EDITORIAL PAGE OF THE JOURNAL

THE JOURNAL

AN INDEPENDENT NEWSPAPER.

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He who freely praises what he means to purchase and he who enumerates the faults of what he means to sell, may set up a partnership with honesty.—Lavater.

THE HORSE, THE AUTO AND THE RIVER

THE OPPOSITION of railroads to waterways is known and confessed. The difficulty of getting river and harbor bills through congress is chiefly due to that influence. Might it not be that the railroad people are mistaken in their policy of obstruction? Human experience has practically established the maxim that increase of transportation facilities increases business. Every new line makes new settlement, new population and new products. Every new facility or route offers temptation to somebody to produce and ship products for marketing, and more traffic to be handled, results.

The case of the horse and automobile is testimony. The coming of the auto had its corollary of predictions that the horse was doomed. The auto has now approximated its ultimate stage of development, but the horse is here in increasing numbers, and doing more work than ever. The auto truck is becoming a familiar object in the cities. It is capable of greater burdens than the horse-drawn truck. As a pleasure vehicle the auto has attained extraordinary use. In this country alone 55,000 cars were produced last year. Their value was $122,000,000. There are 232 active and 50 not so active manufacturers in the industry employing 60,000 workmen and an invested capital of $95,000,000. In allied industries 30,000 hands are employed and $37,000,000 of capital invested. The world's investment in the industry approximates a billion dollars. Every street and every highway echoes to the auto "honk."

All this time and in the presence of all this vast use of the auto the horse still does business at the old stand. On January 1, 1909, the number of horses in the United States was 20,640,000. Their value was $1,974,052,000. The number of horses was 648,000 greater than on January 1, 1908, and their value showed an increase over the preceding year of $106,522,000. The figures are from the report of the agricultural department at Washington. Instead of a diminished use, a greater number and more work for the horses has resulted from the millions of money invested in the competing automobile. The inexorable logic is that the added facilities have made greater business in short distance locomotion and transportation. The same underlying law should make more men, more products and more business for the railroads when the Columbia river is unhampered from its sources to the sea.

FROM SEATTLE TO PORTLAND

UNQUESTIONED significance attaches to the entrance into Portland of powerful milling interests from Seattle. Capital is sagacious. It divines the future with an unerring ken. It is without sentiment and reduces all its operations to cold business principles. Moritz Thomson, head of the Centennial Milling company of Seattle, and a powerful influence in half a dozen mills in various parts of Washington, in adding a Portland establishment to his chain of mills does so for sagacious reasons best known to himself. Probably he has read from the omens that the great Columbia river is in the not distant future to become the trenchent and dominating influence in the commercial and industrial life of this vast northwest. Others realize, and doubtless Mr. Thomson sees, that transportation is the keystone in the arch of commercial and industrial success, and that the water haul is the ultimate of cheapness in that activity. The influence of the water rate when it is finally brought into effect is a resistless revolution in commercial development. Its cheapness has just been recognized in the tremendously important decision in the Spokane rate case by the Interstate Commerce commission. The water rate is vital in fixing the flow of commerce, and in transferring it from one locality to another. It is the recognized law of least resistance in the carriage of products that has brought the sagacious Mr. Thomson from Seattle to Portland. It is not a question of free choice, but the unalterable law of survival and destiny that brings him here. It was the same influence that brought Mr. Hill with his $40,000,000 North Bank road to Portland. It is the same law that will bring other kings of commerce, transportation and finance to this city. The fixity of fate and nature contrive to make it so, and it must be so. The vast Columbia basin is to send its stupendous aggregate of products this way instead of lifting them over a chain of mountains, and the captains of trade, traffic and manufacture must be here to meet them. It is the law, and the law will stand.

THE TEST

IF A BATTLESHIP fleet is not needed on the Pacific it is not needed on the Atlantic. If it is not needed on the Pacific it is not needed at all. To refuse to divide the fleet and put one half of it on the Pacific is simply to confess that the navy is not maintained for purposes of defense. What is a navy but a useless and costly appendage, if one long shore line of the country is left wholly unpatrolled?

