

THE JOURNAL

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There's no impossibility to him Who stands prepared to conquer every hazard. The fearful are the falling. - S. J. Hale.

BONDS FOR WATERWAYS.

RICHARD BARTHOLOMEW, a Republican representative in congress from a St. Louis, Missouri, district, is one of the most broad-minded, progressive, far-seeing and useful of the public men of the country.

It is this member of congress, residing on the country's greatest river, and in the greatest city on that river, who proposes that the government should issue bonds to the amount of \$500,000,000 to establish a fund for permanent great waterway improvements.

There will be large gain on one side of the balance, too. If hundreds, thousands, more laborers are induced by lack of other employment to go out into the country and help the farmers—clearing land, making fence, digging ditches, working in dairies, doing all sorts of work for doing which farmers have been for some years short-handed.

Look on the bright side. Find the good in events, circumstances, people. Get into the Don't Worry club. You'll live longer and happier.

WHICH IS YELLOW?

THE "SMART ALECK," along with the others, has his day. There are many of him. He thinks he shines most when he stigmatizes a decent newspaper as a "yellow" journal. He is often a "yellow" financier, a "yellow" citizen, or "yellow" morally.

A CRUCIAL CASE.

REFERRING to the case of the northwestern lumbermen against the railroads, the American Lumberman, published in Chicago, says: "The case of the lumbermen is about as strong a one as could be desired. From the tenor of the petitions filed it would seem that there is nothing in the financial reports of the railroad companies to give the defendants great comfort, and certainly their previous history in so far as it pertains to capitalization will afford them little rebuttal evidence of a character supporting their position."

"The supreme court of the United States has held that a common carrier may not exact a schedule of charges for the service it performs in excess of a reasonable compensation therefor; that it is not entitled to charge excessive rates and to use such earnings for permanent betterments or additions, the cost of which is secured from its current business. In other words, that court has held that the cost of railroad property must be distributed through the years such property is of value to the carriers in their work."

SAVE THE WATER POWERS.

IT IS encouraging that the inland water ways commission is considering plans by which the water powers of the various states can be husbanded, and their usufruct be conserved. It is the people to whom these water powers belong, and the heritage is of priceless value. In Oregon the estimated horsepower of the streams is from 500,000 to 1,000,000 horsepower. The state is fortunate in that it is so rich in this resource. It is an asset that will ultimately be one of the greatest of all factors in state development.

what particular commodities should bear the brunt of an increase in rates ever will be sanctioned or approved by the courts."

These remarks indicate a very wide field of investigation for the railroad commission and the courts in regard to railroad methods of fixing freight schedules. This case of the lumbermen is extremely important in itself, but is also important in probable results outside its specific scope. If it shall be held that the railroads cannot thus arbitrarily raise rates without showing that such a raise is necessary, not even, perhaps, if a particular traffic at a particular time is not profitable, this decision will apply to all products and all localities, and a great measure of real rate regulation will have been achieved under existing laws.

ALWAYS A BRIGHT SIDE.

THE CLOUD has a silver lining. It is an ill wind that blows nobody any good. No loss without some gain, etc. Which adages are brought to mind by the report that hundreds of men who a year ago would have scornfully rejected such a job have gone or are going out to chop cordwood.

It may be said that so many laborers accepting this employment, as they would not have done a few months or weeks ago, is a bad sign, but if so the adages quoted apply. There will be no fuel famine. And the price of wood may decline. And land will be cleared up for the new farmers. And, after all, the men will be about if not quite as well off at this work as at other jobs which if they have a choice they prefer.

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into human living as to become almost one of the necessities. It is more and more becoming a factor in everything into which power, heat or light enters, and these three elements are primal factors in human existence and human energy.

The streams in the Oregon mountains will more and more provide power for distant Oregon towns heat for them and light for them. They will yield heat for us when the coal and timber are gone, and power for us when steam is impossible. Thus these streams are by wise provision of nature a public necessity. Their water powers never ought to pass into private control. The draft is too much that way already for the safety of the future. Belonging as they do to the people, the control of them should remain in the hands of the people, most likely through their state government, and it will be a happy event if the water ways commission finds a way to bring that about. An annual franchise fee for use of them by corporate enterprise and state supervision would be a bulwark against their monopolization and the resistance to those methods by which so many public utilities and resources in this country have been drawn under monopoly. If this problem of conserving the water powers to the people shall be properly worked out it will be a triumph of statesmanship and an enormous factor for the growth and public well of the future Oregon.

TAXING THE SURPLUS.

