

THE JOURNAL

AN INDEPENDENT NEWSPAPER.

PUBLISHED EVERY EVENING (except Sunday) at 10 o'clock.

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

Subscription prices by mail or by express in the United States, Canada or Mexico:

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

One year, \$5.00; Six months, \$3.00; Three months, \$1.50.

the wool rates and there is strong probability that the commission will succeed in lowering the cost of transporting wool. The heavy reduction in eastern Oregon grain rates on the O. R. & N. is a proceeding most distasteful to the companies. These, and many other acts of the commission, have been strenuously objected to by the railroad authorities and to relieve themselves of what they regard as unnecessary interference, their natural course would be to elect commissioners friendly to the railroads.

It is already charged and it is probably true, that the assembly is to be used by the companies as a means of landing a "friend" on the Oregon railroad commission. The convention was the agency by which railroads, streetcar, electric light, and other corporations formerly prevented public regulation of their affairs in Oregon. The assembly or convention is the easiest place in the world for alliances to be made between business and politics. Alliances of the sort cannot be contrived when affairs are controlled by the whole citizen body. In the secret conclaves and back-room frame-ups of a convention the process is so easy that it rarely fails. If the inside truth could be known, it would probably show that much of the activity in behalf of the assembly issues from the railroad and other corporation offices.

Its railroad commission is the powerful arm by which Oregon saves the public from injustice at the hands of the railroads. The present members of the body are not "owned." Unfortunately, Oswald West, whose stern integrity in public affairs has been tested and proven, refuses to be a candidate for reelection, and the vacancy offers the companies the chance to get a trusted friend on the commission. When this and other important public matters are to be attended to, what insanity for the citizen masses to entrust it to a few to be done by proxy? It is proxy government that the corporations love.

FOR THE CHILD'S SAKE

ONE FOURTH of all tuberculosis among children under five years of age must be charged to the bovine source of infection. The statement appears in an article in the current number of the American Veterinary Review. The article is by Dr. E. C. Schroeder of the United States department of Agriculture and one of the most noted investigators of bovine and human tuberculosis in the world. The conclusions are reached from a study of results given in tables that reflect investigations by Dr. William Parks, director of the research laboratory of the health department of New York. What makes the statement extremely significant is that Dr. Parks is an adherent of the Koch theory, and in his experiments was seeking to prove that bovine tuberculosis is not transmissible to human beings. Of 297 tuberculosis children under five years of age, 26.19 per cent suffered with bovine tuberculosis. The proof was conclusive in that the presence of the bovine tuberculosis was proven by finding the bovine bacilli. Curiously enough, in a large number of cases examined in persons of 16 years of age and over, but one was found in which the bovine bacilli appeared. From this, Dr. Schroeder, with many other eminent scientists, concludes with great positiveness that the bovine bacilli changes in time to the human bacilli, causing human tuberculosis. In his article Dr. Schroeder quotes from a bulletin issued by Johns Hopkins hospital, as follows: "In infants and young children, however, bovine infection causes many deaths and deserves that we give serious consideration to its prevention. This can best be done by safeguarding the milk and butter supply of our young children."

The article is commended to the attention of the Portland butter board and those others who propose to make war on the pure milk industry. It is commended to the city and state boards of health. It is commended to the fathers and mothers of Portland.

ONE MAN POWER

THE DEMOCRATIC bosses and organs have overreached themselves in fighting the Republican assembly. Oregonian.

