

THE JOURNAL

AN INDEPENDENT NEWSPAPER.

C. S. JACKSON, Publisher.

Published every evening (except Sunday) 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.

Subscriptions: One year, \$5.00; Six months, \$3.00; Three months, \$1.50; Single copies, 10 cents.

Advertising: Local advertising, 10 cents per line per week; Outside advertising, 15 cents per line per week; Display advertising, 25 cents per line per week; Special advertising, 50 cents per line per week.

Foreign Advertising: Representatives, Des Moines & Keator Co., 1000 Broadway, New York City; 1000 Broadway, Chicago.

Subscription: One year, \$5.00; Six months, \$3.00; Three months, \$1.50; Single copies, 10 cents.

Daily: One year, \$5.00; Six months, \$3.00; Three months, \$1.50; Single copies, 10 cents.

Sunday: One year, \$5.00; Six months, \$3.00; Three months, \$1.50; Single copies, 10 cents.

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her sightlessness cannot see what political group a Huiant belongs to symbolize the popular ideal of how and by what character of man justice should be administered.

CLEAN-UP DAY TOMORROW

Nearly every town in Oregon, large or small, now has a spring cleaning-up day, or in some cases two days. As a regular, formal annual affair, this is rather a recent innovation. Only a few towns had such a day a few years ago; now no town is too small, nor, as will be seen in Portland tomorrow, too large, to have one. Every town needs the work of such a day, and the larger the town the greater the need. Portland is the largest town in the state, and not only needs cleaning up more than others, but it should set a good example to its smaller sister cities.

Everybody owning or occupying premises of any kind can help and ought to help. Each one owes this much effort in behalf of cleanliness, comfort, beauty and health, not only to himself, but to his neighbors, and to the whole community. Let us have a far cleaner city next Sunday than has ever been here before. If everybody will do his or her part—and the women, we may be sure, will take the lead and do most of the work—the city will be wonderfully, immensely benefited and beautified. Let's go at the rubbish and weeds tomorrow, tens of thousands strong, and make Portland's first general clean-up day a great success.

THE RAILROAD BILL

ONE OF the administration's measures called for convenience the railroad bill, has passed the house, somewhat amended, and something of like character will probably pass the senate. There seems now a fair probability that the two houses will finally agree on a bill containing some of the features of that recommended by the president and urged by the attorney general. Whether it will be a good law for the country it is impossible at this stage of the proceedings to say. It is a very important measure and one presenting difficulties. In several of its features, and it is not strange nor a matter for adverse criticism that congressmen cannot agree upon any part of it easily. It is a subject upon which able men may honestly differ widely. Yet it is always to be reasonably suspected that a railroad bill that is supported by Aldrich and his followers, and the leading "regulars" of the house, is not one that is good for the people. These men are not in congress to serve or represent the people.

One greatly debated section is that creating a commerce court, the judges to be appointed by the supreme court judges. To this commerce court appeals from the interstate commerce commission can be taken. This section went through the house with the aid of 14 Democrats. It is reasonably viewed with a good deal of mistrust. It is feared that it will mean interminable delays of cases against the railroads and perhaps decisions by judges of pro-railroad bias, and will also weaken the power of the commission. The railroads seem to be greatly pleased with this feature of the bill. Two other sections of the Wickersham bill, however, those allowing a railroad to acquire stock in another and allowing freight rate agreements between competing railroads, have not so far prevailed, and the bill may be bettered by their final elimination.

The amendment providing that the rate shall never be greater for a shorter than for a longer haul over the same line carried in the house, but is not likely to succeed in the senate. It seems a just amendment to those who consider the matter superficially, but its opponents present rather conclusive arguments against it. It is an intricate and delicate subject upon which to make a hard and fast law. Interior points should be treated fairly, but both the coast cities and the railroads are entitled to the consideration by lawmakers of natural conditions. To perform their functions completely the railroads are obliged to take into consideration the competition of water routes available to coast cities. A legal per mile rate for railroads terminating at seaports is a business impossibility.

