THE JOURNAL

AN INDEPENDENT NEWSPAPER.

C. S. JACKSON.....Publisher

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He that stands upon a slippery place,
Makes vice of no vile hold to stay him up.
—Shakespeare.

THE LABOR STATEMENT

THE Central Labor council should revise the public statement it has sent broadcast throughout the east.

Oregon is not a "great wilderness of forests and mountains."

There is probably less destitution per capita in Oregon than in any other state.

Oregon is not in the midst of "a general reign of crime, committed by misled and desperate men."

There is probably less cause in Portland for the Central Labor council's public statement than in any other city in the country. New York City alone has half a million unemployed men. Chicago has 150,000. Almost every city of consequence has its free soup houses and its bread line.

The clamor for succor extends from New York to San Francisco, and from Atlanta to Vancouver, British Columbia. In Atlanta, there were public calls for food, clothing and money for the poor and unemployed, and public authorities took action for the relief of poverty.

Recently at Vancouver, British Columbia, the army of unemployed became so large that a church was improvised to shelter and feed them. They slept on the cold, bare floor and were fed from a bread line until the provisions gave out. The remainder went hungry until public committees named for the purpose secured more provisions for their succor. Other committees canvassed the city for employment for the workless.

All over the world, there is a famine army. The destitution in Great Britain has occupied the attention of government for months. In Russia, parents sold their children for food. To publicly brand Portland as a famine city or a workless city is unjust and untrue. It is probable that conditions are better than in any city of Portland's population in the country.

In this respect, the Central Labor Union council's statement needs revision. It needs revision as to "a great reign of crime." It needs correction in its assertion that Oregon is a "wilderness of mountains and forests."

Oregon has great forests, but they are an asset, not a liability. They cannot be reduced to lumber without paying about eighty per cent of the proceeds to labor.

The labor statement will be seized upon in the east to discourage immigration to this state. The eastern press is looking for such literature as a means of keeping at home the people who are looking for new homes in the west. There will be plenty of publicity with a probable falling off in arrivals of homeseekers.

Oregon counties and Oregon public bodies have for some years endeavored by eastern advertising to people the state. It has a population of but seven to the square mile. Rhode Island has a population of more than 400 per square mile.

It has been thought good public policy to get more people on the land in Oregon. The propaganda of public bodies has been almost entirely devoted to enlisting the interest of manufacturers, and capital for the cities, and especially for a population that would cut up the big tracts of land and divide them among small farmers.

The statement of the Central Labor Union council will do much to undo that which has been done.

THE PASSING HORSE

THE horse is disappearing so fast from city streets that the spectacle of his slipping and straining and falling on the frozen surfaces will soon cease to be a reproach. The farmer suffers in the loss already of at least one third of the city demand for hay. The city will be the cleaner for the substitution of the auto and the motor truck, the traffic will need less space and will be the more easily and quickly controlled.

The change has been long in coming, but it comes now with a rush. The greatest cities on both continents have passed the experimental stage. Uncle Sam is joining the procession and the government has, we read, appropriated $125,000 for motor trucks in the commissariat department to replace the mule.

New York has arranged to proceed rapidly in her fire department and will spend this year upwards of $700,000 on power hose trucks and fire engines.

The streets of Portland give proof enough of the invasion of the motor truck, which is beginning to oust the express wagon in the collective carriage and delivery of parcels and of the less bulky goods.

In London the motor omnibus is driving the tram car off the streets of the city. Quite recently capital has been subscribed for a new motor bus company to carry on a regular and very frequent service from north to south of the city. The showing was made that a street car, with its distributive proportion of cost of rails and fixed charges, on the distance to be supplied, represented an expenditure of $45,000, while the equivalent service by motor bus would cost only $15,000. The other point made was that the street car was a far greater obstruction to traffic in narrow streets than the motor bus.

CRIPPLING THE SERVICE

CONGRESS ought not to cut the federal allowance for forest protection. There is need of economy at Washington, but there are other fields and many of them, in which the pruning knife could better be applied. Why not save one million out of the $300,000,000 Senator Aldrich said he could save by a more efficient business administration of national affairs, and let the added million for forest protection stand?