THE ASSESSOR for this county has assessed the "surplus" of the O. R. & N. Co. at \$16,180,000, to which that corporation objects. Whether the assessment is just or not The Journal does not attempt to say. That is for the board of equalization and the courts to decide. But we do say that since the ruler of that road has persistently pursued the policy of fixing such rates as will yield a large surplus, and carrying it off to New York to the neglect of Oregon, it would be only fair and equitable for this and other counties that supply the traffic to recoup a little percentage of this large annual surplus by way of taxation. The people who piled up that surplus for Mr. Harriman would seem to have an equity in it to this extent. His policy seems to be to make reprisals and carry out revenge if the people try to protect themselves, and he ought not to object if they use the taxing power as an instrument to even things up just a little. If he would build needed roads with the surplus the people would welcome him to it and more of it.

The Oregon bar association honored itself, as well as him, by electing ex-Supreme Judge Thomas G. Hailey its president. If all lawyers were like Judge Hailey in character—and we think most of them try to be—"the bar" would be looked up to with even more respect than is now accorded to it—which is much.

President Loveland of the transmission congress is entitled to the thanks of Oregon and the whole Pacific northwest for his timely and intelligent remarks on the importance of opening up the Columbia river.

Some delegates at the transmission congress are trying to boom the proposed state of Lincoln. Every convention assembled for serious and important business has to have its jokers.

"Railroad men have a right to be proud of their record," said Mr. J. J. Hill at Kansas City. But nobody accused him of pointing at Harriman when he said so.

Alabama has also "gone prohibition"—or its legislature has voted that it shall do so a little over a year hence. It looks like a prohibition "wave." "There's a reason."

Hurrah! Glory be! Two policemen have captured two alleged boy thieves. Let nobody say our 140 policemen are good for nothing.

Connecticut for Revision.

Governor Rollin S. Woodruff of Connecticut in an interview in the Washington Post: Undoubtedly Connecticut is heartily in favor of the revision of the Dingley tariff immediately after the inauguration of the next president. The feeling that the tariff should be revised is almost unanimous throughout the state. We do not say just what schedules should be revised, for that is a big problem, but we favor general revision whenever necessary. We think with the people of Massachusetts along these lines.

Probable.

From the Philadelphia Press. "I sometimes think," said Dubbley, "that it would be interesting to trace the origin of some of the common phrases of the day. For instance, I wonder who originated the expression, 'It never rains but it pours.'"

Letters From the People

A Simple Remedy.

Salem, Or., Nov. 17.—To the Editor of The Journal: Today you have an editorial headed "A Wrong That Needs a Remedy," under which you refer to the quotation in common law, "There is no wrong without a legal remedy," and follow up this with the statement that the O. R. & N. company has accumulated about \$29,000,000 and failed to invest it even in other roads needed by the people of Oregon. You say "perhaps they are not legally bound to tell what they have done with this money."

This very is a legal remedy. This is the profound consideration of statesmen, legislators, jurists and publicists. Finishing up your article with "So the great wrong goes on. Three millions of a million are suffering. It helps under the thumb of one man. Who will devise the remedy? what shall it be?"

The remedy is as simple as A. B. C. It is known by every lawyer of the state and nation that a railroad is a public highway, operated by a corporation, and that such a corporation and nation to limit these corporations to a fair charge for the service they render to the people.

Now we make rates for our roads and the people pay them. These roads don't get to come to court and show that they are entitled to more just as common law and equity would require. Here is the simplicity of the railroad rate-making question.

The organization of this O. R. & N. Co. took place in 1876. It was then the duty of the state and the nation (the state in the matter of intrastate business and the nation in the matter of interstate business) to assume supervision of this line and to limit the taxes they collected for their services to what this service is reasonably worth. Thereby prevent the abuse of the patrons of this line by the railroad company, and this our state and nation has done and will do.

The O. R. & N. Co. started out in 1876 to service with a road of \$22,000,000 of indebtedness for which they were bonded. They also issued \$11,000,000 of preferred stock and used the same to build a road to have four and one-half per cent interest and there was also \$1,400,000 invested in the road. Now the courts have always told us that in our rate-making we allowed the roads enough to pay the expenses, incident to operation, interest on the bonds and a reasonable return on the stock. Who is to blame? No one but our state and nation, which have allowed the roads to operate on a basis of honesty or ignorance? The law is simple, the remedy is simple, the courts are good to us. Why don't we do our duty?

Mr. Lincoln found he could not convict a hog thief when the men and the jury had helped eat the stolen dog. We cannot convict the hog thief when so many of our public men are eating the luscious stolen pork. Senator La Follette offered a remedy insofar as the hog thief is concerned. In the last congress and both senators from Washington, Mr. Ankeny and Mr. Wood, voted against Mr. Lincoln of Oregon, voted against it. Evidently these members are eating stolen hog. Senator Geary of Oregon voted for it. It is the only measure that was defeated in the senate.

