

THE JOURNAL

AN INDEPENDENT NEWSPAPER

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Power and liberty are like heat and moisture; where they are well mixed, everything prospers; where they are single, they are destructive.—Saville.

THE DESCHUTES BATTLE

THE CONTEST in the Deschutes gorge is evidently a battle of millions. The sums that are being expended are not the handwork of miniature men. Only \$38,000 for a small holding of sagebrush land. Lilliputians of money are not able to pour out dollars unlimited for the means and men that are being marshaled in and along the gorge. Harriman is a mighty force in the world's finance. Infants in the sphere of finance are not going to dare him to a combat of wits and money in the manner that is pursued by those now disputing the Deschutes canyon with him. There must be an enormous financial resource back of those who oppose him, or the means and methods they are employing would not be presented in this struggle of strategists.

It is not surprising that reports persist in naming Mr. Hill as the mysterious opponent. It is inevitable that his grim figure should loom large in the shadow of this opposition. Forty millions spent by him on the North Bank road is a great sum. For such a costly trunk line there must be a system of feeders. Products must be gathered from far and near to supply traffic to a railroad on which one great locomotive can haul more than a hundred cars. It is the feeders that ramify everywhere that make the trunk line profitable. Railroad schemes would be controverted and all the rules of railroad operation discredited by a \$40,000,000 trunk line without ramifying branches. These maxims of railroad survival are factors that point to Mr. Hill as a silent and grim specter in the background of this struggle for the great water level gorge. Time may demonstrate otherwise, but the logic of railroad expediency points to him as one of the Titan figures in this struggle of strategy.

The master factor in the game is its proof that after all central Oregon is accounted a rich prize for kings of transportation. For years they refused to acknowledge it. Vast wheat, orchard and irrigable lands lay untouched for lack of delivery of products to a market place. Vast expanses of standing forests stretched away unused and only waiting the approach of the railroad builder to become an enormous industry. Again and over again this newspaper carried the tidings of this undeveloped empire waiting for the developer. Years and seasons sped on with captains of transportation heedless, until suddenly comes the combat on the Deschutes for the railroad entrance into the long neglected fastnesses of central Oregon. We live in a century of marvels in which nothing is commonplace, and this sudden whisk in the situation must not amaze us.

IRRIGATION CONGRESS

THE national irrigation congress will meet in Spokane on August 9, and this is another occasion on which Portland should be well represented. Delegates or visitors, men of prominence and influence, will be there from not only all over the west, but from nearly every state in the union, and indeed from several foreign countries—for there is increasing and more lively interest in this great subject than ever before throughout the world. It is expected by Spokane people that the attendance will be very large, and the discussions, extending through several days, of exceptional interest and importance.

Not only eastern Oregon but western Oregon is vitally interested in irrigation. It should be and will be resorted to more and more, as by it crops are not only rendered more sure, but greater and more profitable, and diversity of products can be better undertaken. Oregon farmers need to learn all they can about this subject, so as to be better able to utilize water supplies and cultivate to the best advantage. Irrigation to the fullest practical extent on areas now in more or less cultivation would no doubt double or perhaps treble production, and would

do more than anything else to place hundreds of thousands of people on small tracts of Oregon land. Hence Oregon should take a lively interest in this congress.

BY RAIL TO ASIA

THE OLD dream of connecting the eastern and western hemispheres by rail is revived by reports from France. A company there has been organized with a capital of \$12,000,000. According to the account it plans a railroad line through Alaska to Bering strait, a ferry over the strait and a line from the other side through Siberia. The conception is that destiny has decreed a future great intertransit of men and products between the ocean and orient and that an all rail route to facilitate and enhance it will become a profitable property. The plan for a ferry over Bering strait is, however, incongruous, as that narrow strip of water for a large portion of the year is impassable on account of ice.

Some time men are likely to execute this plan. Their hands are turned to every project. They have moods for every exploit and are daunted by no barrier. An all rail route from New York to the most distant part of Asia presents no impossibilities other than heavy expenditure. As an engineering problem it is not impossible. The chief problem would be to drive a tunnel under Bering strait. It would be so costly as to be impracticable at this stage of the world's development. What it may be as men go on conquering space, air, distance and time, nobody knows.

The distance over the strait is 36 miles. The depth of water is 180 feet. Life is sustained by inhabitants of the region by hunting and fishing. The native inhabitants on the Asiatic shore are superior mentally and physically to those on our side. On both sides commerce and civilization are drawing nearer to this outpost of human habitation. Discoveries of gold and coal on the Alaskan side have set human energies and enterprises working in close touch at the very door of this proposed meeting point of the two hemispheres. The drift, stress and discoveries of time could vastly accentuate these activities on both sides, and some day vitalize the dream of an intercontinental railroad.