Oregon is tremendously interested in maintaining a federal forest patrol. The service should be increased, rather than diminished. The public bodies of the state, as suggested by Gifford Pinchot, should wire protests to the Washington government.

Oregon has one-fifth the standing timber of the country. It is an enormous asset for the creation of wealth, and in the process of converting it into wealth by manufacture of lumber, eighty per cent goes to labor.

In 1909, there were 413 forest fires in the state. In 1910, a year of very destructive fires, the timber loss was much heavier.

It is estimated that for the five years ending December, 1910, the destruction of timber by fire involved a loss of $50,000,000. The average amount of timber burned in past years has been one billion feet a year. The plan of an effective patrol and the cutting of these annual losses to the minimum is one of the most splendid policies in the conservation scheme.

Curiously enough, a heavy portion of the 545,000,000,000 feet of Oregon timber is in national forest reserves. The reserves comprise 24 per cent of the standing timber of the state. It is the United States government's own property, and it would be a foolish and costly policy to withdraw a portion of the forest patrol and expose standing timber to increased danger of loss by fires.

Mayor Rushlight is fully justified in acting on the suggestion of Mr. Pinchot. He should wire a protest to Washington, and so should Governor West. So should the public bodies of the state.

THE HOME RULE CAMPAIGN

THE day is close at hand for the opening in Ulster of the campaign for home rule. On the 8th inst. Winston Churchill, the first lord of the admiralty in the Liberal government, is announced to speak in Belfast in support. It has been widely heralded that the Ulster Unionists will not permit that speech to be delivered, and that they will go any lengths to defeat home rule.

The great bugbear is that Catholic supremacy in Ireland at large will stifle the rights of Protestants, however far they may be protected in the proposed home rule bill. The last idea, circulated by some of the Protestant Duchesses, is that unskilled nuns are to be substituted for trained nurses in Irish hospitals.

But the imperial parliament will retain a supremacy which will secure absolute religious equality. The same imperial supremacy will stand behind the Irish parliament in enforcing the law of the land. Belfast may talk of an independent government of her own, she may play at electing her own parliament and voting her own taxes. Yet she will find that she will have to obey the laws passed by the parliament in Dublin, and pay the taxes there ordered. Actual wrong done to Belfast, England, would be prompt to have remedied. Imaginary and prospective wrongs, to be redressed by seditious uprisings, have no terrifying or exciting force.

The problem of the home rule bill is to reconcile true national autonomy with the fiscal and political relations which must in future subsist between close neighbors on either side of the Irish channel.

It is possible enough that by the bill as passed all factions will not be appeased nor all difficulties met. But as in the case of the infinitely complicated insurance bill, a sure foundation may be provided and minor adjustments hereafter made.

AT LAWRENCE

TWENTY-ONE companies of militia with fixed bayonets, and two troops of cavalry, are on guard while the textile mills at Lawrence, Massachusetts, are being operated. It is a heavy expense to the state of Massachusetts, which must pay the wages and maintenance of the soldiers.

The average wage of the male adults among the 22,000 strikers is $9 per week, and of the women and children $6. The concession the strikers are asking is 56 hours' pay for 54 hours' work, or a wage increase of 3½ per cent. It would raise the average wage of the adult males to $9.31 per week and of the women and children to $6.21.

But the mill owners refuse the advance, and with bayonets the soldiers guard the mills. The textile industries are the most highly protected of any of the tariff beneficiaries.

The state of Massachusetts would be in a better business if it used soldiers to enforce a minimum wage and an eight hour law in behalf of these underpaid toilers. No state can rise to a wholesome condition when hundreds of thousands of workers are forced to exist on a living standard indicated by a nine-dollar-a-week wage for men and a six-dollar-a-week wage for women.

For the self respect of a state it ought to be prevented by law. For the self respect of the nation, it ought to be prohibited by statute. For the safety and perpetuity of the republic the low life standards involved in a starvation scale of wages should be driven out, and it should be done on the basis of a wage level below which employers should not be allowed to go.

