

# THE JOURNAL

AN INDEPENDENT NEWSPAPER.

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You can no more filter your mind into purity than you can compress it into calmness—you must keep it pure if you would have it pure; and throw no stones into it, if you would have it quiet.—Ruskin.

## SOMEBODY BLUNDERED.

THAT there was mismanagement or misunderstanding on board the Columbia or San Pedro, probably according to all accounts the former, seems pretty certain. Just what it was or whose fault it was is not yet clear, and may never become clear. The ship was somehow fatally misguided, more probably by a wrong execution of an order than by a wrong order. Captain Doran was on the bridge from the first, and so cool-headed, experienced and courageous a master cannot be supposed, except upon explicit proof, to have given a wrong order. He proved not only his courage and devotion to duty but his heroism by going down with his ship rather than seeking safety for himself, and it would be unjust to his memory to suspect him of having been careless or confused, except upon positive proof. More likely the man at the wheel or the signal sounder made the blunder, but even this can scarcely be positively asserted as yet. After the crash had come, the general testimony is that all hands did their duty bravely and intelligently, but the fatal mischief had been done because "somebody blundered." The very collision itself involves this fact.

## REJOICING AMIDST GRIEF.

"IT MIGHT have been worse," may bring no consolation to some who are under affliction on account of the Columbia catastrophe, but on the whole the statement is peculiarly true in this instance. While the loss of life was heavy and deplorable, an unusual number, considering the circumstances, were saved. The coming of the Elder was a godsend that cheated death of many lives. The officers and crews of both the Columbia and San Pedro, after the catastrophe had happened, seem to have done all that men could do to save the imperiled people, who in many cases helped one another. It is now pretty well settled that only 10 or 11 minutes elapsed from the time the collision occurred till the Columbia disappeared, not giving sufficient time to lower all the lifeboats and rafts, and a large proportion of the people had to take their chances by jumping. It was a little after midnight, when most of them were asleep, lessening their chances of escape. Under all these circumstances it is remarkable and gratifying that so many were saved. So, while there are sorrow and suffering in many hearts for the lost, with which everybody sympathizes, there is rejoicing also that so many, immediately face to face with sudden death, are spared to tell the tale.

## NEED OF INLAND WATERWAYS.

THE New York Tribune in a recent editorial said: "The railroads appear to be unable to handle expeditiously the enormous freight of the country and everybody is turning his attention to natural and to artificial waterways as a means of relief." The indications are that the country has developed to a point where transportation by canals and canalized rivers is becoming as necessary to it as was water transportation before the building of the great railroads. Public sentiment regarding water transportation has undergone a striking change.

This change in sentiment is due in part to irresistible natural causes—the wonderful and unprecedented development of the country's resources, the increase of products, and the unexampled activity of all industries; but is also due, secondarily, to the recently organized and systematic campaign of commercial and other organizations and the press for improved rivers and harbors. In this

work the Pacific northwest, and especially Portland, have had no small share.

The campaign for open or canalized rivers and improved harbors has so far been successful almost beyond expectation, but it is only begun, and must be kept up persistently until every available waterway in the country can be utilized for the transportation of products. For every million dollars spent on the Panama canal, or on the army and navy, the government ought to spend a million on inland waterways.

## PLATT'S GREAT SERVICE.

THE Washington Post says that Senator Platt has rendered his party, if not his country, great service. If by helping considerably to make his party a partner and ally and agent of the trusts, the "interests," the plundering combines and corporations, instead of an instrument for giving the people a good, honest, righteous government and a square deal, be a "great service," then Senator Platt is entitled to the Post's encomium. He was a man of influence for many years, because he stood high with all these "interests" and was one of their chief tools for robbing the people, and because he was unscrupulous, unprincipled, corrupt and a corrupter, and without a spark or atom of patriotism. He was less influential and even than Quay only because he was not nearly so able a man as Quay.

If it be meant that Platt, in connection with Quay, rendered the Republican party a great service by forcing the nomination of Roosevelt for vice-president in 1900, Platt is entitled to no credit for that, for he did not foresee or expect Roosevelt's elevation to the presidency, but only sought to get him out of New York politics and shelve him as much as possible. And whether the Republican party is glad or sorry on account of the accidental or providential rise of Roosevelt is a doubtful question, one upon which the party leaders are divided.