A USEFUL BRANCH OF EDUCATION

THE Portland School of Trades is an institution that probably many residents of the city never even heard of, but it is an important part of the city's educational system, and its purpose is greatly to be commended. This school, a modest little pamphlet informs us, is organized to meet the demand that is felt in the industrial world for more skilled mechanics and to give a greater opportunity to the young man who wants to learn a trade. The course comprises three years, and instruction is given in carpentry, cabinet making, machine making, pattern making, electrical construction, plumbing and gas fitting, architectural drawing, mechanical drawing, brick-laying and plastering. The school is located in the old Atkinson building, and 22 large rooms are occupied in this work.

A man with a trade need scarcely ever be at a loss about earning a living. It renders him independent far above the common laborer. He can earn enough to procure a home and provide for a family. And many young men thus educated and equipped, and who have more than ordinary talents and ambition, rise to positions that involve much responsibility and command fine salaries. Besides, such instruction encourages boys and young men with natural mechanical ability to start on the road to true success rather than to engage in some other occupation in which success is more difficult, if not impossible.

WHY WE FAILED

OREGON FAILED to increase her dairy output last year. The causes of the non-growth have been widely sought. The state dairymen's convention at Salem discussed it at great length. The increase of orchard areas was attributed as the cause in some districts. The shipment of dairy cows into Washington and Idaho was assigned as another. Seven carloads went out of Linn county in one week. Similar shipments were made from Marion county. The effect was a heavy decline in the volume of dairy products in both districts. Along the coast there were increases, but they were not sufficient to counterbalance declines elsewhere.

The fear is that the sales carried out of Oregon some of her best producing cows. The growth of the industry is merely a question of how profitable it is. The account must show profits or there will be decline. The excellence of the cow is a premier factor in profits. Other factors are proper care and foods and the character of the product. The wide variation in the character of cows is coming to be known in the state. The butter fat from a cow in a Dallas herd recently tested was \$1.57 per month. Another cow in the same herd tested about \$1.2. The first was a drag on the productivity of the other and her keep almost a dead loss to the owner.

The annual address of President

Kent of the State Dairymen's association at Salem recounted the test at the Oregon Agricultural college of a herd of six cows whose average yield of butter fat for October was \$5.21 per cow. That was gross, and naturally their maintenance consumed a considerable portion of the income. Another herd of six, tested at the college, showed a gross revenue per cow per month of \$13.87. With the food cost deducted the net income per cow in this herd was \$8.47, or almost double the gross revenue from the other herd. Another herd reported in the same address gave a net revenue of \$6.04 per cow. In a twelve months' test the Ladd cow, Adelaide of Beechlands, yielded a butter product of 999.55 pounds, which at the average market price of butter gave a revenue of about \$30 a month. Thus is illustrated the means of success or failure in dairying. The standard cow is the first step to success, the pauper cow the first step to failure.

These and kindred matters are interestingly discussed in the published report of the convention of the Oregon State Dairymen's association held at Salem last December. The report is in the form of a neat pamphlet of 62 pages, which will be supplied free to any who apply to Carrie Abrams, secretary of the association, Salem, Or. It ought to be read from cover to cover by every dairymen in the state. Such a study of it will put Oregon in a way of showing an increase in dairy production.

THE GRAIN BAG CINCH

PROTECTION WAS insane when in the senate recently it voted down the proposition to place jute grain bags on the free list. It had there an opportunity to render real protection to the farmer, but refused. The incident recalls the resolution in the late Oregon legislature demanding the admission of grain bags duty free.

From 45,000,000 to 50,000,000 grain bags are annually used by the farmers of the Pacific coast. About 3,000,000 of these are manufactured at the California state prison and half that number is manufactured in the penitentiary at Walla Walla, Wash. The remainder, about 40,000,000, is imported mostly from India. Only about 2,000,000 bags are manufactured here from free labor, and it is for the protection of the manufacturers of this handful of bags that the duty is maintained. By the process the farmers are made to pay out about \$500,000 a year that could be saved them by placing bags on the free list.

The duty on jute bags was established many years ago in the hope that it would build up an industry both in the growth of raw jute and the manufacture of it into bags. The plan has failed, however, but clinging madly to the fetich of protection Aldrich and his cohorts doggedly refused relief to the farmers. Chamberlain of Oregon voted for free bags, but Bourne was absent. The grain bag duty is simply a cinch on the grain industry, and the indications are that it will remain unchanged. It is one more evidence of the inequity and injustice of the great tariff absurdity administered by the American congress. A non-partisan tariff commission, operating outside the pale of partisan politics, would speedily right such wrongs, and in time substitute justice for juggling in tariff making.