The state is in position to do for all labor what unions are trying to do for class labor, and it should not hesitate to exercise the power.

ON EVERY SEA

"THE port that offers the best facilities for the safe docking and speedy discharging and loading of ships, with proper rail connections, is the port that will get the trade."

Such is the statement of a man who is at the head of a navigation company that owns more than 300 steamships and is building more. He is Paul Heiniken of the North German Lloyd Steamship company. He is now on the Pacific coast, arranging to put on a line of steamers operating to Pacific coast points as soon as the Panama canal is opened.

The North German Lloyd operates lines all around the world. It runs two mail routes through the Suez canal. One terminates at Sydney and the other at Yokohama. It runs a freight line around South Africa to Australia. There is no ocean that its ships do not ply and no important ports which its vessels do not touch.

Portland should meet every requirement necessary to be on the map of the North German Lloyd. Mr. Heiniken and his traffic manager are to be in Portland. The public docks commission should ascertain what accommodations this world type of steamship company will require, and be prepared to meet them fully. No higher expert authority on how to increase Portland's ocean importance can be found than this head of a line that sails ships on every sea. He says "The port that offers the best facilities for safe docking and speedy discharging and loading of ships, with proper rail connections, is the port that will get the trade."

Heiniken also says: "Your Pacific coast will witness a trade revolution as soon as the Panama canal is completed. Your business will increase twenty-fold, as well as your population. It is the intention of the North German Lloyd to share in the profits of this new order of things, and that is why we are here."

Does Portland realize what this preliminary survey by the head of the North German Lloyd company means? Will Portland rise to the occasion?

CANADA PAYS THE PIPER

CANADA danced to the tune set by the Imperialists who defended imperial preference, and by the manufacturers of the eastern provinces who feared American competition. So the voters threw out the Laurier ministers and the reciprocity treaty with them.

It did not take long for the western and prairie provinces to feel the rebound, for they see a wheat crop of 30,000,000 bushels barred from American railroads and the American market by the continuance of the 25 cent per bushel duty. That crop, shrinking and dwindling in value and condition week by week, is exposed to the mercy of the Canadian winter. The first or second crop farmers, the newer settlers, tormented with the sight of the wheat and oats whose sale was to have set them firmly on their feet, are unable to sell and without provision to hold. And these conditions not local to a district, but spread over three provinces.

The voters of the prairie farms listened to the voice of the charmer and are now repenting at their leisure.

In England, the Archbishop of Canterbury has decided that the marriage ceremony in church is illegal unless the wife takes vows to be obedient to her husband. There is an occasional husband who will have a high respect for the archbishop's opinion and yet be filled with wonderment at his courage.

For the present, Near Congressman Hyland has determined to put away all thought of public life. The grace with which he retired is gratifying to his friends who always wanted to think of him as an estimable and respected citizen rather than as a mere congressman.

Protests may be lifted otherwhere, but none will be heard from Texas over the proposed sending of more American troops to the Mexican border. The commissary department always follows the flag.

The Portland churches have a balance of $431 after paying for the Gipsy Smith meetings. They have in addition, the tabernacle from which a considerable sum should be realized. Their financial management has been excellent.

There is an atmosphere of waiting at Sagamore Hill for his countrymen to appear there and shanghai its leading citizen.

An eastern boy has had his allowance increased to $50,000 a year. He is probably on the road to Matteawan.

Letters From the People

(Communications sent to The Journal for publication in this department should not exceed 300 words in length and must be accompanied by the name and address of the sender.)

Misuses of Capital.

Portland, Or., Feb. 4.—To the Editor of The Journal—The president of the United States wants an international inquiry into the cost of living. Millions of people are worried over how to get both ends to meet, others in increasing numbers are slowly dying prematurely because they are not getting both ends to meet. At this stage despair and crime carry away a certain number. Now international commissions and other commissions are often used to sidetrack embarrassing matters, but all who have hearts within their bosoms want to give their fellows a chance to live and they do not want this matter sidetracked. It is a cold fact that organized and orderly society cannot exist without candidly meeting this question.