If the states of Oregon and Washington would appoint a joint commission and have this joint commission prepare a set of rates for all the interstate service of the O. R. & N. and bring an action before the national court to enforce the set of rates, this commission would enforce the set of rates if found just, but our state-people have attempted nothing of the kind.

It is our fault more than anyone else's that our business is not taken care of in our business. We have not tried.

The writer spent the entire time of the last session of the legislature in Salem studying the report of that deliberative body, very much interested in railway legislation. There are two things we are looking for in railway legislation. One was an excellent measure that would, if properly carried out, have reduced every overcharge of the O. R. & N. in our state.

The other was a measure that would reduce our rates to the cost of the patrons of our lines, but it could be manipulated in the interest of a class and it is not in our interest. This suited the class because the railroads because the over charges had been reduced to the cost of the patrons after this measure became the law, just the same as before.

THE LIQUOR MEN'S MISTAKE

From the Philadelphia North American.

The issue of total prohibition is bound to follow the fight for local option in some sections. Where sentiment in a community is strong enough to carry a local option election against the saloon interests, there is almost certain to be sentiment strong enough to force a contest for complete restriction.

The moment that phase of the temperance question presents itself it gives the saloonkeepers a proposition. Arguments worthy of consideration and respect are offered against such an extension of the prohibition theory. They are offered against the individual liberty of the citizen. It is a question which the North American does not mean to discuss today.

The Philadelphia Liquor Dealers' association has been forced to another phase of the controversy upon our notice. We have no quarrel with their wisdom. We question their wisdom in organizing an organized force. But we recognize their call for a cooperative stand against the saloon interests. It is a natural and thoroughly intelligible instinct of self-preservation.

These men have a right to ask for calm discussion of this fair argument. They are entitled to have their money invested and upon the continuance of which their livelihood depends of his ill-gotten gains in new roads in Oregon, and admitting that this investment for the people would have been better than a reduction in rates, I think it is the present patrons of the O. R. & N. company are liable for a reasonable tax for the service they get and no more. And these rates will be reasonable when these people get justice.

To continue the present overcharge is to continue the present robbery. The patrons of this line are entitled to a road or elsewhere that would belong to Harriman and his class, is to consent to the sale of the road to another and is in conflict with common law, public policy, common justice and everything that is right. As our people are entitled to a road, we are entitled to make the rates they are entitled to. I think it is high time the people were understanding this simple proposition and were offering to compromise for a few crumbs.

Now we can gather enough from this article to know what our remedy is. The weakness of our remedy is the weakness of our state. Will the people of Oregon exhibit intelligence and courage in getting across the river, and extend justice? This is the stake. We may not have power to make Harriman tell what he has done with the money he has received from the road that he is not entitled to, but we do have the power to prevent him taking any more of our money. It will be much more important. Will we limit him or will we permit the present corrupt political machine he is dividing with to keep us in misery? F. W. GAINES.

New Bridges.

Portland, Nov. 17.—To the Editor of The Journal—Portland needs closer and better connection between the east side and west side of the river. That is apparent and has been for a number of years.

We need five new bridges that will be above the shipping in the harbor, or else three subways that will be beneath everything else. Modern engineering tends toward tunnels rather than bridges as being cheaper in the long run and fully as convenient.

The construction of better bridges will not affect other values aside from the direct approach to the river. It will not make the labor or the material in a house cost more to have quicker and better communication and transfer of goods to the cost of the furniture in a home, nor to the supplies, because of less time being consumed in getting across the river. But lots will go up. In the vicinity of the new bridges entire streets will take upward flights of prices that will make a home in the city worth a fortune.

Franchises over the streets approaching these new bridges will be valuable to street railway corporations, for franchise men of the corporations on which the rails are laid, the exclusive right of way for each car as it passes, and this land the most valuable property in the city. It will be taken secure to the people the full value of these franchises and the relinquishment of unjust control to those who are more helpless and less informed than now. Some of these older franchises were obtained through deals that were dark and tricks that were anything but vain when the then only daily paper in the city was silent as to the matter.

The people of Portland want real bridges, but they should not permit their public servants to give too much for them. The city of Cleveland, Ohio, is making its streetcar combine come to three cents fare, and when Tom Johnson's enterprise was out in that city, it compelled the corporation that has defied and flouted the law and skinned the people of their nickles and other things, to make a deal with other cities are doing, there will possibly be something doing in Portland along the same lines. The people of Portland should not be silent in contemplation of the stars while any sort of highway franchise is being played off on the people. The value of the franchises will pay for them in a few years if collected for the public service through public purchase. Perhaps we will by that time be sensible enough to enact tax laws whereby a part, at least, of the annual "surplus" of the real estate and real estate values also created by the bridges will flow into the public treasury. Meanwhile let us keep our eyes skinned, and not permit some advocate of London or Philadelphia capitalists to be given three bridges and 30 or 40 miles of streetcar franchises for nothing, or for half-price.