It is not the Republican assembly. It is "my assembly." The fighting is not by Democratic bosses. It is by Republicans. The men who protested against the scheme in the Lane county convention at Eugene last Saturday were not Democrats, but Republicans. J. L. Kruse who is calling upon the Republicans of Clackamas county to beat the scheme, is not a Democrat, but a Republican. The Republican central committee of Tillamook which resolved against the holy convocation of "my intellectuals" is not composed of Democrats, but of good Republicans. The members of the Republican central committee of Union county who adjourned without electing delegates, are not Democrats, but long-time Republicans. George C. Brownell, who delivered a powerful philippic against "my plan," is not a Democrat, but a staunch Republican. Judge Henry McGinn, whose ringing protest against the proposed return to conventionism still echoes throughout the state, is not a Democrat, but a Lincoln Republican. Judge Lowell of Pendleton, whose protests have been most vigorous, is not a Democrat, but a Republican of the good old fashioned school. A. M. Crawford, who has filed his notice of candidacy for the

Republican nomination for attorney general, is not a Democrat, but two times Republican attorney general of the state. County Clerk Frank Fields and Sheriff Robert Stevens, whose candidacies for reelection are a protest against the assembly, and who have been assailed by the Oregonian for it, are not Democrats, but staunch direct primary Republicans. Honorable Austin T. Burton, late master of the state grange, whose splendid protests against the assembly were widely published and everywhere commended, is not a Democrat, but a Republican to the core. The scores of granges throughout Oregon whose resolutions of protest are a warning from the masses against the convention madness are not "Democratic bosses," but made up of a membership that is largely Republican. Not a single prominent Democrat in the state has been heard denouncing the assembly. The protest is from Republicans and thousands of them who resent a plan originated by one man, demanded principally by one man, proposing that the law shall be set aside and a new system of nomination installed at the behest of one man, and that the votes of the 56,205 citizens who adopted the direct primary system shall count nothing against the will of one man.

THE ANTI-FLY CAMPAIGN

THE CAMPAIGN against the dangerous housefly, the "winged caddy of disease," is on in many places and should be everywhere. He carries the bacilli of typhoid, tuberculosis, dysentery and intestinal diseases that carry off untimely every summer thousands of people, especially children. The state health commission of Florida has lately posted the state with instructions and warnings. The campaign is active in Georgia, Louisiana, Texas, California and other states, and particularly in the larger cities. The American Civic commission has organized a "fly-fighting committee," which has sent throughout the country the warning: "Beware of the dangerous house fly"; and some of the instructions for fly-fighting are as follows:

Look after the garbage cans. Remove manure from the stable every three or four days. Keep flies away from the kitchen, the dining room and the sick. Screen all food. Sticky fly-paper, traps and liquid poisons are among the things to use in killing flies, but the latest, cheapest and best is a solution of formalin or formaldehyde in water. A spoonful of this liquid put into a quart of a pint of water and exposed in the room will be enough to kill all the flies.

People should heed these instructions and other good advice as to how to fight the fly. So high an authority as the entomologist for the United States department of agriculture has said: "The insect we call the house fly should be termed in future the typhoid fly, in order to direct attention to its dangerous character."

HOW IT WORKS

THE woolgrowers think the manufacturers and buyers have conspired to depress the price by reducing the output of woolen goods until they have bought the clip cheaply; but the buyers say there is no foundation for this belief, that the mills have to curtail their output because not only the price of their product but the prices of other necessities have gone up, so that people are buying less and the demand has decreased. That is, the increased cost of living checks manufactures of woolen goods and therefore bears down the price of wool. There is undoubtedly truth in this view of the buyers, and there may be truth also in the opinion of the woolgrowers.

But then where does the benefit of high protection come in? The woolen manufacturing industry is very highly protected, so is wool; yet the manufacturers, with their great army of employees, are partly idle, and the price of wool goes down. And this because the prosperity brought about by high protection increases the cost of living to all the people and lessens their ability to buy.

THE VICE OF PROTECTION

MAYOR GAYNOR of New York recently said along with many other good and true things, "A government which, through legal favoritism, allows a few to aggrandize themselves out of the toil of the many has no right to exist. Prosperity doesn't consist in the total of a country's production so much as in the justice of the division. Very well. The most sacred duty of government is the negative one of taking care to do nothing to make possible an unjust distribution." But this government, through many years, has not kept its hands off, but has constantly legislated for the few as against the many.