THE EVOLVING FARMER

THAT was a notable gathering of farmers, and other people, at St. Louis recently. From its various proceedings we may learn the important fact that the farmer is rapidly evolving into a business man. In a broader, higher sense than he has been. He is not only learning how to use the soil better, to raise larger and better crops, to farm scientifically and shrewdly, but he is becoming, as he never was before, an all-around, wide-viewed business man.

In the future the progressive farmer will know the markets about as well as the astute speculator does, and will raise and market crops accordingly. Why not? He has his daily newspaper, rural delivery, probably a telephone, the most up-to-date implements and cheap literature on all farming subjects, and is able to produce twice what his father did, and of better quality and worth higher prices. The future farmer will know all about his soil and how best to conserve it. He will study the problem of what crops will be most profitable next year. He will breed up and take good care of his domestic animals, knowing that therein lies the profit of raising them. He will, moreover, see

every effort to get good roads, realizing that no better investment can be made.

In this process of evolution, already far advanced, the farmer will become enlightened and broadened in other respects than in the mere business of raising and selling crops. He will be brought more and more into contact with the city, with its business men, with railroads, with enterprise and progress of all kinds. He will learn that the interests of farmers are not antagonistic to those of city business men or the railroads, but that the real interests of all, viewed broadly and justly, are rather mutual. Railroad men are coming to see this, and have discovered that the best way to build up their own business and make it profitable is to help the farmer, to prompt and teach him to raise greater and better crops, and to study his own welfare more intelligently.

The future farmer—may it almost say the farmer of today—will not be the dupe of the political tender, either the partisan spellbinder or the ranting demagogue. He will learn, if he has not already learned, that a high tariff is a burden and no possible protection or benefit to him, and that one political party is just about like another, both in promise and non-performance. This forward, upward march of the American farmer is a permanent movement. At least there will be no backward step. The farmer is moving toward his proper place as the most important figure in the industrial world. To fill this place well he must be a broadly intelligent man, and also a just man, a believer in the square deal not only for himself, but for every other useful person with whom he comes in contact. The farmer of the future will occupy a far higher plane than his grandfather did.

PROSTITUTED COURTS

THE CIRCUIT COURT of Multnomah county must have become conscious by this time that it is being abused and misused in the Broadway bridge suit. It is nearly six months since the case was brought, a period sufficient to have carried the issues through the supreme court. In the water main suit, both parties desired a decision, and the case was carried to a final determination in the supreme court in a little more than 60 days. A decision, with three judges in perfect accord, was entered in the bridge case on February 15. Klernan was beaten, but a new quibble was brought forward, and we have the spectacle of nearly three months of time wasted on this dilatory move. When it is overruled by the court, it is the plan doubtless to interpose another technicality and secure another three months' postponement, and to continue the process indefinitely. In short, it is common and notorious knowledge that the court is being used as a convenient vehicle not to reach a final decision, but to prevent it, not to settle a question of legality, but to forbid it.

In the meantime, the passing cars have to halt and wait at the bridges, the moving thousands have to stand still till the draws close, the precious hours of the working multitude are irrevocably lost, and Portland is denied the free growth and expansion to which she is entitled. Is there anybody who will contend for one moment that a court of justice was ever established for such a purpose?

Among the bills enacted by the people that the morning paper designates as "freak" and "farical" legislation are the one instructing members of the legislature to obey the people's will by electing the people's choice for United States senator, the corrupt practices act, the law forbidding the acceptance by officials of railroad passes, and the primary law, especially its Statement No. 1 provision. That these laws are not "freak" laws in the sense that they were new or unusual in character. But it does not follow that they are therefore bad laws. They are not, and the people would overwhelmingly re-enact them if the issue were presented to them. Some "freak" and "farical" measures have been since proposed, but there is no danger of their enactment by the people. They know what is good for them quite as well as a few machine manipulating politicians do.

The specter of greater indebtedness, more bonds, is hoisted by the Oregonian every time anything is proposed that will be vastly valuable to the city, but that will cost something. The cost of public works is a matter to be considered, of course, but what benefit they will be is also to be considered. Will they be worth to the people a good deal more than their cost? This is the real question at issue. If so, the cost becomes a minor, even a negligible, consideration.