The cost of living is obviously the effort to produce the things needed, that is to say the necessary labor. Capital participates in the effort in so far as it is stored up labor, stored up effort. Hence the economic definition of capital is, labor products used in the production of more labor products. Just grasp clearly that real capital in the proper sense of the word is a labor product. Capitalizations of monopolies and capitalizations of the space and natural resources of the earth are in another class. They are means to secure labor products without effort, forms of cheating if you will pardon the word. Labor and stored up labor (capital) are forced to produce an income on a steadily increasing mountain of capitalizations and it does not leave enough to live on. The burden is simply unbearable and sober and kindly people ought to see it even a little before they are personally caught. The monstrosity of abusing the man or woman who falls under the burden instead of those who place the unnatural burden there and profit by it is the most disgusting sight in civilized society today. I have noted with much pleasure that your paper has taken sides with the burden bearer on numerous occasions in spite of the price.

Mr. Taft is behind the English leader, Lloyd George, who makes an appeal to the churches and to good people generally realizing that this matter is a moral far more than an economic issue. The question is, will we or will we not face some reductions in capitalizations in order to save orderly society and in mercy to those who are unable to carry the burden.

Sacrifice by the strong in order to save the weak is the only way the world can progress. I do not blame those who personally hold capital representing in the proper sense cheating and nothing better. This is the basis upon which society rests and the only form of property tenure, but I do blame those who oppose a gradual easing up in the direction of justice and mercy. Let every dollar be identified and let it disclose what it stands for. It can no longer stand for ownership of negroes, but it does yet stand for ownership of niggers in the woodpile. Stop the cheating and you clearly lower the cost of living, for the cheater too must go to work, and his hired man with him, the man who fulminates against the burden bearer. A. S. FROSLID.

Assessments in New Zealand.

Portland, Or., Feb. 5. — To the Editor of The Journal — There has been considerable discussion in your columns relative to just assessment of land. Allow me to quote from "The Story of New Zealand," by Professor Frank Parsons, "The assessment act of the same year (1885) provided that in case of disagreement between the commission's valuation of property for taxation and the value named in the owner's return, the governor in council on the recommendation of the commissioner might purchase the property at the value named in said owner's return plus 10 per cent, unless the owner assented to the commission's valuation. On the owner's part he might require the state to reduce the assessment, or to purchase the property at the value named in his return (without any additional per cent.)"

It appears that the principal purpose of this law is the protection of the property owner from unjustly high assessment.

A law could be drafted that would insure justice to the community and also protect the individual property holder.

Provide for the fixing of the value by the owner and allow the county to purchase at a 10 per cent advance on this value if it was found that the property had been seriously undervalued by the owner when returning it for assessment.

With this provision in force few owners would risk greatly undervaluing their property on the returns. Neither could they claim unjustly high assessments as they would have set the figure. If they abused the privilege the county would be in position to get a bargain.

If these assessment rolls were open to inspection by the public it would probably tend to discourage highly speculative prices. W. C. MATHIAS.

Friend of the Working People.

Portland, Or., Feb. 6.—To the Editor of The Journal—What the working people of Portland need is a few more friends like Ben Selling, who is now trying to establish a loan bank where one can go and get a little money which can be paid back with a small interest and not fall into the hands of the "loan sharks"—a bank to protect the workingman who has been overtaken by some misfortune. Mr. Selling has made one of the biggest successes in the mercantile business of any man in the city, and only by his honesty and seeing that everybody got a square deal. His name at the back of merchandise is a good guarantee, and I, as well as thousands of other people of Oregon, believe that Ben Selling, put in any of our political offices, would guarantee a square deal to the workingman.

As I have said before, Mr. Selling is surely a friend of the working people, and we should all stick to him, boost him along, push him forward in anything or any office which he may run for, believing and knowing that he is going to do all in his power for the masses, which are the working people.

Don't stop, Mr. Selling, until you have the bank established and running, which will surely be a great relief to the needy. M.

A Typographical Error.

