

EDITORIAL PAGE OF THE JOURNAL

THE JOURNAL

AN INDEPENDENT NEWSPAPER

C. S. JACKSON, Publisher

Published every morning (except Sundays) and every Sunday morning at The Journal Building, Fifth and Yamhill streets, Portland, Or.

Entered at the postoffice at Portland, Or., for transmission through the mails as second-class matter.

TELEPHONES: MAIN 7175 HOME, A 3611 All departments reached by these numbers.

Subscription Terms by mail or by address in the United States, Canada or Mexico.

One year.....\$3.00 One month.....\$1.00

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has no watered stock; second, that it will not crush competition, and third, that it is not a monopoly." In his message to congress, January 31, 1896, President Roosevelt said: "It is especially necessary that some representative of the national government have full power to deal with the great corporations engaged in interstate commerce, especially the great interstate common carriers." In 1896 Mr. Bryan's platform said: "The Democratic party is opposed to trusts. It would be recreant to its duty to the people if it recognized either the moral or legal right of those great corporations to stifle competition, bankrupt rivals and prey upon society." In 1900 his platform said: "We pledge ourselves to an increasing warfare against the trusts. Existing laws must be enforced, and more stringent ones enacted compelling publicity in the conduct of the affairs of these great corporations." January 31, 1908, President Roosevelt, in a message to congress, said: "The fortunes amassed by these corporate institutions and trusts make it necessary for the government to have some control of them. Such monopolies are wholly inconsistent with human liberty, and are not to be tolerated by a free people."

In his letter of acceptance in 1896 Mr. Bryan said: "We are opposed to government by injunction, as our support of the senate bill prohibiting it will show. That bill meets my approval." In 1900 Mr. Bryan's platform said: "We are opposed to government by injunction. We denounce the black list, and we favor arbitration as a means of settling disputes between employer and employee." In a message to congress in January, 1908, President Roosevelt said: "I call your attention to the need of some action in connection with the abuse of the injunction in labor cases."

There is no precedent in the political annals of this country for the above parallel. Policies that Mr. Bryan had for years advocated, were heroically taken up by Mr. Roosevelt, and adopted as the policies of his administration, all in the face of the fact that they were in the main policies that Mr. Roosevelt's party had combated. Their advocacy was, and is, the secret of Mr. Roosevelt's enormous popularity. It is their acceptance by Mr. Roosevelt, and their acceptance through him by the American people that made Mr. Bryan the inevitable nominee at Denver. That acceptance by the president of an opposing party of doctrines Mr. Bryan had advocated 12 years before, made Mr. Bryan the most notable private citizen in the world, and by its irresistible logic dictated his nomination as a matter of course. Whether one agrees or disagrees with Mr. Bryan, we must admit that no man in any nation, at any time has exercised so commanding an influence in compelling the acceptance of his doctrines. We must admit that no man, in any nation, at any time, as a mere private citizen, has so tremendously changed the thought and beliefs of so many people. Standing in the presence of so commanding a personality and so triumphant a mentality, what else could the Denver convention do but nominate this man of the hour? This man of the people!

A FAITHFUL SERVANT.
OSWALD WEST, railroad commissioner, is journeying on foot over the Corvallis & Eastern railroad, between Corvallis and Yaquina inspecting the track and bridges on that line. When he shall have finished the tramp of 70 odd miles, he will have personally examined every tie, every rail in the track, and every timber and every bolt in the bridges. An intelligent and valuable report will probably result from the arduous examination, as was true of a similar tramp of 100 miles taken by Mr. West over the west side some months ago.

The method is widely different from the policy of the former railroad commission in Oregon, which rode over the lines occasionally in special cars, provided by the companies without expense and with entertainment provided by company officials. Valuable results never come easy. Mr. West's plan is sane and safe for the public, but in the summer months uses the Corvallis & Eastern road extensively. It is of a kind with the plans he pursued in the state land office, in which his service to the state was invaluable.

HOPE LONG DEFERRED.
THE people of Tillamook and vicinity, and the region between here and there, have been humbly asking through many weary months why promises made to them by Mr. Lytle were not kept. The people over there did their part; they secured the required right of way and raised the demanded subsidy—a small piece of business, by the way, this subsidy, for a great railroad magnate like Harriman—but the promises made them were not kept. In the matter of building railroads Mr. Harriman has repeatedly shown that his promises were worth no more than those of the most prevaricating hobo who treads the ties.