The Real Immortality.

Corvallis, Or., Nov. 17.—To the Editor of The Journal—Before discussing the subject of immortality it is better to get a definition of what the word means. It is commonly supposed to mean con-

Small Change

Mr. Bryan will doubtless assume that silence gives consent.

Poultry dealers seem to have quite a stock of confidence yet.

But there is one kind of courting that no holidays can prevent.

These are the sort of holidays when most people don't.

Can't Miss or Mrs. Wood understand that with an old man it can't always be Mae?

Credit men held a meeting at Indianapolis lately. What a lot they must have had to say.

The Japs say all they want is equal privileges with Americans. But most of us can't get ourselves.

Nobody has yet attempted to discover or estimate how much graft there was in digging those canals on Mars.

It must be harder walking for old man Weston now than it was 40 years ago on one occasion automobiles.

Taking off the motto suits some people, they wouldn't trust even the Almighty, if he were running a bank.

"Look out for bad money," advises an exchange. But most people are busy enough looking out for good money.

Emperor William is the grandfather of another son. As a grandfather he is getting away ahead of President Roosevelt.

It was reported that prices of necessities were coming down, but it is suggested that they have been throwing out ballast.

Fortunately the stringency will be about over before the cross gets a chance to make a worse muddle of the currency system.

If Roosevelt becomes King Theodora I Prof. Drake would, of course, expect to be the first duke. Day might have to begin as a bar.

A man has written a book entitled, "How to Invest Your Savings." If he sells enough of them he will be able to prove that he gave good advice—for himself.

Prof. James of Harvard, says the purpose of the higher education of a man is to teach him to know a good man. But when love comes in, education skidoo.

It is to be hoped that Mae Wood will keep Senator Platt's mind so occupied that he will not have much time to devote to jobs to protect the express companies' graft.

If some person not famous, instead of King, had a letter as a line of a great poem. "The tumult and the shouting dies," he would have been told to go to a grammar school.

President Hanson of the Georgia Central railroad says he would not vote for President Roosevelt for daughter. If he had voted for her, he would not doubt be a good one.

Since the motto, "In God We Trust," is only on the larger coins, perhaps the president would like to see the other kinds of money, that are just as good as gold, were being unfairly discriminated against.

Edward Payson Weston, the old man who is repeating his walking trip from Boston to Chicago after 40 years, spends an average of \$10 a mile, or \$50 a day. He is a pedestrian traveler, but no hero.

Perhaps the only salvation for the girl who spells her dog's name "Thelma" is to get a dog that is a husky laboring man with a warm temper, a large, varied appetite and a will of his own.

A New York woman stood in line for 14 hours during a run on a bank, only to learn when she reached the paying window that she had overdrawn her account. And you can bet that she was in no humor to pay the balance.

Oregon Sidelights

Several Athena farmers are riding about in new automobiles.

The lid is on in Antelope! Picture it! The lid is on. Can it be possible? says the Herald.

The cut in wages at the Booth-Kelly mill has been a boon for the Springfield merchants, reducing the prices on groceries during the past week.

A man had a hard fight, in which he was somewhat injured, with a deer in the heart of Pendleton. It was a pet belonging to a resident, but vicious at times, as tame deer are apt to be.

A railroad survey having been completed from Klamath Falls to Lakeview, the Examiner predicts that Lakeview will be one of the most important cities in interior Oregon.

R. D. Hume, of Curry county, has a drove of about 200 American river hogs that he thinks will lift out and separate the gold in the black sand of Rogue river and along the coast, and anything which may be unsuccessfully tried.

"Shooting star" exploded in mid air one evening recently just west of Prineville, says the Review. There were three explosions in less than a second, after the style of the expensive skyrocket, only on a much grander scale, showing all the colors of the rainbow before disappearing into the night.

The inbound stage has been late at the terminus, Joseph, but twice in five years, and an outbreak on the Elgin train at Elgin but once in five years, and that time was due to a breakdown. This is a record that beats any other stage line in the west, and is in bright contrast to the weak and tired train that tries to make a daily trip from La Grande to Elgin.

A Eugene man, according to the Register, had killed a deer, also a bear that he had trapped, and was trudging along through the woods with a deer and some other plunder on a heavy stick over his shoulder, when a monstrous cougar jumped squarely on top of him from a bank. He fought vigorously with his club, and got away unhurt, but the cougar got some supper.

Stockmen from more than 150 miles north and east of here, and many from 20 to 50 and 75 miles both west and south get the bulk of their supplies in Lakeview, says the Examiner. Not a day has passed for several weeks that has not seen from one to half a dozen new, four and six-horse teams loading provisions at our stores for the various stock ranches, where from three to twenty men are kept.

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