The chief and practically the only reason offered for a multiplication of battleships, Dreadnaughts and naval accoutrement is the rehearsal of mysterious and apprehensive hints of peril from the orient. This argument falls flat the moment the stationing of part of the fleet on the Pacific coast is refused. It indicts as insincere those who plead Japan as a source of peril and gives away the whole case of the navy. No argument for a navy can stand for one moment unless based on the postulate that one of the long shore lines of this country is as much in need of naval patrol as is the other. In comparison with the Atlantic the Pacific coast is but slightly defended by land fortifications. The public opinion of the world agrees that the first, the last and all of the peril there may be of future naval conflict points to the Pacific as the scene and to the Pacific coast as the object of attack. If there is logic in the thesis that a part of our battleships should be stationed on the Pacific coast, or this nation needs no battleships at all. The men in authority at Washington must concede this and divide the fleet or soon the country will understand that the whole need for a navy is false pretense and Napdoodle.

It is said that the officers of our navy much prefer to be stationed in Atlantic waters, where there are better opportunities for social pleasures. We shall soon know whether we are maintaining a navy for social show and dress parade or for business and defense. A Pacific fleet will be the test.

RECALLING THE LOS ANGELES MAYOR

LOS ANGELES is in the throes of a strenuous mayoralty election. It is an effort to remove Mayor Harper through the process of the recall. He is striving to retain his seat against the candidacy of George Alexander. The attempt to dislodge him was inaugurated and is defended by the Municipal league and several other civic organizations that are striving for better civic conditions in Los Angeles. The league alleges that he has made unfit appointments to office; that he has failed to keep his personal promises as well as election pledges; that he has used the office at his disposal to pay political debts; that he has been a party to marketing the stock of corporations in which he and members of the police commission were large holders and promoters among the very people like the owners and keepers of saloons and assignation houses whom the police commission is expected to regulate and control; that gambling has existed unchecked for long periods and certain saloons and lodging houses have been permitted special privileges while others have been held rigidly to the law; that thuggery and house breaking have been carried on to an intolerable degree; that the city is about to spend $25,000,000 in the Owens river acqueduct enterprise and that the makeup of the board which has in charge the expenditure of this money is a matter of vast importance to taxpayers.

The Los Angeles Herald, which was Mayor Harper's only newspaper supporter when he was elected two years ago, is now leading the fight against him. The Evening Express is also a bitter opponent of Harper's election. All the other newspapers of the city are lined up against Alexander, but none of them has a good word to say for Mayor Harper. The situation is unique, in that it is the first instance in which the recall has been invoked for removal of a candidate of so great prominence. Whether or not the recalls fails as to Mayor Harper, the result will be the establishment of a new standard of official responsibility.

FAME BETTER THAN WEALTH

THE MAN who was to have been appointed under secretary of state, William A. Day, would have resigned a $30,000 a year position in private life to accept this public position at $10,000 a year. He considers it worth at least $20,000 a year more than the salary to hold a high and dignified public position, to serve the whole people instead of a few. He is ambitious for public preferment and honor, and to achieve some measure of fame as a diplomat and statesman. This he prizes more than mere money.

Mr. Knox is a still more conspicuous example of this sort of exchange—some would call it sacrifice. As senator, his salary was $7500 a year, and as secretary of state it will be, at present, only $8000 a year, and but $12,000 later, yet in his profession he could no doubt easily earn $100,000 a year, and probably much more. He would rather gain the name of a statesman than of a multi-millionaire.

Assuming, as we no doubt may, that these and other like men have no ulterior designs, but mean to give the people true and honest service to the very best of their ability, this sort of ambition is very laudable. It is indeed an excellent species of patriotism. It is well for the country that it has many such men, those of very superior ability who regard service of their country in high station as of incomparably greater value than any amount of money.