Portland, Or., Feb. 1.—To the Editor of The Journal—In my letter dated January 28 and appearing in The Journal January 31 you omitted part of a word which I would like to have corrected. There is a vast difference between the words sufficient and insufficient. My letter, as written, read: "Portland will have to make radical changes in her docking facilities and depth of harbor if she wishes to gain new trade, as 30 feet of water is insufficient for ships of any size."

Of course, it does not make a great deal of difference how articles are printed when such men as Theodore B. Wilcox, one of the biggest, if not the biggest shipping man of Portland, makes such statements as appeared in last evening's Journal: "We are not a great exporting port. We will not be until more attention is given to shipping out of the Columbia river. I have been compelled to ship the production of the Portland Flouring Mills company to the orient out of Puget sound because we have no transportation out of Portland. And we are no nearer getting transportation today than we were 20 years ago." Mr. Wilcox is right. The big ships will never come to Portland. C. E. K.

Who Gets the Mule?

Burns, Or., Feb. 1.—To the Editor of The Journal.—This incident occurred here a while ago. A fellow called on the Presbyterian minister to say the marriage vows for him, which he did. After the ceremony the groom explained that he had no money but would let him have a mule he had on the range in the Dog Mountain country. The parson thought that pretty good and agreed. Later on the groom with his bride went over into the Wild Horse country and bought a lot of vegetable supplies for winter from a rancher. After they were loaded on his wagon he explained to the rancher that he had no money, but would let him have a mule he had in the Dog Mountain country. Rancher thought that pretty good and agreed.

On the way home with the vegetables the bride was taken sick, and they stopped at a rancher's house, and there she received the best of care for several weeks. When they were ready to take leave the groom explained that he had no money but had a mule on the range in Dog Mountain country and would let them have him for pay. Again the rancher thought that pretty good and agreed. Whose is the mule? M.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE

Yet the way of the transgressor may be easy for quite a while.

* *

From now on, a great many "keynote" speeches will be delivered.

* *

Portland is becoming a little nearer "all right" all the time.

* *

Is it to become the custom for a president to campaign for reelection?

* *

Perhaps some things are not so wicked as some people make them out to be.

* *

Why not hire a lot of eastern papers to print the Portland weather report daily?

* *

Senators Bailey and Heyburn are twin knots on a log of a tree that has been cut down.

* *

Portland is one of the healthiest of cities, yet undertakers increase in number and thrive.

* *

The chairman of the national Prohibition party expects victory this year—he says. How easily some people, even "leaders," are repeatedly deluded.

* *

Seven "wills" of the late J. W. Young of Weston have turned up, or been heard of. An effort seems to have been made to make up in the number of wills what they lacked in genuineness.

* *

Not very long ago the colonel said that for his friends to urge his candidacy for president would be a "calamity." But he seems to be bearing up under the "calamity" very well.

* *

Why shouldn't the "Unskilled Migratory and Casual Workers' association" be permitted to hold a convention, as well as the politicians? If they have solved the problem of living without work, are they not entitled to respect?

* *

Kennewick, Wash., farmers have notified their members of congress that they don't want any of the government free seeds, and that the free seed distribution is nothing but a mail burdening graft, designated to delude fool farmers and is of no benefit to them. Now if other farmers will speak up and tell the truth in like manner, perhaps congressmen may gain enough moral courage to cut off this graft.

OREGON SIDELIGHTS

January at Medford was the warmest January in 22 years.

* *

Cemetery improvement is about to be undertaken at Hermiston.

* *

F. Kaiser of Dufur has been engaged as instructor by the new band at North Bend.

* *

Milton farmers are said to be planning a cooperative store with a capital stock of $10,000.

* *

"Golden Hair and the Three Bears," an operetta, is to be given by Wallowa public school students late this month.

* *

Hermiston Herald: Some people are already planning early gardening. Some say they will plant in two weeks. Many sections of the United States are just in the middle of their winter.

* *

Mrs. Henrietta Willard Calvin has been elected dean of the school of domestic science and art at Oregon Agricultural college, to succeed Miss Juliet Greer, who severed her connection with the institution last July.

