

THE JOURNAL

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Be wise with speed. A fool at forty is a fool indeed. —Horbert.

TROUBLE BEGINS

DEMOCRATIC TROUBLES have begun. Democrats are in control of the house, and face to face with the Payne-Aldrich tariff.

The tariff has been the rock on which many a smooth sailing party craft has been wrecked. Tampering with it has been an almost constant record of party disaster.

It is the irrepressible conflict. It is the attempt by government to make private enterprises pay by artificial means—a process that inevitably arouses all the greed in men, and that hurries tremendous forces into a contest that never ends.

It is a business that ought not to be an issue of politics. It ought to be determined largely by such a tribunal as that which is so effectively and wisely regulating transportation. It will never be intelligently administered until it passes under the large direction of such a body.

THE GAME. EVIDENTLY COLLIER'S had the right slant in the Oregon political deal. Mr. Taft is unquestionably in cahoots with Ralph Williams and the assembly outfit.

THE RAILROADS AND THE PEOPLE. EVERY DAY ISSUE is taken on the performance by the railroads of their duties to the people.

LAND AND POPULATION. SOME MEN HAVE the gift of expression in epigrams. Ideas are fluid in many minds.

HOBSON STILL HOWLING. FAR MORE unreasonable suggestions have been made than would be one for a commission de lunatico inquirendo in the case of former Captain and now Congressman Richmond P. Hobson.

THE WARRIOR. One day, in times of yore, a knight went out for gore, with sword and shield and lance; his helm was wrought of steel, a spur was on his heel, a blacksmith made his pants.

What do the people rightly ask from the roads? Improvements in service, especially safeguards against accident, and still better treatment of employees.

The cost of such improvements should be divided, the railroads say, between surplus earnings and fresh capital, if the credit of the railroads is to be maintained.

The accepted system of dividing cost of improvement between surplus earnings and invested capital has held the average capitalization of American roads to \$59,259 per mile.

IS BAILEY A DEMOCRAT? SENATOR BAILEY, who made a spectacular play by resigning, only to withdraw the resignation a few hours later, regards himself not only as a Democrat but as peculiarly qualified to be a Democratic leader.

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Letters From the People. Ex-Railroad Man Speaks Plainly. Klamath Falls, Ore., March 5.—To the Editor of The Journal—In your issue of February 27 is a telegram from Santa Barbara, Cal., outlining the plan of O. C. Barber, trust magnate, to use the railroads for the people of the country, with a string attached.

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COMMENT AND NEWS IN BRIEF

SMALL CHANGE

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OREGON SIDELIGHTS

A Bull parrot that died was valued at \$100. Fruit growers of Polk county will organize. Brick and tile factories at Vale City seem assured.

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Jobs the Curse of Government

From the Detroit News-Tribune. As a matter of moral significance it is a more serious fact that citizen voters sell their suffrage than that a clique of black-leg legislators sell theirs.

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