## MEXICAN RAILWAYS MERGED.

THE Mexican government has for some time owned a controlling interest in its principal railroads, but they are soon to be consolidated into one great system under control of the national government. The new company, the National Railways of Mexico, is to include, with the exception of the Tehuantepec National and the Vera Cruz & Pacific—which are, however, also under government control—all the railroads in which the government has a controlling interest, amounting to nearly 7,000 miles of lines. The new company is to be capitalized at \$230,000,000 of stock and a maximum of \$417,000,000 in bonds, \$231,000,000 bearing 4½ per cent and \$186,000,000 4 per cent interest. The total capitalization is therefore nearly \$1,000 per mile. With the exception of the new Tehuantepec Isthmus road, the Mexican roads run north and south, and the two principal ones connect the capital with points in the country.

Up to 1880 the Mexican government gave no encouragement to railroad building; politics was too uncertain. Diaz first became president in 1877, and since then there has been a stable government and security for investments. He brought order out of chaos, and realized the efficacy of railroads as a potent means not only of developing the resources of the country, but of helping to establish and maintain political tranquility. In 1880 a law was passed granting subsidies to new railroads, the government to retain control. In 1903 it was rumored that the Standard Oil interests, that already owned a large share of the Mexican Central, were about to acquire the National and merge the two. The government thereupon bought a controlling interest in the National itself, and also secured control of the Mexican International and the Inter-oceanic, short but important roads, and thus balked the scheme of the American high financiers, who no doubt intended to "water" the roads to the extent of many millions. But now the government will merge its own roads, not in the interest of high financiers, but of the people, the object being thus stated by Minister of Finance Limatour: First, to avoid friction between competing lines; second, to prevent absorption of the Mexican Central by one of the great railroad systems of the United States, and, third, because of the prospect of realizing economies through consolidation.

This operation seems and perhaps is to some extent what the high financiers have sought to do in this country, but the difference is that in Mexico it is done by the government, which absolutely controls and practically owns the railroads—though

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allowing them to be operated by private companies—for the benefit of the country, whereas here consolidations are effected to crush competition and establish monopolies for the purpose of making hundreds of millions of profits out of the people for the benefit of a few.

## EMIGRATION OF SWEDES.

THE KING of Sweden has some occasion for worrying about the emigration of his subjects, and for inviting them to remain at home, and wanderers to return. In the first five years of this century, while the excess of births over deaths in Sweden was 277,600, the loss by emigration was 147,600, and these were mostly young men and women, whom a nation can ill spare. In 1900 one sixth of all persons born in Sweden, or both of whose parents were Swedes, were living in the United States. There are more Swedes in Chicago or Minneapolis than in the majority of Sweden's larger cities. Complaint is made in Sweden of lack of laborers and mechanics, and yet the principal reason given for emigration is lack of opportunities at home. The fact is that this great country affords more and better opportunities, and perhaps Swedish industries languish because so many people leave that country. It is unlikely that the outflow of people will be greatly checked by anything the government may do, yet the inquiry as a basis for an attempt to do this is commendable, for a nation's greatest wealth is in its growing, prosperous and contented people.

The incident of Vice-President Fairbanks' detention at Goble and eating breakfast with a section boss has given the paragraphs throughout the country an opportunity to display their varied perversity. The least humorous of these that we have observed is the following from the Louisville Post: "Vice-President Fairbanks is described by his press agents as amusing a gang of section men out in the west. Maybe they are so far from civilization that it is not hard to make them laugh." Even a pert paragrapher should have read and heard enough to know that Goble, Oregon, is no further from civilization than any village or station not very far from Louisville. There is, in fact, no part of Oregon, however remote from railroads, that is half as uncivilized as whole counties of Kentucky.

The total number of immigrants landed in this country last year was 1,285,349, a far larger number than had arrived in any preceding year. Yet the cry for help of all kinds, both male and female, continues unabated. Nearly all these immigrants are industrious people, and must have filled an enormous industrial space, and yet more workers of almost all kinds are needed. It would be a great gain for the country if more industrious, well-intentioned immigrants could be diverted to the undeveloped country, and systematic efforts to do this should be made. Oregon alone would welcome thousands of these foreigners as small farmers.

Perhaps the most thrilling tale of the wreck is that told by Mrs. Eastman, who with her sister, Miss Churchley, jumped into the sea and were drawn aboard a life boat, among many others, only to find that the boat was fastened by a rope to the ship, just about to make its plunge to the depths. It was then "my kingdom" not for a horse, but for a knife, which for some awful moments, till the very last moment when it would avail, was not forthcoming, but did come in a sailor's hand in the nick of time. There was as dramatically tragic a situation as one can well imagine.

