some benefit from it.

Why should an earthquake want to skip away up north and scare quiet, peaceful, well-behaved Tacoma? Perhaps, though, the earthquake thought Tacoma needed waking up a little. We hope, however, that the City of Destiny will not have to change its motto to "Watch Tacoma Shake."

In a poll of the Republican members of the Kansas legislature, 57 were found to be for Roosevelt for president to succeed himself, but if he would not run 30 were for Taft, 6 for Fairbanks, 6 for La Follette, 5 for Root and 1 for Knox. This is likely to be about an average expression of sentiment in western states.

Perhaps it would be easier down in Frisco to require every adult male who can, to prove that he isn't a grafter.

Harriman Lines Not Retrenching.

From the Wall Street Journal.

Various reports have been coming out of the west in the past few days concerning the improvement and construction work on the Harriman lines. One report stated that work on the Athol hill cutoff of the Union Pacific near Cheyenne on which 80 per cent of the grading had been finished was to be immediately discontinued and that 800 men would be thrown out of employment. This and similar stories if true would mean that the Harriman roads were looking for bad times and preparing for them.

There is strong reason to suspect, however, that they were floated in the west for stock market purposes in New York by people who are not bullish on Union Pacific.

Asked as to the truth of the various rumors, E. H. Harriman says to the Wall Street Journal: "In days like those of the past week one can hear all kinds of rumors and it would be only a waste of time either to affirm or deny them.

"Concerning the report that the Union Pacific is retrenching in all directions, I can tell you that neither the Union Pacific nor the Southern Pacific is abandoning any of the work which it has in hand and it is ludicrous to say that we are abandoning a job when 85 per cent of the grading is done. The roads are not run that way.

"We are going ahead and taking care of the big business which is being offered us and making plans to see that whatever business is in sight is properly handled when the time comes.

"Concerning the story that the Southern Pacific is to spend $53,000,000 this summer in new construction and that it has 13 new lines building, the story is Greek to me. There is no news on the subject except what is contained in the report which was recently published. I believe this showed that the Southern Pacific has about 14 lines projected in one way or the other.

"We are just going ahead in our own way, taking care of everything in sight, which means a good deal of new work and a good deal of new equipment, and the expenditure of many millions of dollars. But we are not running ahead and spending millions pell mell purely on speculative or imaginary hopes of what may be."

Mr. Harriman likened the collapse in stock market prices last week to the action of a syphon soda bottle, which when the valve is exhausted "froths and foams and goes out with an exhausting phiz, which is just what the market did."

Mr. Harriman looks optimistically on the financial situation and says, "Don't worry about prices. Values will reassert themselves when the time comes."

The two Harriman roads are in as good shape if not better as any of the roads west of the Mississippi river to take care of all the business that may come along. Both of them have had many millions expended in the past few years to increase their capacities and they have been anything but backward in this respect the past year.

The Southern Pacific will have delivered this year 154 locomotives, 130 passenger cars, 7,400 freight cars, three 10,000-ton ships and various odds and ends—the whole thing to cost not far short of $20,000,000.

Neither is Mr. Harriman letting the Union Pacific run behind in the race. There will be delivered to the Union Pacific this year over 100 locomotives, 50 passenger cars and 7,500 freight cars, all to cost not far short of $13,000,000.

The Best Ever.

From The Dalles Chronicle.

During his visit in Portland the past few days B. A. Gifford called at the office of The Journal and was shown proofs of the various pages of the illustrated magazine which that paper is preparing for publication in a month or so, and he comes home full of enthusiasm. Entering the Chronicle office this morning with a roll of illustrations, he exclaimed: "Let me show you some of the finest things ever published in the northwest!" and while Mr. Gifford's ability to criticise is unquestioned, and his opinion recognized as that of an able artist, this time the "artistic, critical" eye of a newspaper reporter seemed to take the same view, and acknowledged they were beauties. What also pleased us greatly was to find among them some of Mr. Gifford's views taken near The Dalles, one a typical Dry Hollow farming scene. One of the finest cuts is found in the center of the fruit illustrations and is a pyramid of Spitzenbergs, one and a half pounds, raised at The Dalles.