Great riches, unless bestowed for humanity's benefit, are but a monument of crumbling dross, but the fame of a wise, true, devoted statesman, who serves well tens of millions of people, is more enduring than granite or marble. And this thought, idea or principle holds good in a decreasing degree all down the line, to a city councilman or a precinct constable.

A government engineer stationed at New York and in charge of harbor improvements there has reported in favor of the government spending $7,000,000 or $8,000,000 to dig a channel 1000 feet long straight in from the sea to Jamaica bay. There will have to be piers the whole distance, 1000 feet, capable of accommodating railway tracks. This would give New York harbor as good facilities as Antwerp has. The engineer's plan is that the city shall bear the expense of smaller lateral channels to connect with this new main artery. New York is a great city and needs a great harbor, improved to the fullest extent, but if the government, after spending many tens of millions there, shall spend seven or eight millions more, for a canal only 1000 feet long, it should not squirm at a few millions more or less in opening up and improving the great Columbia river, especially when Portland, the principal city of this vast region which the river traverses, is spending money liberally, and the state of Oregon offers to spend more, to help in this grand work.

In his inaugural reference to the colored race President Taft said: "Therefore the executive in recognizing the negro race by appointments must exercise a careful discretion, not thereby to do it more harm than good. On the other hand, he must be careful not to encourage the mere pretense of race feeling manufactured in the interest of individual political ambition." The utterance is an expression of a fair attitude on a problem that is often made more vexing by the unfairness of those who speak with reference to it. Intemperate speech by intemperate men on both sides fosters a schism that could be healed by time and such attitude as is taken by the new president. He spoke fairly on the race question as well as on many other issues.

The weeks grow into months, and one season gives way to another, and the Calhoun jury is not yet secured, and may not be for several weeks to come. Up to Wednesday 17 venires had been summoned and 1350 talesmen had been examined, and so far only 11 tentative or possible jurors have been secured; they are still subject to peremptory challenges, and most of them may be excused. It is important in such a trial to get unprejudiced jurors, but this aggravating, wearing, expensive prolongation of this task renders the judicial system under which it occurs a mockery of both justice and reason. Neither judge, jurors nor lawyers can be fit to conduct a trial after going through this nerve racking and farcical experience.

The importance of the Columbia river as a factor in the commercial life of Oregon is apparent. It is made tremendously manifest by the Spokane rate decision. The wisdom of the portage roads as factors in hastening the opening of the river is known now as never before. Incidentally the late efforts of the Oregonian to discredit those roads are made notorious by the present situation. Those efforts recall a former attitude of that newspaper when it argued strenuously for portage railroads. That attitude is reflected in an article elsewhere on this page.

Mr. Roosevelt—President Roosevelt no more—added to his popularity by the democratic and simply sensible manner in which he retired from his great office; starting immediately for his home, traveling as any private citizen would, with no attendants, declining to be photographed or interviewed or to regard himself or be regarded as anything but a private if a very distinguished private citizen. On most occasions Mr. Roosevelt's head is remarkably level.

Mr. Kealing, an assistant attorney general of the United States, has resigned rather than prosecute the editors of the New York World and Indianapolis News, saying that he cannot conscientiously uphold the government's (Roosevelt's) position, and believes the principle invoked is dangerous, and one that strikes at the foundation of government. Some serviceable lawyer may be found to carry on this strange prosecution, but almost all lawyers of high professional standing will agree with Mr. Kealing.

The Los Angeles thief who purloined a four and a half foot boa constrictor and carried it off in a valise, would, in the case of most men have been welcome to his booty.

Letters From the People

Letters to The Journal should be written on one side of the paper only and should be accompanied by the name and address of the writer. The name will not be used if the writer asks that it be withheld. The Journal is not to be understood as indorsing the views or statements of correspondents. Letters should be made as brief as possible. Those who wish their letters returned when not used should inclose postage.

Correspondents are notified that letters exceeding 300 words in length may, at the discretion of the editor, be cut down to that limit.

Condemns Six Months' School.