A jury has convicted W. Cooper Morris of criminal transactions in connection with the late Oregon Trust and Savings bank, and the disinterested public, from what it has learned of the case, will approve the verdict. It is highly important that men who set themselves up as bankers should be thoroughly reliable and strictly straight.

However, what I wish to emphasize is that the people of Oregon are predisposed in favor of Mr. John F. Stepien, the president of the Oregon Trunk line and of the Interurban electric railroad line in the Willamette valley, believing him to be a man who thoroughly under-

stands and appreciates Oregon's resources and is in entire sympathy with their rapid development. He is a broad-gauge man, who while serving faithfully the interests of those with whom he is identified, will not doubt also work zealously for the up-building of Oregon.

It is reported that President Taft has so far changed his opinion of the tariff law that he is willing to recommend some reduction of duties by the next congress. He apparently has learned enough about it to discover that representations made to him were incorrect, and that his whole sale and unqualified endorsement of it was a mistake.

It seems that it will be pretty thoroughly demonstrated that Taft's duty estimates are in all cases considerably too high.

Soon after arriving in Seattle, a New York state man hanged himself. Yet a good many less sensitive men manage to endure life in Seattle.

Well, if the theatre war should cease all the theatres of this part of the country to the theatre for a year, would many people might, though unwilling, save considerable money.

A New York state experimenter has found that by feeding coal dust to his hens he can induce them to lay eggs that will be sold for a higher price than those of the ordinary hen.

Today is the birthday of the Society of the Cincinnati, an hereditary patriotic society, which was organized on May 13, 1783, by the American and foreign officers of the Continental army.

The organization was effected during the encampment on the Hudson river near Fishkill, N. Y. The original meeting was held in the room of the headquarters of Baron Steuben.

The object of the society, as stated at the time, was "To perpetuate as far as possible the remembrance of this war (the war of the revolution), as the mutual friendships which have been formed under the pressure of common danger, and in many instances cemented by the blood of the parties, the officers, the collateral branches who may be deemed worthy of becoming its supporters and members."

As the officers were about to return to the farms, which they had left to fight the battles of the republic, they named the organization the Society of the Cincinnati, after their Roman prototype, Lucius Quinctius Cincinnatus. They chose the eagle as their emblem, on which appears, as the principal figure, Cincinnatus receiving a sword and other military insignia presented by three senators, while the background is the shield of the American army, do hereby, in the most solemn manner associate, constitute and combine themselves into a society of friends, to endure as long as the republic, or any of its closest male posterity, and in future, the collateral branches who may be deemed worthy of becoming its supporters and members."

Membership into the Society of the Cincinnati was accorded to all Continental officers who had served with honor and resigned after three years' service, or who had been honorably discharged for disability, and in turn to the oldest son of each of the original members. In failure of direct male descendants, the honor passed to male descendants through intervening female descendants, and in failure of all male descendants, to the nearest male ancestor who should be judged worthy of becoming members. The first general meeting of the society was held in 1784.

When they become class conscious, the proposed constitutional convention, or not so intended, the author is to be used as an attempt to cripple and make ineffective the present initiative and referendum, the people's greatest and only real legislative power.

Some interesting history—Portland, Or., May 13.—The Editor of The Journal—Several days ago you published a very interesting editorial in your paper regarding families that have had more than one senator, and you mentioned the case of Honorable Henry Dodge of Wisconsin and his son, Honorable Augustus C. Dodge, who I believe was senator from Iowa. You might have gone further in this connection, for there were three members of this family in the senate, nearly contemporaneously, and the third member was a man that all Oregon ought to honor. Dr. Lewis Linn of Missouri, Dr. Linn and Henry Dodge were half brother and half sister, their mother was married to Israel Dodge, and second to Asael Linn, both sturdy pioneers of the Kentucky-Missouri country.

Had Asael Linn lived, he would have been two sons and one grandson in the senate at nearly the same time. Lewis Linn was untiring in his efforts to secure the settlement of the Oregon country, first introducing his bill in February, 1811, and securing its passage five years later, 18