* *

Myrtle Creek Mail: An article in the Mail calling attention to our enormous supply of oak timber, has brought numerous inquiries from coast manufacturers. The Douglas county oak, so long neglected, is destined to become a great source of wealth.

* *

The official weather observer at Pendleton reports that although Umatilla county farmers last year harvested one of the best crops in years, the rainfall for the year was almost six inches below normal. The precipitation totaled 8.21 inches, the normal is 14.08.

* *

The Kernville correspondent of the Toledo Leader writes: The tramps are going through the county begging something to eat, and sleeping wherever night overtakes them. If our county could have some public work and compel them to work for what they eat we could find out which are the honest ones.

* *

Weston Leader: E. O. DeMoss has mechanics on the ground erecting a palatial mansion for his aristocratic Plymouth Rocks. He has gone into poultry as a side issue, and expects soon to have all the other poultry fanciers around Weston looking like clumsy novices.

SEVEN GREAT ASTRONOMERS

Galileo.

To Galileo, the Pisa astronomer, the world owes a debt not alone for his wonderful discoveries in astronomy, but for his inventive genius which permitted him to devise instruments invaluable for the carrying out of this study, which was at the time of his birth, 1564, so much absorbing the scientific world.

It was Galileo who first constructed a telescope in 1609, with which he discovered mountains and cavities in the moon, the round discs of the planets, the four satellites of Jupiter and spots on the sun. For teaching the Copernican theory, Galileo was accused of heresy, examined by the Inquisition and put to the torture. Worn by age he succumbed to his persecutors and adjured his objectionable doctrines in 1633 and finally died totally blind at Florence in 1642.

Among the ranks of the great astronomers it would be difficult to find one whose life presents more interesting features and remarkable vicissitudes than does that of Galileo. It was while he was professor of mathematics at Padua that he entered upon his marvelous career of investigation which was destined to revolutionize science.

In order to further develop his studies, he engaged a skilled workman to live at his house and thus be constantly at hand to try the devices forever springing from Galileo's fertile brain. Among the earliest of his inventions appears to have been the thermometer, which he constructed in 1602.

When Galileo invented his telescope a short time afterwards its remarkable properties at once commanded universal attention among intelligent men. When he first turned it on the heavens he was amazed to find that he could count 10 times as many stars in the sky as his unaided eye could detect.

Galileo's celestial discoveries now succeeded each other rapidly. That beautiful Milky Way, which has for ages been the object of admiration to all lovers of nature, never disclosed its true beauty to the eye of man till the astronomer of Padua turned on it his magic tube. But the greatest discovery made by the telescope in these early days, perhaps, indeed, the greatest discovery that the telescope has ever accomplished, was the detection of the system of four satellites revolving around the great planet Jupiter. Numbers of persons of distinction crowded to Galileo to see for themselves this beautiful miniature representing the sun with its system of revolving planets.

Through this telescope it was made manifest to Galileo that the Copernican theory of the planetary system must be the true one. This fact made Galileo's fame so great that the Grand Duke of Tuscany desired to have the philosopher reside at Florence in the belief that the astronomer would shed luster on the duke's dominions. In 1616 he took up his home there where he again directed his telescope to the skies and again did astounding discoveries reward the astronomer's labors. The great success which he had met with in studying Jupiter naturally led Galileo to look to Saturn. Here he saw a spectacle which was amazing, though he failed to interpret it accurately. It seemed to Galileo as if the planet consisted of three bodies, a large globe in the center, and a smaller one on each side.

The last of Galileo's great astronomical discoveries related to the liberation of the moon. Here his career was interrupted, for upon the appearance of the immortal work in which it was taught that the earth rotated on its axis and that the earth, like the other planes, revolved around the sun, orthodoxy stood aghast. After due examination of his book it was condemned as heretical in 1615. Then came a period of several years of the most cruel persecution of the great man of Florence, but finally believing he had overcome the objections to his doctrines, he issued in 1632 another great work, "The Dialogue of the Two Systems." This book the authorities at Rome at once ordered suppressed and the author was ordered before the Inquisition on the grave charge of heresy.