New York has passed a stringent campaign expense law, under which a candidate for governor must not spend in his campaign over \$8,000, candidates for congress \$4,000, for state senator \$2,000, for assemblyman \$1,000, and so on. The purpose of the law is good, but whether it will be of material public benefit remains to be seen. Something if possible should be done to counteract the influence of money in campaigns even if used for legitimate purposes, or to give a "poor man an equal chance with a rich man for an office. This is the most vulnerable feature of our direct primary law.

**Might Have Happened Here.**  
Chairman Knapp of the Interstate commerce commission told in New York the other day a French railway story. "A traffic manager," he said, "came to the president of the line and exclaimed disconsolately: 'We are having no end of trouble with the public, sir, about those old dark blue cars. Everybody says they hang so frightfully in comparison with the new light blue ones, which, of course, run very smooth.'"

"We must attend to this matter at once," he said. "I have had the old cars painted light blue immediately."

# Letters from the People

Practical Application of His Faith.  
Portland, July 24.—To the Editor of The Journal—Some months ago one of your correspondents, "J. R.," and I exchanged notes through your columns in which the question of the immortality of the human personality was considered, and also the other question as to whether that personality, in case of its continued existence, could, from its new home in space, make itself known to those it had left behind.

J. R. was it resident of Salem and I never met him. Evidently, however, he was a gentleman of intelligence and good nature, and I believe in the immortality of the human personality, and that this personality, separated from the body by death, could communicate with its friends and acquaintances here. I took the place of the student and simply made inquiry.

I was shocked to learn a few days since that soon after his last note to The Journal he had suddenly departed from this life. In view of this fact, and in view of the fact that I had written what he experienced had been in his new surroundings. I wondered if he had realized his earth life conditions and sought to make the best of the race. I have only the kindest regard for him and hope he is even happier than he had anticipated.

And now, as I had discussed these great questions somewhat and come into friendly relations with people to whom it would be a beautiful and fitting thing if he could in some way tell me something about his new-made being and what the new home is which he has entered, I have been reminded person while here, and it would seem reasonable to believe that he would do so, if he could. I am sure that if he had, he would have left any word unspoken or any act uncompleted which would I could speak for him or which would be of service to me. I would gladly serve him from this side if he would only let me know his views as expressed in The Journal were correct, and I assure him that I will be happy to take his hand in any shape he may be able to extend it to me.

**Route of Proposed Auto Boulevard.**  
Hemelock, Or., July 22.—To the Editor of The Journal: The discussion in the columns of The Journal of a proposal to build an automobile boulevard from Portland to some point on the ocean beach in Tillamook county is of much interest, however, that those promoting the laudable enterprise will, upon more mature investigation, select the Sheridan-Tillamook route as the most inexpensive and suitable. The Oregon road, as well as the Wilson, will involve great expense—both requiring the building of a new road through rough and mountainous country, and in the former the beach privilege would be altogether too high.

In my opinion the boulevard project should, by all means, include Tillamook county. Between Tillamook and Hemelock there are no serious stretches. With contributions by property owners of work and money, and financial aid the county might, in the near future, be made much easier for the Portland-Tillamook city automobile road. The road to Hemelock is extended to Tillamook city, and the beach report, but en route, could take in the seven-mile beach at Sandlake, the fine beach at Hemelock, and continue on to Bayview Park.

Along with the pleasure of bathing, sniffing the sea breeze, watching the surf, and enjoying the view of the sea, the surfers, and the people who come to the beach, would be greatly benefited by the road. The road would be a great gain for the country if more industrious, well-intentioned immigrants could be diverted to the undeveloped country, and systematic efforts to do this should be made. Oregon alone would welcome thousands of these foreigners as small farmers.

**Horsemanship Enters Protest.**  
Fair Grounds, July 23.—To the Editor of The Journal: In the interest of the people, the state fair and especially the horsemanship here at the fair grounds I would like to say through your paper that an article which appeared in the Evening Telegram of July 22d, headed "Salem Sunday Races Have Been Called Off," made a statement that the horses in training at the Lone Oak track were to furnish the attraction, which was a gross misstatement. The horses here were not to be used in the racing program billed for here last Sunday. No; they did not. It was a mistake. The racing program was carried out. The horses here at the fair grounds are busy fitting their horses for the races, working in the paddocks, and the racing program was carried out. The horses here at the fair grounds are busy fitting their horses for the races, working in the paddocks, and the racing program was carried out.