Analogous to Gaynor's remarks is a sentence by John Stuart Mill in his "Principles of Political Economy," published in 1845, as follows: "The things to be regretted and which are not incapable of being remedied, are the prodigious inequalities with which this surplus is distributed, the little worth of the objects with which the greater part of it is devoted, and the large share which falls to the lot of persons who render no equivalent service in return."

An enormous surplus wealth does not really enrich a country if it flows more and more into a few hands to make them multimillionaires and billionaires, leaving the masses of people nearly as poor as poor.

As a single illustration of this

flow of surplus wealth, the result of millions of people's toil, it is noted that the stockholders of the Singer Sewing Machine company recently increased its capital from \$30,000,000 to \$60,000,000, the new capital to be distributed among the stockholders as a gift. This company has distributed dividends of 100 per cent before. Its original capital was \$1,000,000. This was increased to \$10,000,000 in 1887 and to \$30,000,000 in 1900.

How many millions of women, most of them poor, some of them destitute of life's very necessities, have contributed in extortionate prices to these rapidly swelling millions? But how can it be helped? Sewing machines are highly protected. All manufacturers combine to keep up the price of machines to the percentage of protection above what it ought to be. They need no protection whatever. Take off the whole duty and the price of machines will come down and the millions will not grow so fast.

The government in this case is annually taking millions out of the pockets of poor women and giving it to these multimillionaires. This is not a fair division of surplus wealth. It is not prosperity. Such a government "has no right to exist."

Letters From the People

Inconsiderate Men.

Portland, Or., July 5.—To the Editor of The Journal.—What has become of the old time etiquette in travel, when some attention was given to the comfort and pleasure of the lady traveler?

One riding upon any of the transportation vehicles at the present time cannot but notice the great selfishness exercised by the men passengers. They intentionally hold their seats in spite of obvious evidence of fatigue shown by ladies standing near, and oftentimes deliberately plant themselves in a seat in front of a lady. This seems all wrong for our 20th century civilization. What is man intending shall become of those, who, weaker by age or sex have to travel the ways with them?

During the recent holiday rush of travel it was my fortune to sit in a seat with an elderly lady, quite feeble, and she related to me the great anxiety she had had during the whole afternoon—what was intended and should have been an afternoon of pleasure—over the possibility of her being able to procure a seat on the train leaving that evening. She mentioned the selfish attitude shown by the younger people, and in that they rushed ahead, crowded and pushed, and resorted to much roughness, in order to gain their own end, forgetting those, who, weaker, were not able to stand the rush. She spoke with much indignation of the selfishness of a great number of our traveling public, especially the holiday travelers, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

Should conditions of travel be such that a person's pleasure is entirely marred by the selfishness of a few people, accommodations on trains or boats, with a little courtesy on the part of travelers, and a more evident desire on the part of transportation companies to provide sufficient equipment, would obviate a great deal of that day-today sentiment of a great number of our traveling public, who through less experience, cannot cope with the seasoned traveler.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Roosevelt is still the great American mystery.

Many Americans appear to be but slightly civilized.

Those who work for the people always get vacations on pay.

Apparently the colonel is not pitching much hay this summer.

Then, there is the law providing how nominations shall be made.

There will be big things doing in the country for awhile now.

Some cold common are inclined to be reduced editions of Johnson.

The haven't asked the assembly to select candidates for them.

Most voters are putting off registering till the last day in the afternoon, as usual.

If you couldn't go to the Salem fair festival today, go tomorrow. It's fine.

Now it is Roosevelt who is being lectured, scolded and denounced by the Oregonian.

What about that two months of absolute rest at Trest Bay and silence about politics?

It is surmised that Pinchot is wearing a smiling countenance these days—or some of them.

The Oregon summer can always be depended on to be delightful, as well as prolific in crops.

Registration all over the state is very slow. People are too busy to care much about politics.

Has anybody observed a change of color toward black in the feathers of the American Eagle?