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years hence might mean a reprieve for the express companies, and it would be worth making an earnest try for it.

Will the producers and consumers of the United States stand for it? The answer should be, and can be, made very plain to the congressmen. March 18 is the day to write.

A FOOLISH ULTIMATUM

THE Portland railway company is before the Portland council, asking a franchise. An official of the corporation is quoted as saying: "We cannot accept the franchise with that provision"—(a provision giving the city authority to regulate fares on stub ends).

Who is legislating as to franchises for the city of Portland—the council, or the street railway officials? By what authority did this traction official arrange beforehand to "float bonds for the lines," telling the bond dealers that "the same rate provisions that govern all our franchises will prevail in the proposed one?"

A public utility should know its place, and keep it. A public utility should not tell bond dealers beforehand what the provisions are to be in a proposed franchise from the city. A public utility should not assume that it will, not the council's will, must be done. A public utility should never consider itself the chief authority, and the city hall and those in it merely the side show to its business.

The most precious thing a city has is the franchise it parts with to those who occupy city streets. The life, the health, the wealth and the welfare of a city are closely interwoven with the conditions on its thoroughfares. In the bestowal of franchises there should be deep concern and a grave consideration as to the public's rights.

There should be justice, and a fair regard for the rights of the public utility. It should not be unjustly assailed, any more than an individual should be unjustly assailed. But no official of a public utility should deliver an ultimatum to city authorities, declaring beforehand that bond dealers have been told that the provisions of a franchise the council is to grant are to be the same as provisions in other franchises. It is an unwarrantable assumption and an inexcusable blunder.

The government of the city must continue to be at the city hall.

ITALY AND TURKEY

ANOTHER battle is reported, wherein, according to the bulletin from Rome, 1000 turks and Arabs have been killed, and some 100 Italians have been killed and wounded. The repetition of the old stories comes, that the desperate valor of the turks and their Arabian allies can make no head against the machine guns and rifles of the Italians. They rush on the fortifications to die in heaps.

Considering that the turks can get no recruits or reserves by land or water the number in the drilled regiments must be falling very short. Apart from them the Arabs' power is limited to a war of outposts, of sudden attacks on fortified positions, where occasional successes will not bring any results.

The Italians were reported, some months ago to have begun transporting to the Tripolitan coast railroad material to commence building along the coast line and into the interior. This is the French method in Algeria and Tunis, and, though slow is certain in the end. A London correspondent with the Turkish forces foretells that the Arabs will fill up wells and so make invasion of the hinterland impossible. A vain hope. Each of those wells of the oases can be fortified and held against any forces of the desert who would only hold on to the attack as long as the scanty supplies of water they brought with them could supply men, horses and camels.

Both sides being bold, well armed, and anxious to fight, the decision must go to the army that is best provisioned and equipped, and can therefore hold out to fight the longest. From now on every brave man killed is a useless and most regrettable loss of life. Surely it is time that the turks should admit the intervention of powers friendly both to them and to their antagonists.

THE REALLY WARLIKE

THE Journal is opposed to militarism. It dislikes warlike men. It has a contempt for martial display. It loathes war. It loves peace. It fights for arbitration and world peace. All this, its readers well know. Its record on this subject stands out clear and complete.

C. B. Ellis, a contributor, is also for peace. But he differs with the Journal concerning Baden-Powell and the Boy Scouts. He points out that in 1908, Baden-Powell published a book entitled "Scouting for Boys," in which he minutely described how to aim to kill men.

In Portland, in 1913, Baden-Powell said: "Military training enters into no part of the Boy Scout movement. It is just what we do not want. We do not want the boys to become part of the machine. We want to make individuals of them."

He further said: "Naturally enough, when a decrepit old general goes about the country extolling the virtues of the Scout movement, people think that it must be a movement tending to militarism. The very opposite is really the case. They are the scouts of peace, just as the explorers and pioneers. They are placed on their honor to do at least one good turn every day, even though it is a kindness no greater than to help an old woman across a busy street crossing."

The boys are taught handicrafts, or at least are urged to learn them. In the past two years in England, 184,000 have passed the examinations which show them qualified to take up the artisan's work.

So far as militarism is concerned, the Boy Scouts are nothing. It is the four dreadnaughts a year urged by Mr. Roosevelt when he was president, it is the great naval and military appropriations grown to four times their former amounts in a few years, it is the scuttling by the United States senate of the peace treaties, that constitute real militarism. It against these warlike activities the opponents of the Boy Scouts would direct their fulminations, they would help render a real service.

THE CALL OF THE WILD

WOMAN'S desire for the allurement of city life is one of the chief reasons for the decreasing population on Wisconsin farms, says Dean Russell of the Wisconsin college of agriculture. He adds that the cityward drift is intensified by the hard work women are required to do on farms.

It has been the habit since Eden to ascribe faults to women. However, it is probably true that Dean Russell is correct in his contention that women have a fair share in abetting the urban movement.