Washington has long been noted, among other things, as a city where street surfaces of asphaltum were considered a great success, but it is reported that congress will be asked for a large appropriation to renew these surfaces, after about 20 years of service, which is said by an engineer of that city to be about the limit of durability of this substance, at least under conditions prevailing in the capital. It may be that no substance that makes desirable street surfaces will last more than two or three decades, but it is very important for every city, and especially for rapidly growing Portland, to get the best and most durable substance possible, without prolonged and expensive experimentation, of which it would seem we have had enough in Portland.

There is the annual complaint about the scarcity of harvest hands, though it is not so loud or general as it has been in some former years, and it is likely to become less so in the future, owing to the increase in many parts of the country of diversified farming. Lack of harvest help furnishes a strong reason, in addition to others, for abandoning the practice, too prevalent in some parts of the country, of one crop farming. When farmers raise only wheat, or small grains, they all need extra help at about the same time, but with greater diversity of crops, including dairying on a small scale, perhaps, the work is more distributed throughout the year and sufficient help, obtaining longer jobs, can be more easily secured.

William Knight, born on a schooner in the Yellow sea, enlisted in the United States navy in 1852, and recipient of a congressional medal for brave service with Dewey in the battle of Manila bay, has been denied the right to become a citizen of the United States by the federal court at Brooklyn, N. Y. Though his father was white, his mother was half Japanese and half Chinese,

and it is on the latter account that citizenship is denied. Generally speaking, the man who wins a medal fighting for the United States is good enough to be a citizen of the United States.

A boy of 12 shot and killed a wee girl of 3 at Burlington, N. J., and there is claim that the tragedy is traceable to impressions received by the boy in viewing improper pictures at moving picture shows. The press of New York and New Jersey takes this view and demands a more rigid censorship of the nickelodeons. Incidentally, a contributory factor in the tragedy was the criminal negligence of the parents who permitted a loaded weapon within easy reach of irresponsible children. The presence of a weapon is always an infuriating lure to its use, which in the case of this boy resulted in the slaughter of a 3-year-old innocent.

A St. Paul judge has upheld the action of the state board of health in closing as a nuisance and a menace to public health a packing plant of that city. The court held that the public health is of more importance, under the state constitution, than any consideration of commercial interest, and the Pioneer Press remarks that the public approves of this doctrine. In every city the public health should be a matter of the first importance.

A Georgia legislator has introduced a bill to prohibit horsewomen from riding astride. It was in Oregon that a colon introduced a bill to prohibit dentists from advertising and in Illinois that another proposed by law to regulate the kind of hats women should wear. Evidences multiply that legislatures are the inner sanctuary of wisdom and that only legislators are fit to legislate.

The present gulf of Morocco is named Mulal-Abd-el-Hafid, and he is said to be as unfit to rule a country as could well be imagined.

A member of the Georgia legislature has introduced a bill prohibiting women from riding on horseback astride. It is another fool bill; this is the more sensible way for women to ride.

In 1888 the sturgeon catch in the Delaware was more than 6,000,000 pounds. Five years later it was 2,000,000 pounds. Now it is nothing, says the Philadelphia North American, is recorded to be reported in the Columbia with respect to that far better fish, the salmon?

He got a nice, fine boarding place, with a room full large and light, but a vacant block was across the street, and the bill boards were a fright. On looking out in the morning the things that met his view were pork and beans, and a few more of the same sort of fare. There were overalls and smoking stuff, and twenty sorts of dope, a motley lot, that were enough to kill an appetite's nose. He moved later here, pondering, but the horrible things confronted him, with grim and ghastly and, and being a little of the same sort of fare, he exclaimed, "O, damette, and I jumped into the welcoming Willamette."

For you see, Dreaming Squaw was a little of the same sort of fare, and he was dreaming that he looked like the pictures of the Indian maidens as portrayed by our leading artists.

THE KITCHEN ENCYCLOPEDIA

Toast — A burnt offering. Bread — A hard luck story. Light Bread — When next baking day. Short Cake — The kind you get at bakeries. Molasses — what ever has the most files in it. Pie Plant — A pie foundry. Hash — A tale of long ago — a reminder of the past. Mince Meat — A cousin to hash, only more so. Potato Cakes — Spuds in disguise. Soup — Water thinly clad. Hot Cake — The happy villain. Cayenne Pepper — A hot and spicy waste. Cateaup — A study in scarlet. Apple Sauce — The last cores.

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. If the writer desires that his name be withheld, he should so indicate. The Journal is not to be understood as endorsing the views or opinions of its correspondents. Letters are made as brief as possible. Those who wish their letters returned when not used should indicate so.