Waldport, March 2.—To the Editor of The Journal—I see by your paper you advocate the Hawley school bill, compelling them to keep six months' school. I think it is the most vicious bill ever put up. The taxpayers of the county are called upon to pay general levy for school purposes, and according to the Hawley bill the large districts in the cities get the benefit of the country money. It will compel the small districts to consolidate and pay a special tax, which they cannot do; it will compel the children to go not less than five miles to the center of the district. The districts are now about five miles square. Under the old law small districts could live with small tax. This man Hawley might be sincere, but he doesn't know the conditions in the small districts, and never ought to go to the legislature to represent the people.

W. M. MILLER.

(This correspondent has an erroneous idea of the six months school law. He says the "large districts in the cities get the benefit of the country money." The reverse is true. The large districts have not only six months but nine and 10 months' school in the year. These they maintain anyway. By the new law they are also taxed and required to bear a part of the six months' school in the remote country district, in which the tax is not sufficient to provide for six months' school. The country district, therefore is the one that is benefitted, and the one in whose interest the law was passed. If the correspondent will get the law and familiarize himself with its provisions he will be certain to conclude that the law is not vicious, but virtuous. EDITOR.)

Where Is Oregon City?

Pendleton, Feb. 28.—To the Editor of The Journal—Where on the map is Oregon City? A press dispatch in a late issue of The Daily Journal from that place announces that a company is to produce that "pipe dream" of one Harriet B. Stowe, "Uncle Tom's Cabin," so that the young folks might have an opportunity to see the south as it was in Ante Bellum days. Ye gods! What and where is Oregon City? A water tank on the Southern Pacific? Is there anyone alive today who does not know that such a south and such southerners as are depicted in that maze of falsehood (by a woman who was never any farther south than Boston until she had put her "nightmare" into print) never existed?

I thought intelligent people everywhere agreed that it gave the youth an absolutely false impression of that time and the people. Where on the map is Oregon city that they send out press dispatches announcing the fact that they are to have Uncle Tom's Cabin produced in the town hall? If their youth must have thrillers buy them some "Diamond Dick" serials, but spare the poor innocent "Uncle Tom." It is not allowed to be played in a number of states. Where in Heaven's name is Oregon City?

C. J. N.

Excessive Express Charges.

Canyonville, March 3.—To the Editor of The Journal—We prize your paper very highly in this section of the country for reliable market reports and general outside news. I am going to show the readers of The Journal the way the Wells Fargo Express company robs the people.

I had an express package shipped from Chitwood, Or., on the C. & E. railroad, to Riddles; the package only weighed five and one half pounds, but charges were 70 cents, at the rate of 15c a pound, which is the same rate as from Chicago.

A READER.

Would Be Unconstitutional.

Portland, March 5.—To the Editor of The Journal—In a recent issue of your paper you have an article headed, "State of Manhattan Proposed at Albany," in which an account is given of a bill proposed in the New York legislature to form the state of Manhattan out of the territory now constituting the counties of New York, Kings, Queens, Richmond, Suffolk and Nassau. If the author of that bill will take the trouble to read section three of article four of the constitution of the United States he'll discover that the new state cannot be so constituted. That section provides inter alia, "But no state shall be formed or erected within the jurisdiction of any other state."

D. J. Haynes.

Our Senators.

From the Albany Democrat.

An interesting fight is on back at Washington between Senators Fulton and Bourne. The two men have never agreed on anything since they began business at Washington, always at swords points. If Bourne favored anything it was a signal for Fulton to oppose it, and just the same vice versa. This is not at all as it should be. For effective work our senators should be on friendly terms whatever their politics. It is impossible for them to do much without they are. The result is that Oregon has hardly been respected in the senate, at least not in a way that is favorable to the state.

This Date in History.

1482—Francesco Giucciardini, celebrated Italian statesman and historian, born in Florence. Died in 1540.

1706—Sir George Pocock, British admiral who took Havana from the Spanish in 1762, born. Died April 3, 1790.

1805—Minnesota, east of the Mississippi river, made part of Michigan territory.

1820—Authority was given by congress to the people of Missouri to form a state constitution.