After the trial and sentence was passed upon him, he was compelled to kneel and with his hands on the Gospel, was made to detest and curse the false opinion that the sun was the center of the universe and immovable, and that the earth was not the center of the same, and that it moved. His imprisonment bore hard upon him and his isolation from his friends and his daughter, whom he loved so well, preyed upon his mind until he became so weak that he lost his eyesight and was eventually attacked by low fever, from which he died on January 8, 1642, one of the greatest inventors and astronomers of the world at the hands of ignorant but powerful judges.

Tomorrow—Kepler.

Tanglefoot

By Miles Overholt

THE OUT OF TOWN FRIENDS.

When I lived down at Johnsonville,
Nobody cared a ding for me.
I knew 'em all—Joe, Tom and Bill.
We said: "Hullo," in manner free.
And though we loafed around the store,
Swapped lies and talked on politics,
When one of us would prove a bore,
We'd separate and wouldn't mix.

And then I moved to Jumpofftown,
And there I found the same old class;
Nobody met me with a frown;
They'd always smile whene'er they'd pass.
We'd mingle 'round the loafing place,
And there express our different views;
Although we'd welcome any face,
'Twas only done to get the news.

But when the city beckoned me,
And I moved from the Reuben-land;
At almost every turn I'd see
Someone who'd take me by the hand,
And come up to my heated flat,
And visit me with all his might,
And stay all day and loaf and chat,
And occupy my bed at night.

Folk who refused to josh with me
When I lived down at Jumpofftown,
Would bring their children, two or three,
And help to hold my carpets down.
The Johnsonvilleans come and steal
Upon me, and they stay for lunch—
I know now I can stop the deal;
I'll borrow money from the bunch!

The Ad Writer

(Contributed to The Journal by Walt Mason, the famous Kansas poet. His prose-poems are a regular feature of this column in The Daily Journal.)

The wise old lad who writes an ad. steers clear of wearisome digression, he knows he should be understood if he would make a good impression. Old Jabez Dink with printer's ink, kicked up a large and noisy shindy, but didn't sell his dry goods well, because his ads. were long and windy. And now he rants around and pants and cusses in a style surprising; "One thing I know," he says, "By Joe, there is no good in advertising!" But Gaffer Spink buys printer's ink, and clothes his ads. in happy diction, and people read his every screed as though it were best seller fiction. His breezy ads. bring him the seads and fill his store with eager buyers, while merchants near loaf by the year and chew the rag with weather liars. Says Gaffer Spink: "I surely think that when I've goods to place before them, I shouldn't try to make folks buy, by starting in to tire and bore them. And so I write my ads. as bright and forceful as my hand can do them." Thus Gaffer brags: "I sell my rags—I don't sit round my store and chew them!"

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Good Roads and Rural Mail

In discussing in detail the relation of good roads to the rural delivery service and the influence which the extension of rural delivery has had in the good roads movement, Assistant Postmaster General De Graw said:

"That the post office department should be interested in the building and improvement of the highways throughout the country is but natural when consideration is given to the fact that many millions of dollars are expended annually in the maintenance of the rural mail service, and that during the course of a year rural and star carriers travel the enormous total distance of nearly 400,000,000 miles of roads.

The department expects of the beneficiaries of this service that they shall maintain the highways in such condition as to insure the delivery of mail at all seasons of the year with celerity, certainty and regularity, and unless this is done the service is curtailed or withdrawn entirely. As a result of the department's insistence on the maintenance of good roads, and of its cooperation, through postmasters and rural carriers, with state highway officials and good roads associations, it is believed that during the past five or six years greater interest has been engendered in the good roads question, more money appropriated, and more work accomplished than during any other like period in the country's history.

In the result achieved the postmasters and rural carriers of the country have played a large part. In a large number of states the highway officials have requested the department to permit rural carriers to cooperate with them in securing information and data pertaining to highways, their condition, and the lack or availability of suitable road-building materials. In many instances postmasters and rural carriers have taken the initiative in forming good roads associations whereby vast sums have been provided for the improvement of the entire system of highways in certain countries.