Correspondents are notified that letters exceeding 50 words in length may, at the discretion of the editor, be cut down to that limit.

Baby Homes.

Portland, July 23.—To the Editor of The Journal:—In 1894 I was appointed head nurse of the Foundling hospital, Montreal, under a visiting staff of doctors and a committee of ladies. The death rate was 90 per cent. I was appalled. Every child that came in, and every healthy room could afford was supplied.

The hospital had been taken over from St. Margaret's (Boston) Sisterhood. I went up to see Sister Elizabeth. "My dear nurse," she said, "your mortality was 95 per cent, and every summer our little ones went to our farm at Cote St. Antoine." Still I could not understand it, a Britisher, and one who had nursed at Great Ormond street and the Evelina hospital, where our babies did not die so fast.

Then I visited the foundlings at the Grey Nuns, Dorchester street. It was New Year's day. The tiny tots of from two to three were waiting for a May-pole dance, wearing the pretty ribbons in and out. All the accessories were perfect. One little half breed, found on the doorstep at 2 a. m. three years before, on a bitter winter morning, wrapped in a buffalo robe and just a few days' old, was a bright, sparkling little dancer. Then I asked the per cent. "Ninety-five." At last the committee of ladies resigned, the staff resigned (there had been so much friction, Dr. Elizabeth Ward of New York superseded the staff and myself).

A year went on. I called to ask Dr. Ward to take a patient's baby. My patient was a girl, pregnant, and my mothering girl, all these things, the baby died before birth. I may add one more:

mother. "Will I take it?" said Dr. Ward. "No, dear, that baby has had your sole care winter as it is, you have taken it out once each day. I cannot spare a nurse to do so, even if you pay \$30 a month. I am going to resign."

"What is the per cent now?" I asked. "Sixty per cent, but I have been up day and night; just one night nurse allowed for 40 babies." Then we talked matters over. Dr. Ward remained three years, and then went out by interference.

First question—Can our babies, even some, be saved? Yes, providing they have good air, cleanliness, and mothering.

Second question—Do you think the same kind of food suitable for every baby at the same age? Certainly not. I tried six different foods on a strong baby. Everything the doctor and myself could think of. One afternoon I was making water-gruel for the mother. I said, "I'll try this." It was Ogilvie's Whinper oatmeal. Carefully I strained it, a few drops of cream, salt, a few grains of sugar. He took it, fell asleep and became a lovely, placid boy. This will not do for every one.

"What do you think the cause of mortality?" I asked Dr. Ward.

She enumerated these causes: 1—Syphilis diseases in the mother. 2—Tearing piles to avoid pregnancy, and 3—mothering. All these things, the baby died before birth. I may add one more:

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Oregon is just having her spring weather. July almost gone, and still the tariff hangs on.

Acts like Colonel Hofer was still praying for rain.

Any news item from Barcelona is almost always about a riot.

Each Wright brother seems to be a better flyer than the other.

It seems bound to be meteorologically a freakish year throughout.

The Twosy Brothers may prove too high for the Porter Brothers.

Very comfortable weather for harvesting—if crops will ripen in it.

Why should not praying for sunshine be as efficacious as praying for rain?

If there is to be a tariff commission, parish politicians should be kept off it.

England still has her scare on—will build up her war vessels that had been planned.

One thing is pretty well assured: There will be a railroad into central Oregon at last, maybe more.

There had to be about so much rain during the year ending September 1, and the time for it was getting short.

Spanish workmen may have set a precedent in refusing to fight that will be followed by many others in years to come.

A great deal of money is squandered by railroad builders in needless and foolish fights. The people finally have to pay.

If half what is alleged of Thaw beating girls is true, it is remarkable that he did not suffer Stanford White's fate long ago.

People would become too rich, prosperous and reckless if there were not some "drawbacks" and disadvantages every year.

It is as yet a hard guess as to who will be Governor. Possibly Governor Geer will take a notion to run again.

Another man has fallen with his aeroplane into the English channel, but the trick of crossing it will be easy and common after a while.

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FAMOUS GEMS OF PROSE

Sectional Services in the War of 1812—By Caleb Cushing

(From a speech on the motion to censure John Quincy Adams, for an alleged disrespect to the house, in the national house of representatives, February 7, 1827.)

The gentleman from South Carolina taunts us with counting the costs of that war in which the liberties and honor of the country, and the interests of the nation, were at stake. He would go elsewhere for their defence. Will he sit down with me and count the cost now? Will he reckon up how much of treasure the state of South Carolina expended in that war, and how much the state of Massachusetts expended? He would go elsewhere for their defence. Will he sit down with me and count the cost now? Will he reckon up how much of treasure the state of South Carolina expended in that war, and how much the state of Massachusetts expended?

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