The cuts are all halftones, beautifully clear, and represent the resources of Oregon, stock raising, agriculture, horticulture, manufacturing, and everything raised and manufactured in Oregon. While these will attract the eye, descriptive matter, such as homeseekers desire, will accompany them.

The Journal has had the publication in preparation for some months and is expending thousands of dollars in making it the finest yet gotten out. In return Oregon will receive such advertisement as it never had before.

First Come, First Served.

From Blackwell's.

The late Baroness Burdett-Coutts used to relate with keen pleasure a story of the Duke of Wellington and Soult. On the first occasion the duke took Soult into Apsley House, the latter was surprised at the absence of pictures he had known in Madrid.

"How is it, Monsieur le Duc," he said, "that you have so few of the Spanish masterpieces?"

"Marshal, you forget," replied the duke, "that my army was only in Madrid after the one commanded by yourself."

Letters From the People.

Resents Mrs. Logan's View.

Portland, March 29.—To the Editor of The Journal—I wonder if Mrs. John A. Logan has any daughters of her own. How would she like for one of her own to be dragged into the pitfalls of Stanford White's gilded dens? Those beautiful structures which White erected in New York and other places are of small value in comparison to the human souls which he wrecked. Mrs. Logan says the crimes of White were against society and his own family and not against Thaw. I do not agree with her. Is it not a crime to try and ruin the home of the man who had tried to redeem and save one of White's victims? I am the mother of three boys and I would rather any one of them were in Harry Thaw's place than taking the chances of Stanford White.

A MOTHER.

Roosevelt For Third Term.

Portland, March 28.—To the Editor of The Journal—"Will Roosevelt be a candidate for the presidency for a third term?" is a question almost perennial just now. At least, every time the name of any other prominent man is mentioned in connection with that great office, the presidential cognomen bobs up most opportunely to blast that individual's boom—just as if there was some "behind the throne" understanding that the president knew, and was decidedly not averse to every one else keeping low, and that the Roosevelt candidacy was not so disagreeable to him after all. How does this look to you?

G. V. KANN.

The Deadly Hat Pin.

Portland, March 28.—To the Editor of The Journal—I was much interested in the article in last Sunday's Journal about the deadly hat pin. The question now arises, what are we going to do about it? That something should be done to check this wholesale slaughter of the innocents is very evident. If the accounts printed are true, as they undoubtedly are, it is simply appalling.

Whoever imagined that such venom lurked in the points of those innocent-looking little hat pins? No doubt many women will say they are a necessary evil and thus dismiss the subject from their minds with a shrug.

But are they? Might we not fasten on our hats with elastic, as we did when we were children? Or we might have ribbon streamers to tie beneath the chin, which, by the way, is not unbecoming, and indeed, has often been the style when Dame Fashion so dictated. However, the drawback to this is, first, they would prove uncomfortably warm in summer, and second, the ladies would never wear them unless they were the style.

What a pity it is that Fashion, the pitiless, relentless, conscienceless tyrant, before whom the whole world does homage, will not decree that ladies must wear hats that fit the head, as men do, and that will therefore require no spike to nail them on. It is a regrettable fact that the legislature can pass no law to abolish the wicked hat pin. The result of such an effort in New York is sufficient proof of the uselessness of such an undertaking. There are too many women (more is the pity) who consider self-gratification the first law of nature. But, thank goodness, they do not constitute the whole feminine race.

The majority of women, I am certain, once they fully realized the seriousness of the question, would take a firm stand against the use of so dangerous an accessory of dress.

As for its usefulness as a weapon of defense, the good it has accomplished in this respect is far outweighed by the many distressing accidents resulting from a careless use of the same, to judge from the incidents quoted.