**This Date in History.**  
1135—Portuguese defeated the Moors at Ourique.  
1629—Kirkcaldie defeated De Caen near Malbale.  
1756—Fort Niagara surrendered to the British.  
1804—Georges and his fellow conspirators guillotined at Paris for conspiracy against Louis XVI.  
1844—Americans defeated at Lund's Lane.  
1844—Samuel Taylor Coleridge died.  
1845—Arthur J. Balfour, British statesman, born.  
1854—Allied French and English squadrons sailed from Honolulu to destroy the Russian possessions in Kamchatka.  
1860—Duchess of Connaught born.  
1868—Territory of Wyoming formed from Dakota, Utah and Idaho.  
1874—Twenty-five persons killed by cloudburst at Eureka, Nevada.  
1881—Nathan Clifford of Maine, president of the electoral commission in 1877, died. Born in New Hampshire, August 18, 1802.  
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1884—William E. Mason defeated in effort to secure nomination as candidate for United States senator from Republican convention of Illinois.

**"This Is My Birthday."**  
John Wanamaker, the great Philadelphia merchant, was born in the Quaker City, July 11, 1838. After a few years of country school life he obtained employment in a bookstore, where he remained until 1855, when he removed to Pennsylvania with his father. He remained in the west but a year, however, returning to Philadelphia in 1857 and starting a small newspaper. The paper gave promise of success, but journalism was not the path that the young man had mapped out for himself. After working as a clerk for some time he went into the clothing business on his own account and soon won for himself great popularity and success.

# Two Views of Roosevelt

Henry Watterson in the Louisville Courier-Journal: From a Democratic member of congress, who is firmly of the opinion that the president "has all along been planning to put the Republican party in a hole," we use his exact language, "in order to force his own nomination," the editor of the Courier-Journal has received a letter from which we make the following extract:

"I read your article the other day defending Roosevelt. You don't know the man. His game the last two years has been to break up both parties, to organize a Roosevelt following strong enough to hold the two opposing party fragments, and then to precipitate a crisis which will place extraordinary power in his hands and enable him to shape things just to suit himself. This entire Japanese business has been worked to that end. What he is after is to get Japan into a hostile attitude. The naval demonstration in the Pacific is but a mere object before him. By hook or crook he can get some pretext for martial law, you will soon see what he will do with the recalcitrant and undisciplined politicians. Mark my words, Teddy means business and is out neither for his amusement, nor his health."

Our congressional friend, who let us say is not Senator Tillman nor Champ Clark, writes nevertheless, very much as they would write. Gentlemen, this sort of thought refuses to see anything but that which is sinister and evil in the president. They read history and by professedly dispassionate disquisitions of war and statecraft whom they encounter they are warned to beware of ambitious men carrying big sticks, and then they think of the distinction between past times and these times, other peoples and the people of the United States, the twentieth century, the century, and its dark and bloody predecessors.

There is certainly a deal of different talk abroad in the land, and very good advice is being given. There are also many social and theoretic, sentimental and human notions, and a deal of visionary. But the country is not yet ripe for revolution. It is still far from rotten. Jefferson never said a wiser thing than that error is harmless when truth is free to combat it.

We live in an age of policy. Time and space have been annihilated by modern invention. News files from point to point upon the instant and whilst it may be that this gives some advantage to the man who has power, this is not enough to put the masses at long or serious disadvantage. The button that is pressed at Washington, in California, or the suspension of the newspaper in South Carolina, will quickly be met by other blows. We have a single generation—for nothing—what show of life would a fourth have who understood the man who was so far as that quite yet, either in disregard of law or in the adulation of heroes. Roosevelt is not a fool, nor even to meditate what our correspondent indicates would prove him a madman.

The Pacific demonstration is certainly ill-timed. It is not a very costly. It is of a piece with the bragadois sensationalism of the big stick policy. It will probably be brought to a halt by the next congress. If it should result in a war, or the appearance of war, with Japan, it would prove an unpardonable blunder. It would hurt President Roosevelt from his pedestal. If in total disregard of constitutional limitations and restraints he should attempt to do anything anywhere or over anybody, he would be brought to a round turn, hurried before a lunacy commission and taken away to a sanitarium, whilst the people would proceed to the nomination and election of a successor.

Let us not forget that God still reigns and that the government and constitution are yet intact.

**The National Hero.**  
From the Detroit Free Press.  
Over the waters comes a cry.  
Comes a pleading about the bay.  
"Help me! Help! O me! O my!  
I am sinking!" calls a maid.  
Comes a lustier shout from afar.  
Seated on the pier.  
"Who will save this maiden fair?  
Little dreaming help is near.  
Shorewards runs a woman's form,  
And the billows of foam of frame:  
"I will save her if I can."  
Charlie Fairbanks is my name.

Straight he plunged into the deep,  
Heedless of his suit of tweed;  
With a true and lusty sweep,  
Heedless of his suit of tweed;  
Caught her deftly by the skirts;  
Held her with his trusty right;  
For the second time she felt the billows of foam of frame:  
"Who are you?" the people cried.  
As from out the deep they came:  
Then he leaped replied:  
"Charlie Fairbanks is my name."