One agreement not having been kept, another one was made, more time was allowed, and the Tillamook people again indulged in visions of a railroad. Indeed, promises were made for them, always on the

whenever they made inquiry. It seems to have been the theory with Mr. Lytle, as with some platform-building politicians, that all that was necessary to redeem one promise was to make another just like it.

Last fall work had to be stopped, what little was doing, because of the panic, and this excuse held the Tillamook people quiet through the winter; but in the spring Mr. Harriman announced that everything was lovingly again; Roosevelt was only bluffing; and since then he has in fact had \$100,000,000 of bonds issued; but the summer is passing, is half gone, and not a lick of work has been done on the Tillamook road, nor does anybody know, probably not even Mr. Lytle himself, whether any work will be done this year, or next year, or any year, by Harriman. But Mr. Hill may conclude to get busy in that direction, and then Harriman will make the dirt fly. He builds railroads only to spite rivals.

The Tillamook people have an especial grievance, for they would have had a railroad years ago except that they were sold out to Harriman by certain Portland parties. The bonds, according to a man who had knowledge of the whole affair, and in fact had chief charge of it, had been negotiated, and the money was immediately forthcoming; but influence was somehow used to prevent the signing and delivery of the bonds, and so through treachery Tillamook has been kept railroadless and the intermediate country undeveloped all these years.

Then after one or two other efforts or motions, Mr. Lytle, acting, as everybody knows, for Mr. Harriman, appeared on the scene with very specific, positive promises, and the hope that springs eternal even in the Tillamookers' breasts sprang into rosy life again; but the weeks and months and years are passing, and the ratio of performance to promise shows no visible increase. If Job had lived at Tillamook, he might have retained his faith in God, but his opinion of Harriman and his tools might not have been fit to print.

Yet Hope knows her business, after all. Tillamook will not remain without a railroad forever. We are confident that even this generation will not pass till one is built there. And circumstances may force its building pretty soon.

LINCOLN AND DEMOCRACY.

WELL, why should not the new, modern, progressive, real Democracy of the country honor Lincoln, even if many of the Democrats of his day were bitterly opposed to him? Times have changed; issues have changed; parties have changed. Then the Democratic party in the main, stood for negro slavery; now, led by such men as Bryan, it stands for freedom. Then it was the blacks in the south that were enslaved; now it is millions of whites throughout the country that are more or less enslaved.

Lincoln believed in the utmost possible degree of freedom for the people; so does Bryan. Lincoln did not start out to free 4,000,000 blacks, but was glad to do so when he had a good opportunity; Bryan seeks to make more free the whole \$5,000,000 people of the United States.

For there are enslavers now, as every one knows, and it is they whom Bryan and his type of Democrats fight—great financial combines, great trusts and railroads, the magnate anarchists, predatory interests, and the political leaders, bosses and machines that serve all these, in congress, in executive offices and often on the bench. Does any one doubt that if Lincoln were alive today he would be found on the side of the common people, in unison with whose hearts his great heart beat, as against these predatory and plundering elements?

Lincoln was a Republican in his day because the new, clean, honest Republican party of that time was animated with a lofty, sublime, pure purpose; it had a mighty history-making mission. There is as great a mission, as sublime a purpose, for a real, true Democratic party to accomplish in the near future. Such a party will correspond to a great extent with the Republican party of 50 years ago. Now, as then, it is a fight of the more or less enslaved common people against their law-empowered or law-aided oppressors.

Mr. Taft is quoted as saying that the Roosevelt administration "has put every railroad man in the country on his good behavior and created a complete change of attitude on the part of him and his subordinates in respect to the statutes of his country," and so on. If Mr. Taft is so guileless and credulous as this, will he make a "safe" president? Does he really believe that all the "malefactors of great wealth" have become good because Roosevelt has told them that they should be?

The new treasurer of the national Republican committee, Mr. George Sheldon of New York, was discovered by Mr. William Nelson Cromwell, who, it will be remembered, also discovered a fee of a few million dollars, more or less, in working out the scheme by which the United States paid the old Panama canal company \$40,000,000 for about \$40 worth of ditch and debris. Mr. Cromwell is a man who does things.

Oregon Sidelights

Harrisburg is building a lot of new sidewalks.

A halibut caught near Newport weighed 130 pounds.

A train that passed through Irrigon had 65 hobos aboard.

Albany has a model lot of business men, claims the Democrat.

