

THE JOURNAL

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There are two sciences which every man ought to learn—first, the science of speech; and, second, the more difficult one of silence.—Socrates.

THE USE OF TOBACCO BY WOMEN.

IS THE use of cigarettes to be more and more widely adopted among society women until women shall become as universally addicted to the habit as men? Is this one more step in the adoption of vices that shall ultimately work the ruin of the republic? How Mrs. Robert F. McCreery blew purple folds of smoke from a golden-tipped Turkish cigarette, and how the graceful movement of her wrist and pretty pucker of her lips was admired by those who looked on, has been recounted in the press dispatches. The spread of the habit, and its alarming practice in the smart sets of the country is information that repeatedly finds its way into the newspapers. What its tendency is, and what its consequences, if more widely adopted, must be, is scarcely a debatable topic. It is certain to result in infinite harm. When the mothers of boys, and the sisters of boys, use cigarettes, how much more strenuously will the boys pursue the habit? These mothers and sisters now are the heaven to keep the loaf pure. They have been and should continue to be, the greatest and most potential influence in cleansing the body politic, and in withholding men and boys from vices. When they yield the last of the moorings that hold society to a safe anchorage is cut loose. The lesson of Greece and Rome, and of Egypt and Babylon before them, stares us in the face. The hope for our future is that mothers and sisters may cleave to those purities and perfections that place woman upon a pedestal where she is the guide and lodestar for the saving of men. Her wider culture, her nobler instinct, her charm of purity and her old-time hostility to vices are an asset of greatest strength in staying the powers and purposes of the nation.

A MODEL COUNTY.

BENTON county is out of debt. Aside from some violations of the local option law, now suppressed, it is a county practically without crime. There is but little litigation there. A term of circuit court sometimes lasts but a day or two. The people, however, are not asleep, but are industrially active and are becoming more and more enterprising. There is rich farming land to be had at a moderate price, much improved land, timber land and many streams. The climate is almost perfection and there is "no booze in Benton"; it is a dry county. Where is there a better residence county, a better one for American homes, in the country? If there is a better one it must be some other Oregon county—and we doubt if any of these is more than "just as good."

THE UNITY OF THE WORLD.

WHEN Sam Slick said "there's a great deal of human nature in man" he made no exception of race or nation. The newspaper writer, who is trained to grope for news in every corner of the world, will add that "in that human nature there is very much of a oneness"; he finds one great heart of humanity, whose throbs are felt in its uttermost veins. This unity of movement among the civilized peoples of the earth, not excepting those most widely separated in their institutions, moves the mind with wonder ever increasing as the world grows larger in its development and closes in its ties of communication. A late writer has stated the same truth in declaring "we have passed the portals and come into the glory of a new century of this modern era. By the omnipotence of carbon with the industry of the printing press, the world has been condensed and its nations drawn into the circle of neighborhood sympathies, with the elevating and degrading influences of the world's gossip, its fables and wisdom, truth and falsehood, loving tenderness and brutal antagonism, so assorted, allotted and mingled, the nations are become one people."

among laborers in the United States and looking abroad we discover the whole world disturbed by the same aspirations or rebellion, as you please. In every state of Latin America and all over Europe the laborer is demanding more wages and shorter days, so that everywhere business life has met with a shock, more or less paralyzing as the governments display energy or genius in dealing with the condition.

In the United States last year, by reason of hard times, we fell \$300,000,000 short of making the purchases in foreign markets that our average trade encouraged those markets to expect of us. The result has been hard times all over the world. The necessity for helping out one another, experienced among the commercial nations, whereby vast sums of money are transported from one country to another, has led to the conception of a new idea in exchange, suggested by the Italian chamber of commerce in Verona, adopted by the commercial mind of Berlin, with the support of the Prussian government, submitted to the congress of Milan in 1906 and now to be considered by an international congress called by the German reichstag. It is in brief a plan for establishing a law of "direct international exchange," by which one part of the commercial world may help its confederates in other parts without taking oppressive advantage of unfortunate conditions. It would seem that when a system of this character has become firmly established no further diplomacy will be required to hold the world in peace.

A BAD SCHEDULE.

THE PEOPLE of Wasco county south of Dufur are making what seems to be a very just complaint about the train schedule between The Dalles and Dufur and the consequent wretched mail service to the country beyond the latter point. In this region are Wapinitia, Tygh Valley and other large settlements, and the country for 30 miles beyond Dufur is well settled with farmers and stockmen, altogether amounting to many hundreds of families. Yet they cannot get their mail any sooner than they ought to if they lived 50 miles farther back in the interior—not so soon as they got it by stage before the railroad was built from The Dalles to Dufur.

THE PEOPLE OF WASCO COUNTY.

The mail from Portland, leaving here on the afternoon train and reaching The Dalles late in the evening, lies there till 3:30 the next day, when it is taken to Dufur, 15 miles by wagon road, where it lies till the next morning. If, as formerly, there were an early morning mail from The Dalles to Dufur, for which the stage for Wapinitia, Tygh and Wamic would wait, people of all that region would get their Portland evening papers and their letters nearly or quite 24 hours sooner. The postal authorities are appealed to in the matter because it is said that the train schedule on the Great Southern railroad was fixed at the suggestion of the post-office department, and it is now asked to reconsider that action and arrange a different schedule, so as to accommodate the many people of the greater portion of Wasco county.