It would seem that the only feasible plan, unless they be entirely dispensed with, would be to limit their length to four or five inches, or have some way of clinching them on the opposite side of the hat. There is a chance here for inventors. If some one can invent a contrivance that will clinch or muzzle a hat pin after it has been thrust through the hat, a fortune is surely his—unless, indeed, the ladies decide to heroically deny themselves the luxury of hat pins. It is up to us, ladies. I propose we all join the Anti-Hat Pin league so that all men shall rise up and call us blessed.

MRS. L. G. CLARK.

The Cabwoman's Trials.

Paris Letter to the London Telegraph.

I was being driven by the first cablady in the world. We went down the boulevards and nobody noticed us. Not a soul was amused or interested. But a block in the traffic gave us and the street boy a chance at last. I caught a young eye beneath a cloth cap staring at us. Then came the young voice: "Where's the poor baby? Left at home sucking its poor bottle, I suppose. Shame!" Madame on the box stirred never a muscle. "How about depopulation?" the young and piercing voice added. Madame flicked the cob, who was going to sleep again. I leaned back on the cushions. The policeman put down his strange white wand and we were off again. But the rumor had passed among the crowd. "It is the cochere." Another stoppage and another street boy. He began by saying "Hooray!" and the Parisian equivalent of "Bully for you." Then he stopped and looked at the red taximeter flag marked "Free," now dipped. "What! aren't you free any more?" he sighed, and gazed languishingly. "And who's the happy man?" A pause, and he turned a terrible eye on me. "What, is that it? Well, now, since she had the choice, she might have done better." His pal by his side, after a careful scrutiny, did not altogether agree. "After all, he is just about the average when you come to look at him. Of course his topper has been in the rain, but he did brush his coat this morning. He doesn't look much at a distance, I grant, but just step nearer and study him." Thank goodness the policeman moved us on. Madame turned round and said, "Ah, monsieur, we must have indulgence. We are above these things, you and I."

Today in History.

1697—Hannah Dustin of Haverhill, Massachusetts, killed her 12 Indian guards and escaped.

1798—Ireland declared in a state of rebellion.

1814—General Wilkinson, with about 2,000 troops, attacked a party of British at Lake Colle, Lower Canada, and was repulsed.

1854—Cholera plague at its height in Barbadoes.

1863—Battle of Somerset, Kentucky.

1870—Texas readmitted to the union.

1889—The Eiffel tower in Paris opened.

1891—Manipur tribes massacred 400 British Goorkhas troops in Assam.

Protection for Legitimate Business.

From the Wall Street Journal.

John H. Davis & Co. have made an examination of court decisions during the past 30 years, on the basis of which they have issued a statement in which they show that legitimate industry will always be protected against injustice in legislation. They say:

"We realize a duty as an investment banking house to reassure security holders and have accordingly devoted considerable time to ascertain results of railroad rate legislation to date and prove that no legitimate industry can be unduly hampered nor can proper earning power be curtailed by legislative act.

"Any legislation preventing rebates, discrimination, obnoxious monopoly, and corporation speculation in securities, in favor of safety appliances, publicity of accounts, and reasonable regulation of security issues may be accepted as favorable alike to the investing and general public. The courts may be depended upon to prevent injustice, as the following 30-year record on railroad rate regulation shows:

* * *

"Western state legislatures in the early seventies passed laws regulating freight and passenger rates, the beginning of 'granger legislation,' the dominant stock market factor of the times. In October, 1876, Chief Justice Waite of the United States supreme court delivered its decision in the suit of the Chicago, Burlington & Quincy to prevent the state of Iowa from bringing suit under an act 'To establish reasonable maximum rate of charges for transportation of freight and passengers.' The opinion established the right of a state to regulate rates, although for more than 20 years after the Chicago, Burlington & Quincy was organized such state rights had not been exercised.