For an hour or more he toiled,  
Waiting to rescue the maid;  
Heedless of his suit of tweed;  
Heedless of his suit of tweed;  
O'er a barrel she was rolled,  
Till he reached the bottom of the bay;  
She was dragged, if truth be told,  
Right from out the jaws of death.  
Then our hero slipped away;  
Littered by the sudden foam;  
All that he was heard to say:  
"Charlie Fairbanks is my name."

# Small Change

Runyon will also plead insanity; he had dementia appropriativa cashibus.

Secretary Taft will also come preaching before going to the Philippines.

The tobacco trust is confident that the government is only having a pipe dream.

Japan's war paper, the Nichi-Nichi, would better name itself the Nichi-Nixie.

The big redwoods region would be an appropriate place for Mr. Taft to take the stump.

It is more blessed to be cool than to be beautiful.—Baltimore Sun. Some are both. Peck-whoo.

The war-whoppers have subsided for a while, but no one doubt studying up some other mischief.

An archaeologist has dug up a rag doll over 5,000 years old. He may run across a Caesar bear yet.

"The blonde in passing," observes an alleged ethnologist. Yes, but she often turns in at the ice cream joints.

The man who always bums his cigars and tobacco is not much interested in the prosecution of the tobacco trust.

The new mayor of San Francisco is both a doctor and a lawyer, but he may not be as expensive as the fiddle.

Mrs. Sage has given Syracuse university \$100,000. But won't Chanollet Day turn up his nose at such a trifle?

What a mean place Portland is as to summer climate! It is as disagreeable for one to tear himself away for a summer "outing."

The tobacco trust made a great blunder. It should have named a few brands of choice cigars, "Roosevelt," "Cortelyou," "Bonaparte," etc.

Brother Tufts is disappointed, but since there must be saloons the city did not refuse at the prospect of losing that \$24,000 a year revenue.

Colonel Watterson predicts that Kentucky will also enact a prohibition law. Then we may expect him to his away for Europe for good.

A Syracuse minister is going to disburse free soft, cold drinks to his congregation during the hot weather, which will be easier, if not cheaper, than putting more ginger in his sermons.

All Fairbanks did in that waitress' restaurant incident was to rubberneck at the dripping creature when she was in condition to be stared at. But he isn't to blame for that; he is only human.

People not only are frozen in the winter and scorched in summer, but the other day a family was carried 100 yards by a cyclone at the rate of a barbed wire fence. Nice climate.

Prohibition in Georgia will cost Governor Hoke Smith \$60,000 in decreased rent of a hotel he half owns, which is enough to tempt him to take a few extra drinks before the law goes into effect.

**Oregon Sidelights**

A Gilliam county man can make 100 per cent profit on 14 mule colts.

A Gilliam county 2-year-old halfoes weighed 1,330 pounds.

Twenty-seven combined harvesters have been sold at Condon this summer.

The La Grande Meat company sent 5,000 pounds of tallow to Portland in one shipment.

Ten strawberries raised in the foothills of Umatilla county filled an ordinary strawberry box.

A man on the mountain near Weston, at an outlay of \$16, sold \$400 worth of strawberries from two acres.

The Stayton woolen mill is running with 30 hands, and will have twice that many as soon as the knitting machinery is installed.

At the late term of court in Wallawa county, fines for gambling and selling liquor amounted to \$1,250. Two drug stores were fined \$150 each.

Ray Gibson and Lulu May White were married at the Cove last week, and a few minutes after the ceremony the groom was seen riding off on his horse and has not returned, evidently intending to desert the girl.

Sherman county farmers may conclude to retain Rainmaker Hatfield permanently. They will "robably pay him all of the pledged \$1,500, although, technically, he was carried only a small part of it, says the Wasco News.

Nearly every dairymen in Tillamook county have been receiving the record 32 to 35 cents per pound for butter fat, or from \$10 to \$14 per cow per month. A large number of dairymen would make up their dairy herds, from \$80 to over \$100 per cow this year.

A Myrtle creek man has an old sow and some shreds, pending promise of becoming famous circus animals in the course of time. While as yet they can not play baseball nor stand on their heads, they have learned the stunt of milking an old cow sick and clean.

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**Five Years From Now**

You may want to buy a home, pay off a mortgage, buy an automobile or take a trip abroad. There are many ways you can spend or invest a few hundred or a thousand dollars if you had it. Why not save the desired amount by starting a savings account?

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