It is conceded by those interested in the good roads question that rural delivery and the attitude and cooperation of the post office department have given greater stimulus to the subject and have been productive of greater results than all other causes combined, and it is desired that every postmaster and every rural carrier shall continue this cooperation as far as he can consistently with his duties.

When service is suspended on a rural route, complaint is sometimes made by those who are thus deprived of the delivery of mail by rural carrier that the road is being traveled and if others can get over it why not the rural carrier.

Rural carriers can not be and are not expected to travel roads hub-deep in mud or in such condition as to cause great hardship to the carrier's animals and loss of time to the carrier.

The interest of the department in the good roads question is paramount, for the reason that the 41,834 rural carriers employed are daily traveling more than 1,000,000 miles of roads, and in the course of a year these carriers travel more than 300,000,000 miles of roads. It is therefore essential that the roads be maintained in good condition for travel in order to insure uninterrupted and expeditious delivery and collection of mail on rural routes on a uniform and dependable schedule. In the maintenance of the service many millions of dollars are spent each year, and the post office department expects its beneficiaries to see that the highways are maintained in proper condition. Some five or six years ago the department adopted the policy of insisting that the roads on which rural delivery is in operation shall be kept in good repair or else to withdraw service therefrom; and also to cooperate with state highway commissions, good roads associations, local highway officials, and others interested, in securing the improvement of highways, and to encourage postmasters and rural carriers to do likewise. The department very much desires that every postmaster, rural carrier and substitute carrier shall not only constitute himself an apostle of good roads and spread the propaganda, but that they shall by their works arouse interest and emulation in others.

While these improvements have redounded to the great benefit to the rural delivery service, the direct and indirect material benefit to the farmers and other rural residents have been incalculable. When the roads are poor, farmers are unable to take advantage of the best market prices, but can only do their hauling during the dry season or when the roads are dried out. The saving in the cost of horses where the roads are improved is enormous, for there can be no doubt that good roads prolong the usefulness of horses at least one-third. Then again, good roads are not only an indication of thrift, but they certainly enhance farm values and encourage and promote rural social intercourse and interests.

Instruction and advice on road building or materials are to be had upon application to the department of agriculture, bureau of public roads, Washington, D. C., and skilled highway engineers are detailed by the department of agriculture under certain conditions to furnish practical demonstrations in road building.

Prior to the introduction of rural delivery those who resided in the rural sections of the country were required to go or send to the post office to receive and dispatch their mail, in many instances traveling many miles. This necessitated the abandonment of their work and the withdrawal of a team of horses from service on an average of at least three times a week. The rural mails, whereby practically all the facilities of the postal service are brought close to the homes of a majority of the rural population, has changed all this. To give to the rural residents these facilities is costing the enormous sum of approximately $46,000,000 a year. It is not, therefore, unreasonable to expect and to require that the roads on which the mails are carried and delivered shall be maintained in good condition.

The bureau of roads of the department of agriculture has compiled figures which show that the aggregate amount which will be expended by state and county authorities during this year in road improvements will be $140,500,000. California has raised by bond issue, $18,000,000; New York, $12,000,000; Connecticut, $2,500,000 and Colorado $10,000,000, while Arizona, Texas, Wyoming, New Mexico and the south are forwarding similar legislation. The west has taken up road building with exceptional energy. Several of the states have joined official hands to have a "Royal Road," to be one of the finest scenic highways in the whole world. A stretch of about 1000 miles of this interstate road has been completed, and it is now possible to drive an automobile from Cheyenne to El Paso with but one short break at Albuquerque. The average cost was from $500 to $1000 a mile, but some parts of it in the Rockies has cost as high as $8000 a mile. Even the railroads are aiding the movement. The Santa Fe system is building a magnificent scenic highway along the margin of the Grand Canyon.

"Now, Margretta," said the teacher, "can you tell me what a synonym is?"

"Yes, ma'am," replied Margretta. "A synonum is a word you write when you don't know how to spell the other one."