1831—General Philip H. Sheridan born. Died August 5, 1888.

1828—John Stevens, inventor and founder of American patent laws, died in New York. Born there in 1748.

1857—Isaac Toucey of Connecticut became secretary of the navy.

1861—Fort Brown, on the Rio Grande river, surrendered to the Confederates.

1858—Louisa May Alcott, famous writer of books for children, died in Boston. Born in Germantown, Pa., November 29, 1832.

1908—Minnesota state Democratic committee indorsed Governor John A. Johnson for the presidential nomination.

Schuyler Colfax Graves' Birthday.

Schuyler Colfax Graves, a noted physician and surgeon, was born in Kalamazoo, Mich., March 6, 1858. He was educated in the public schools of Grand Rapids, and at the University of Michigan, where he received his medical degree with the class of 1881. Under commission of major from President McKinley, received in 1898, he served during the Spanish-American war as chief surgeon of the First brigade, Third division, Fourth army corps, and was stationed at Tampa, Fla., and Huntsville, Ala. In the study of medicine and surgery he has traveled extensively in Europe and in Africa and has been an extensive contributor to the leading American medical publications.

On the basis of a bushel of corn producing 2.5 gallons of alcohol, it has been figured out that last year's corn crop in the United States was sufficient to furnish 20,000,000 horsepower for 10 hours a day for an entire year.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Councilman Wills can't be beaten for mayor; he won't run.

* * *

Roosevelt went out with becoming and surprising modesty.

* * *

Homeseekers attracted by the low rates are already arriving.

* * *

Taft is not superstitious and that inauguration day blizzard doesn't worry him a bit.

* * *

Now it is President Taft, if you please, says the Rainier Review. Also if you don't please.

* * *

Prolonged crusades against the pettiest sorts of offenders is a mistaken sort of reform.

* * *

Taxing bachelors seems just; all adult people should pay for their fun and extra privileges.

* * *

Umatilla Indians get drunk on flavoring extracts. Now what are they made of? Hey, Dr. Wiley?

* * *

It was wise to defer that extra session if one shall be called, until the new laws were all looked over.

* * *

Really, would the country have started on the downhill road to wreck and ruin now if Bryan had been inaugurated yesterday?

* * *

The New York supreme court cut a lawyer's fee down from $153,000 to $15,000. Then, the chances are, he got about $14,695 too much.

* * *

Now that Roosevelt and Taft have praised each other as the greatest and best men on earth, they can assume that everybody believes it and quit.

* * *

It would be a joke on Fulton if under the bill for an additional judge which he worked through for his own benefit, someone else should be appointed.

* * *

A Washington dispatch says Democratic congressmen are divided on the tariff. Of course. So are Republican congressmen. Nothing is a party question any more, except the offices.

* * *

The Outlook will provide President Mr. Roosevelt, as editorial contributor, with a suite of rooms separate from that of the other editors. Wouldn't it be well to have the walls and ceiling made of steel?

* * *

"Time will be needed to determine the full measure of Spokane's great rate victory before the interstate commerce commission," says the Spokesman-Review. That's so, also whether it was a victory or not.

* * *

Texas has a new law which provides that people who desire to get married in that state must give 10 days' notice of the fact. This is not fair to the women who might change their minds several times in that time.

* * *

Referring to McVeagh and Dickinson, the Pendleton Tribune asks: What is a Democrat? The question has been asked a good many times but never answered satisfactorily, any more than has that other question, What is a Republican.

* * *

Alluding to Mr. Mulkey's aspiration to gain Representative Hawley's place a Salem correspondent said: "It is pointed out that Mulkey has for a great many years employed shrewd tactics. He was born in Lane county, at about the center of the district." Isn't a man who employed such shrewd tactics as to be born at a strategic point in a congressional district rather too smart?

* * *

That is a sad report from the south that the price of 'possums has risen from 50 cents to $10 because of heavy demand for a 'possum course at northern dinners. Mr. Taft's curiosity to see and taste 'possum and sweet 'tater threatens extinction to an interesting American marsupial, says the New York World which concludes an editorial thus: "For 'Possum, Peace and Prosperity—prosit."