Soon after, state railroad commissions, with power to make rates, were appointed and the court of last resort declared a legislature could so delegate such authority, but in the case of the Farmers' Loan & Trust company to prevent the railroad commission of Mississippi from enforcing regulation of rates and the state from creating a commission to supervise such business, Chief Justice Waite, on January 4, 1886, said:

"This power to regulate rates is not a power to destroy and limitation is not the equivalent of confiscation under pretense of regulating fares and rates. The state cannot require a railroad corporation to carry persons or property without reward, neither can it do that which in law amounts to a taking of private property for public use without just compensation or without due process of law."

* * *

On March 7, 1887, the legislature of Minnesota established a railroad commission and passed an act that rates of charges for transportation made by it should be final and conclusive as to what were equal and reasonable charges and that there could be no judicial inquiry as to the reasonableness of such rates. The supreme court of Minnesota sustained the law, but the United States supreme court reversed it, saying:

"The question of the reasonableness of a rate of charge for transportation by a railroad involving as it does the element of reasonableness both as regards the company and as regards the public is eminently a question for judicial investigation requiring due process of law for its determination. If the company is deprived of the power of charging reasonable rates for the use of its property and such deprivation takes place in the absence of an investigation by judicial machinery, it is deprived of the lawful use of its property, and thus in substance and effect of the property itself without due process of law and in violation of the constitution of the United States."

In May, 1894, the court reaffirmed these decisions in suits involving railroad legislation by the states of Kansas and Texas.

* * *

The final definition of state rights over railroad rates came on November 12, 1894, by Mr. Justice Brewer in the United States circuit court at Omaha. Nebraska had passed the Newberry maximum freight law ordering material reduction in rates August 1, 1893. Eastern stockholders of Union Pacific, Northwest and C., B. & Q. appealed to the United States circuit court for relief from the order. The court laid down the important doctrines that foreign stockholders could take this step and United States circuit courts could grant relief. The state's power to limit charges on traffic was reaffirmed, but the act of the legislature was declared unconstitutional on the ground that the maximum charges prescribed by the legislature were excessive reductions from rates then in force and below the reasonable compensation which the carriers were entitled to obtain.

Since these decisions the country has grown up to and passed its railroad facilities with tonnage of unprecedented volume and certainty of further increase, while freight rates are the lowest in the world. Much money must be provided to supply new tracks, equipment and terminals. The courts have assured profitable rates on reasonable amounts of capital. Therefore, investments under such conditions, in railroads honestly managed, and with present liberal interest yield, have every element of safety.

Plain Talk to Fall Timothy.

From the Salem Journal.

If Editor Geer could get his mind off himself and quit flattering the legislature, and other politicians with whom he wants to stand in, long enough to consider anything seriously, he would easily come to the conclusion that the Republican party in Oregon needs something more than a little sweetened editorial wind and paragraphic sugar-coating to get itself squarely before the people and elect the next governor. He can abuse the editor of this paper to his heart's content. He will find plenty of grafters who will enjoy all that he does on that line, but the trouble with that kind of editorial work is that it don't add anything to his support, as he already has the confidence and high esteem of all the grafting elements in the party.

"The Colossus of Roads."

From the Wall Street Journal.

"If Mr. Harriman aspires to become the railroad colossus, let him remember one supreme, impressive fact, which is that the people of the United States, much as they admire superior leadership, are not overfond of a colossus.

* * * It may be well to remind Mr. Harriman that the Colossus of Rhodes was destroyed by an earthquake."

This warning was given to Mr. Harriman at the time when he had reached the very summit of his power. What does he think of it now when his enemies, political and financial, with the encouragement of a hostile press, are pursuing him?

Small Change

Go to some Easter service tomorrow and be good.

* *

Will the early bird catch the municipal office worm?

* *

Evelyn is in a frequent state of Thaw, dissolving herself in tears.

* *

The rabbit and the egg will hold their annual post of honor tomorrow.