A WORD OF OPTIMISM.

THOUGH there is much to criticize and correct, don't get pessimistic about this country. There are many bad things in it, of course; but less, in proportion to population and activity, than ever before. The country is better off than ever before, and will grow better gradually, right along, both morally and materially. At least we hope and expect so. If everybody would think and say so, it would help mightily to accomplish this result.

THE SONG OF THE HOB.

Some people are always worrying about some substance giving out, or some great, prolonged catastrophe in production, in commerce, or in industry. Their vision is very short. As one thing begins to fail something better takes its place. Oil and concrete, for instance, are saving our forests. The financial stringency, in the poor judgment of the pessimists, was going to develop into a prolonged money famine. They had but to look across the waters to see that the hunger of the world was already guaranteeing relief in plenty. While some were wearing the sackcloth and ashes of economy, our exports were beating the record, in dollars if not in quantity. Necessarily, in consequence, gold has come over till the country has more of it than it knows what to do with. In the absence of famine or crop failures abroad, our export trade is better than ever before. The scare at home is over, and the country is rushing in orders to the mills and factories. And a portion of another crop is already growing.

THE SONG OF THE HOB.

Nothing can keep this country down, or set it back, but momentarily, as we may say. It is too big, too resourceful, and its people are too industrious and intelligent to suffer much of a relapse. Government is getting better, too, thanks largely to Roosevelt. Politics is better, and partly because there is less partisanship in it. Cities and towns are becoming cleaner. Rural people are doing better work and getting more both of money and of satisfaction out of it.

THE SONG OF THE HOB.

Don't rattle at the world; rejoice in it. Don't cry that the country is going to the dogs; it is grandly if slowly moving upward. The times are not bad, but good. People should not be miserable, but happy. Get the most and best you can out of life, rightly, and be glad that you are alive.

THE SONG OF THE HOB.

Some Republican "leaders" want candidates for the legislature pledged to vote for the Republican voters' choice at the primaries for senator, but the "leaders" who have the most control of the partially constructed machine want to elect men to the legislature who are for the people's choice in June if he is a Republican. Then if the people should prefer a Democrat to a Republican—and the machine might help the election of a Democrat—the legislature would be free to sell the seat to the highest bidder, and the capitol at Salem would witness an orgy of boodles. Anything to beat the people.

THE SONG OF THE HOB.

Councilman Cotel makes what seems to be an objection worth inquiring into closely to the ordinance prohibiting women from going into saloons. As he suggests, the source of the ordinance in the council renders it liable to suspicion, but aside from that, there may be a valid objection to it as tending to increase the trade of oyster and luncheon rooms or adjacent to saloons. These, where liquors are dispensed, are more dangerous to girls who can be lured astray than the saloons themselves, especially since the latter now have no closed private rooms.

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We are not sure that former Chief Engineer Stevens is not half right when he says that the Panama canal will not be worth as much, though it will cost a great deal more than was anticipated. But Stevens has become a railroad man and so would naturally knock the canal. He thinks that the money it will cost would better have been spent in building up a navy. Of course he would have used none of it for opening up inland waterways. The railroad men are quite willing the government should squander hundreds of millions on a navy, but want no water transportation.

SENATE TOO CORRUPT.

Portland, Or., March 7.—To the Editor of The Journal.—Mr. Timms, a civil war veteran, who must have shed his patriotism at Appomattox, was reported by the Oregonian as having made the best speech in the Republican convention held in Portland last Saturday in which he said, "he had fought Democrats with bayonets and would not vote for them by grants of money. What right for this day and age, and what an out-of-date man Mr. Timms must be."

SENATE TOO CORRUPT.

Portland, Or., March 7.—To the Editor of The Journal.—Chief Justice Clark of North Carolina has recently published this information concerning the efforts that have been made within recent years to have congress propose an amendment to the United States constitution to elect senators by the direct vote of the people. "Five times has a bill, proposing such amendment to the constitution, passed the house of representatives by practically unanimous vote and each time it has been lost in the senate; but never by direct vote. It has always been disapproved by the senate by a vote of 2-1. This we see how vain is the hope of all who are in favor of the adoption of the direct vote. As well talk of Senator Mitchell's 'Railroad to Mars,' as then of any such smaller system than it is today. Under President Tuttle's direction the system was expanded until now it controls the entire section of the trunk line association, a year later found him the general manager of the New York, New Haven and Hartford road. His position he served for two years, when he was elected vice-president of the road. In 1893 he became president of the Boston and Maine line, then of the Boston and Maine railroad. He served in various subordinate positions until 1889, when he became commissioner of the Trunk Line association, a year later found him the general manager of the New York, New Haven and Hartford road. His position he served for two years, when he was elected vice-president of the road. In 1893 he became president of the Boston and Maine line, then of the Boston and Maine railroad. He served in various subordinate positions until 1889, when he became commissioner of the Trunk Line association, a year later found him the general manager of the New York, New Haven and Hartford road. 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