OREGON SIDELIGHTS

There is promise of a bountiful fruit crop around Scio.

* * *

Several miles of concrete walk will be built in McMinnville this year.

* * *

Some wheat and barley along Birch creek in Umatilla county is being reseeded.

* * *

Several confederate greenbacks were in circulation around Port Orford the last few weeks.

* * *

Two Baker City men, says the Democrat, struck an eight foot vein of steel spar quartz, samples from which assay $4000 to the ton.

* * *

Salem Statesman: These March showers will surely bring a great sufficiency of May flowers, and June berries, and July cherries, and so on.

* * *

The February weather records for many years was broken in Astoria last month, the rainfall being 16.84 inches, while 10 is the normal, and there was not a clear day.

* * *

The past few days have been prolific in important land and business deals at and near Enterprise, and are considered by men in the heart of things a fair indication of the activity that will prevail all spring, says the News-Record.

* * *

A Cottage Grove man is setting out 600 fine Lambert cherry trees, 400 winter pear trees and several hundred peach trees, on his farm just outside the city limits. He set 25 acres to choice winter apples on an adjoining tract last spring.

* * *

A Dalles man exhibited a branch of a peach tree that is leafing out beautifully, not harmed in the least by the winter through which it has passed. He has been pruning his large peach orchard, and says he will not lose $5 worth of peaches in the whole tract.

* * *

A subscriber writes the Albany Democrat that it is a fact that horses live longer here than in any other place in the world, that they frequently live to be 40 years old, to only about 20 in the Mississippi valley, three times as old as they live in the Alberta country.

* * *

All Morrow county is making preparations for one of the country's most prosperous years, certainly every condition points to that end, says the Heppner Times. Prices for every product of the county are at the top rung and the prospects are favorable for the largest grain harvest in the history of the county.

* * *

The Dalles Chronicle: The water commission, several years ago, sank an artesian well back of the reservoir and could get a lot of water from it were it not for the fact that the flow has a subterranean outlet, flowing somewhere beneath the earth. One can hear the water roaring away down 500 feet deep.

* * *

The prospects look intensely bright for a railroad from Vale to the new town of Brogan on Willow creek, says the Oriano. Mr. Brogan has been in correspondence with O. S. L. people, and has the assurance of them that they will consider the railroad building favorably.

* * *

Vale Oriano: The government irrigation project is looking very promisory. Fully 100,000 acres has been signed up by the parties appointed to take up this work, and the Reed company, and land enough will be signed up to assure the project being carried out. It is up to the land owners having ditches to sign up, and not retard the work.

* * *

Baker City Herald: Some antequated old fossil down at Salem by the name of Polk has written a communication to an Arkansas newspaper stating that the country around Rogers, Ark., is far ahead of the Oregon country and the northwest when it comes to producing fruit. Think of it, a citizen of the state capital writing such libelous rot to Arkansas! No, don't hang him. Use the whipping post, the same as though he had deserted his wife.

"WE REQUIRE THE PORTAGE ROAD" SAID THE OREGONIAN

The following editorial appeared in the Oregonian February 7, 1903, when the appropriation for the Portage road was under consideration by the legislature:

"Speculation as to the actual reduction in freight rates to be effected by the portage should give way with all, as it will with the Oregonian: to an earnest effort for the passage of the requisite appropriation by the legislature. Western Oregon must not object.

"Thirty years ago the Willamette river was opened at an expense to the state of $200,000, a sum that meant as much to taxpayers as $1,000,000 would mean now. There should be no opposition to the bill.

"Such remedial relationship as the Columbia river should sustain to the commerce of its basin is nullified today by the active or passive hostility of two great railroad forces, those of Hill and those of Harriman. Mr. Hill dominates the situation north of the Columbia to our disadvantage, and south of the Columbia the Harriman system directs its efforts for the benefit of San Francisco. Between these two adverse agencies the Columbia route depends on Portland and its immediate connections in eastern Oregon.