Many eastern Washington people are vacationing on Yaquina bay.

A tin and sheet iron establishment has opened up in Central Point.

Farmers along the state line north of Milton are building a big warehouse.

Wheat around Athens, with no rain since last winter, will yield fairly well.

A raft of 1,200 feet of sawlogs was taken from Hamilton creek to Jefferson.

The recent high water left over 100 cords of driftwood on the river beach at The Dalles.

The Newberg Condensed Milk company's plant is now running on full time, with a demand for more milk than it can furnish.

An Astoria doctor says he knows of over four score prospective arrivals, but the crowd in that town within the next few weeks, and every one of them will be "bouncing" of course.

A Dallas man received a \$5 gold piece for a nickel, and the man paying it did not discover the mistake, and the other man did not notice it at the time, but later made inquiries and discovered the loser and returned the \$4.95.

Clatskanie and Nehalem valley people are planning to build an electric railroad from the Astoria & Columbia River railroad down to the Nehalem, a distance of 33 miles, and it is hoped to have dirt flying by September, with the country then and some other necessary concessions are granted.

About twenty young men went to serenade a newly married Linn county couple, and the groom offered them 10 cents apiece for the counter the crowd, and then he wanted to curtail his generosity and offered three for a quarter, but the crowd balked at the change, and no compromise being accomplished, they kept the happy pair from sleeping until dawn.

Poly county is more and more and more turning her attention to the raising of fine stock, and the county has been clearly demonstrated that she has the best climate in the world for such purpose, that high grade stock can be raised here better than anywhere else, and that it costs considerably less to bring them to a marketable age.

Corvallis Times: Rigged out in large quantities of hatching clothes and arms with a hatchet and other tools. Oswald West, railroad commissioner, left Corvallis at 2 o'clock today on an inspection of the Corvallis & Eastern track and bridges, with a view to determining their condition. He will examine the bridge over the timber and bit in every bridge, making the entire trip on foot.

Small Change

But Candidate Kern has no money to burn.

Four big M's—Mind, Money, Muscle, Machinery.

News! Extra! Great News! Bryan will accept!

Nearly always quite comfortable, thank you, in Portland.

It looks as if Tammany might as well have stayed at home.

Midsummer, past the midway, and not half enough done yet.

There has been a great deal of talk, but not a trust has been busted.

Will Taft carry out the Roosevelt policy of pitching hay for recreation?

New law: Once a detective, always a detective, on salary whether fired or not.

The organs of the Wall street interests are all against Bryan. How strange!

Ohio is classed as a western state, but it is not. It is a "west" one, but not now.

But that lawn at Fairview will have a fine chance to get green and smooth again next spring.

Will Taft stand for as many of the Roosevelt policies, and as squarely and staunchly as Bryan?

Kern also rhymes with learn, and stern and burn, and several other words in and out of the dictionary.

A New York man is building a revolving house, perhaps the first to enter the back door from the street.

Candidate Kern looks solemn and severe, but he has been accused yet of being one of those 100,000 Hoosier literary cusses.

A children's monument to Uncle Remus would be appropriate; he entertained many of them in purity of mind and life was always a like them.

The glass trust was good to the people. It raised the price only 18 per cent, when it might have raised it 25 or 35 per cent just as easily.

The glass trust has raised the price 18 per cent, when it might have raised it 25 or 35 per cent just as easily.

A Kansas farmer boasts of having raised 810 bushels of wheat for a year, but many a farmer up in Hamilton county beats 40% bushels an acre every year.

With many people, anything reformatory is visionary, impracticable, demagogic and unbusinesslike. There are men here who will not do anything but think only abstractly, academically, theoretically. They never want anything done to bring better things about.

William J. Tucker's Birthday.

From the New York Safety Journal.

From the Washington Star.

At the Seaside.

Right!

From Life.

THE TIME TO BUILD

From the American Lumberman

The time to build is when the supplies can be secured at low cost. The time to start up mills now falls when products can be sold at a fair value.

Signs of the proper time to start the mills running at present are conspicuously absent.

Today the mill value of hemlock, southern pine, cypress, western woods and hardwoods is not sufficient to justify the resumption of operation of plants now closed. Prices are not attractive enough to make it profitable to operate mills full time, save for such time as is necessary to cut the logs now in on the sidelways or in the water. Standing timber will make more money for its owners than can be had from the sidelways and water.

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