* *

Probably by this time the jurymen don't care much about the Thaw case.

* *

Some men are less careful about choosing a wife than a stenographer.

* *

The weather gods care no more about Easter than about the Fourth of July.

* *

It is a cold, dull, eventless week in Portland where a new paper isn't started.

* *

An exchange says Bryan frequently stumbles onto a good idea. No, he digs it up.

* *

A grasshopper has been seen in Massachusetts, a sure sign of spring and fish bait.

* *

Many people may promptly obey the call of an alarm clock, but few really like the thing.

* *

The spring girls won't have to wait very much longer now for some proper ice cream weather.

* *

If the Republican clubs keep on fussing, they will soon reach the happy standard of Democratic harmony.

* *

But since Easter comes the last day of the month, perhaps the Easter hat bill will be charged on the April account.

* *

Two members of the douma named Dzhaparidze and Purishkevitsch have had a row. Their names look as if they were dangerous.

* *

If no lawyer or doctor had been placed on the Thaw bughouse commission there might have been some hope of a right report.

* *

Some railroad presidents are so sensitive that they think that whenever waterways are mentioned allusion is made to railways.

* *

A very notable event occurred this week in two southern states, Mississippi and South Carolina—the legal hanging of a negro murderer.

* *

Mr. Harriman says there are enough laws now. What does he care what or how many laws there are, since he obeys only such ones as he pleases?

* *

Most people might adopt Grover Cleveland's advice to avoid the greed for wealth if they were getting $25,000 a year and allowed to go fishing most of the time.

* *

It may be allowable to print full reports of the Thaw case, but no newspaper would dare print a verbatim report of Uncle Joe's remarks when he had a grouch.

* *

Senator Foraker has sent out 2,000 pictures of himself, but the date when they were taken is not stamped on them. Most pictures of celebrities published are from 10 to 40 years old.

* *

The Pendleton Tribune remarks that the Portland council is now without a Shepherd. Does it take the members for silly, defenseless sheep, instead of capable gray wolves?

* *

Secretary Cortelyou holds the confidence of the country now and will increase it as long as he is in public life.—Buffalo News. This sounds as if the News contemplated going into the banking business in New York.

Oregon Sidelights

Another power plant on the Clackamas river is rumored.

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Roseburg will have a new Methodist Episcopal church building soon.

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That a second drug store should be started in the little dry town of Myrtle Creek arouses some people's suspicions.

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Falls City wants a Sunday passenger train, and also a train to connect with the morning train leaving Dallas for Portland.

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Whether the streets should be used for a cow pasture becomes at some time the paramount issue in every town, as it now is in Falls City.

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Because he asserted that his wife slapped him in the face and kicked him on the shins while attending church, a Corvallis man was granted a divorce.

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Roseburg Spokesman: Times were never better than now. As a consequence our citizens are happy and contented, except when they read such libelous articles as that of the Oregonian.

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The Tillamook water system is now receiving $300.95 a month from consumers. If some of those that are not connected up would get their pipe lines connected to the city system the revenue would be closer to $350 monthly.

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The term of circuit court at Corvallis Monday lasted only three hours, claimed to be the shortest on record. This embraced both the equity and trial departments. Benton is a mighty peaceable county.

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Several streets in the city are being blocked up with numerous loads of slabwood and other trash, says the Tillamook Herald. In the case of slabwood, a good many people of Portland would not object if it were that way here.

* *

The Pendleton Tribune protests against that part of the program of the Portland business men's excursion which would allow them to stop in Pendleton only from 5 to 10 a. m., saying that they should stay "at least long enough to get acquainted and take a meal with us. Bunch grass will be good by that time."

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Residents of the Siuslaw are under the impression that a short jetty on the south side of the entrance would give a good channel across the bar, by preventing the water from spreading. As the government will give no aid, they propose to raise a few thousand dollars by subscription. The Siuslaw country is rich in resources, but is being held back on account of poor shipping facilities.