"If the north half of the Columbia basin is not to be commercially attached to Puget sound and if eastern Oregon and southeastern Oregon are not to be commercially attached to San Francisco, then it can only be because men in Oregon exert themselves to give the traffic of the basin the full value that lies potentially in the water level haul to tidewater. The matter is one that touches the property and prosperity of every man who does business directly or indirectly at Portland. Every Palouse farmer needs a reduction in the grain rate and the corresponding increase in the price of his wheat. Every western Oregon farmer is concerned in the maintenance of a great metropolis and a great market at Portland.

"To this end the proposed portage road around the dalles and the falls of Celilo is a first step, whether its contribution be small or great. The only way in which the Columbia water route can exercise its due effect on rates to the interior, on crops coming down and merchandise going up is to open the river. First, of course, is the channel from the sea to Astoria and from Astoria to Portland, which will be taken care of by undertakings already at work. Next is to overcome the obstructions between the middle and upper river. In time the government canal and locks will solve the problem. Meanwhile, the state can act for immediate relief. The cost may be largely repaid by the earnings of the road, which will not in any event be great, and will be returned many fold by the resultant benefits to every producer and shipper in the Columbia basin.

"Oregon stands on the threshold of great things. The harvest is ripe for the sickle to be put forth; but the work involves money and vigilance. The future looks big with commercial and industrial promise; but the desired return depends on a heavy initial investment of united effort and uncomplaining contributions.

"We require a multitude of things, such as the Lewis & Clark centennial, the Portland fireboat, the river channel, the dalles portage, the Portland drydock, and we require them now."

Single Cause of National Deficits.

Charles E. Jefferson, in the March Atlantic.

All the great nations are today facing deficits, caused in every case by the military and naval experts. Into what a tangle the finances of Russia and Japan have been brought by militarists is known to everybody. Germany has in a single generation, increased her national debt from $18,000,000 to more than $1,000,000,000. The German minister of finance looks wildly round in search of new sources of national income. Financial experts confess that France is approaching the limit of her sources of revenue. Her deficit is created by her army and navy. The British government is always seeking for new devices by means of which to fill a depleted treasury. Her Dreadnoughts keep her poor. Italy has for years staggered on the verge of bankruptcy because she carries an overgrown army on her back. Even our own rich republic faces this year a deficit of over $100,000,000, largely due to the $130,000,000 we are spending on our navy. Mr. Cortelyou has called our attention to the fact that while in 30 years we have increased our population by 85 per cent, and our wealth by 185 per cent, we have increased our national expenses by 400 per cent.

Hawley is a Methodist; what's Mulkey?

Running Shots

Written for The Journal by Fred C. Denton.

Is one of the first evidences to the Oregon people by President Taft that he intends to follow Roosevelt policies to be the appointment of an ex-senator to a judicial position who has always been identified with the anti-Roosevelt crowd in the United States People-Be-Damned club?

* * *

To read some labored editorials in large papers a man might suppose that Indiana people in '49 had the referendum and initiative, and could have prevented the swindling operations by which that state was horn-swaggled out of valuable railroad and transportation properties.

* * *

King Harriman promises much when his throne is shaken, but so did the czar of Russia.

* * *

The Portage road does not pay simply because it is not long enough. This fact is sedulously kept out of the columns of the papers that are so dreadfully afraid that Oregon people might actually get an amendment framed up that would compel Harriman to keep some of his promises.

* * *

Can it be possible that at the instance of the grange two single tax amendments have been submitted to the people?

* * *

A railroad lawyer never lies; he merely explains things so as to give us an erroneous impression of what he did say.

* * *

In taxing itself to maintain an open, a deeper and a better ship way from the ocean, the city of Portland may be blamed by Astoria papers, but considering that the city wants to be a port, is a port and is going to be a more important port in the future than in the past, it will not be condemned elsewhere than in Astoria for following the proverb, "God helps them who help themselves."

* * *

Some states have provisions enabling the governor to restrict a special session of the legislature to certain matters and subjects. It might be well to initiate an amendment to such an effect.

* * *

It is now Senator Chamberlain of the people of Oregon. What has become of the ravings of the machine organ and the despicable and insulting boasts and prophecies of that creature, McHarg, who butted into Oregon affairs all the way from rotten and boss ridden New York?

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It is said that a large African is concealed in this constitutional convention woodpile. It is no less than to adopt a constitution devoid of such soul destroying sinfulness as the initiative, referendum, recall, direct primary and several other things. Then, no matter how the common people kick, roar or get excited, simply "proclaim" it the organic law and proceed. Can't be done? Has been done, my friend. Has been done in recent years in four or five states. It can be done again.

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Hereafter political candidates should be required to speak from the same platform with their opponents at least a dozen times. The courtrooms of our county seats, the school houses and the public halls should be furnished free. Many things that are glibly said when the candidate is surrounded by and confronted with his political friends would remain unsaid, or be subjected to considerable modification, if immediately after the opponent was given equal time to reply. Lincoln made his reputation in such public debates. We need something of the sort in Oregon.

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A real old fashioned select and glorious city convention is to be called by the Republican party of Portland. A very choice and select committee is to choose a very choice and selected Republican to run for mayor. And then the old machine men dream pipe dreams of a state convention, a machine ticket, etc. However, suppose the selected, choice, A1 candidate should be turned down by the rank and file, the overall brigade, and some rank Lincolnite written on the ballots and the ticket? Such things have happened right in Portland to other parties. Go slow, gentlemen, "lest we forget."

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Fulton is past any fear of consequences, and in spite of "senatorial courtesies," he has balked Bourne of his man in place of Minto. This "senatorial courtesy" business is handy to overawe a new senator with, or to excuse refusal to comply with a popular demand, but it don't go when jobs are sought to be held for faithful political friends.

* * *

All this talk about there being a wheat famine impending in the United States is bosh. What is impending is a land famine. It has been gobbled up. We have ample resources for all the white population of the globe, but nine tenths of the land is monopolized, one half the remainder wastefully farmed. Wheat famine! Free the land and the American people will produce more wheat in Oregon than in all the United States now.

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The revising charter tinkers need a revisor.

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Fewer bridges and better ones should be our city policy.

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We are told to Christianize the Chinese if we wish to prevent their annexing the United States when they become accustomed to arms and modern warfare. If that is all we have to protect us from benevolent assimilation by some future mogul of Peking then we might as well haul down our flag and run up the yellow dragon at once, for of all the thieving, conquering, robber nations the Christian empires are the worst.

Legislature Not Bad.

From the Corvallis Times.

The Corvallis Times had no unkind word to say of the recent legislature and has none now. That body of men did about as well as it could, about as well as the average legislature ever did. The legislature probably made a mistake or two, and perhaps individual members did not prove to be wonders intellectually, but in nine instances out of 10 the legislators were fairly representative of the communities from which they came. The intent of the average legislator at Salem during recent weeks was probably very good. He was there to represent his community first, and while many of them forgot they were there to represent the state also, these committed no greater breach than that committed by the majority of legislators before them. The Oregon legislature has not done worse than most state legislatures and it did better than some that might be mentioned. The legislators generally proved themselves honorable men and are entitled to fair consideration.

Improvement Via Paving.

From the Salem Journal.

The logic of paving streets is the logic of progress and success. Those people who oppose paving stand in their own light. Paving improves property, boosts the city, creates wealth. Would you see Salem a city of 50,000 in 10 years? Then push paving. Those who want other people to do it all are short sighted. Paving benefits all, but most of all the property improved. More property sells on a paved street, more buildings are erected. The unpaved districts advance slower than the paved.

Property is in the greatest demand on paved streets. Cities like Boise, Idaho, have miles of paved streets. The paved city is seen in a class by itself and improves constantly. If Salem is to remain the capital city of Oregon our beautiful wide streets must be paved.

Miller raised $2000 for publicity work in 20 minutes.