It is a fact that many a farm mother pleads with her boys and girls to stay on the farm. She knows the safety and security of the old homestead, and in virtue of her mother instinct she urges her sons and daughters to beware of the city. But there are other mothers. They do not know that the city presents a forbidding social aspect. They do not know that the social lines are closely drawn, that there are ranks and levels and that there is not in the average city the approachable and hospitable atmosphere that makes the country so homelike.

They do not know about the flats, the skimped door yards, the telephone bills, the laundry bills, the fuel bills, the grocer's bills, the water bills, the gas bills, the butcher's bills, the plumber's bills, the landlord's bills and the scores of other bills that must all be paid at the month's end.

All she knows is about the lights, the music that floats into the streets, the theatres, and the multitudes of people flitting through the lights and shadows. In the fancy, it all constitutes a lure to which she listens, all unconscious that, in comparison with the golden sunshine and the great outdoors of the country, it is all tinsel and glitter.

But Dean Russell's utterance points a moral. The way to people the farms is to give the farmers and the farmers' wives a chance. Boys will stay on the farms if the farms are shown to be profitable. The girls will stay on the farms if their lives are not all drudgery.

Teach the boys to read in the soil, the plants, the growing grain and the trees the beautiful story of nature, and how each can be turned to greatest profit, and the great outdoors has a new lure. Fill the land with good roads, good schools, rural libraries and an attractive social atmosphere, and the lure of the city will swiftly lose its power to charm youth away from the call of the wild.

In Washington yesterday, Senator La Follette pointed out that when Mr. Roosevelt became president the capitalization of the trusts was \$3,000,784,000, and that it was \$31,000,872,000 when Mr. Roosevelt retired from the presidency. The senator may not realize it, but he is rapidly nearing that spot in which he is gathered a distinguished company of other mollycoddlers, weaklings, liars, scoundrels, doers of duty and jackasses.

"I would like to see 50 congresswomen in the house and 25 women senators in the upper branch," exclaimed our Amidon, W. A. Walter, Arthur, Abe, in a moment of enthusiasm yesterday. No doubt.

A California boy of 22 has taken a wife of 63. When loaves young dream of bliss is less consuming, it is to be hoped that he will never tattle her with having robbed the baseball team.

It is reported that Canada has 400,000 more women than men. Why look further for explanation of why there is a back-to-the-land movement to Canada from the United States?

The president expects the tariff to be the main issue. According to the news forecasts, some other things will be mentioned when La Follette gets into North Dakota.

A Kansas man has secured an injunction to prevent his wife from beating him. It takes no dizzy stretch of the imagination to contemplate this lord of creation sewing on his own buttons, mending his

own socks, washing his shirt, trying flapjacks and tending the baby.

At a recent poultry show in the east one of the hens was valued at \$1000. Though it is a good figure for a hen, did not include the egg privileges.

A Pittsburgh steel magnate who married a girl of 18 during that it is a romance. An exchange says its just Pittsburgh.

Letters From the People

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

Suppression vs. Free Speech. Portland, Or., March 12.—To the Editor of The Journal—I heartily agree with you in a violent attack on all who dare to advocate detraction with which we disagree. Begin by tearing up the Declaration of Independence, for that says "We hold these truths to be self-evident, that all men are created equal; that they are endowed by their Creator with certain inalienable rights; that among these are life, liberty and pursuit of happiness. That to secure these rights, governments are instituted among men, deriving their just powers from the consent of the governed; that whenever any form of government becomes destructive of these ends, it is the right of the people to alter or to abolish it, and to institute a new government, laying its foundation on such principles, and organizing its powers in such form, as to them shall seem most likely to affect their safety and happiness."

Remember that in the constitution which provides that "Congress shall make no law abridging the freedom of speech or of the press." Nor shall any person be deprived of life, liberty or property without due process of law. Let us rise in our righteous wrath and murder a few of these Socialists. In M. C. R.'s own words, they are "wretched, ignorant, covens, idlers, worthless loafers" and are "not Americans." They are those who think that good law-abiding citizens need respect. That was the way the abolitionist forefathers of M. C. R. were treated by those who disagreed with them. In Illinois, Elijah Lovely's printing office was destroyed by a mob and he was dragged to death at the end of a rope, for the crime of attacking chattel slavery. In Boston, Wendell Phillips and William Lloyd Garrison were attacked by mobs of well dressed citizens who spat insults in his face, and spat when it went contrary to their own opinions.

Yes, form an association in Portland and also throughout the nation to discuss the question of socialism, and get Central America as your pillar of society lecture and debate on the subject. That is, if you can—most of them know too much to get on the same platform and there try to defend capitalism against some horrid Socialist. At the same time, let every citizen look carefully into the principles and program of their party. That is why they sell reading matter at their meetings and at their halls. Did you ever see books or pamphlets dealing with economic subjects, such as at Republican or Democratic meetings? Do you know what socialism is? Or did you get some big ignoramus to tell you? W. M.

Secretary Knox's Problem. Portland, Or., March 12.—To the Editor of The Journal—The peace mission which Secretary of State Knox is advocating in the Latin American countries to the south of us seems opportune, and is engrossing the world's attention; a chaotic condition in a busy zone and a peace mission to be effected by the adequate considering the approach of the canal's completion, and the return of a crisis of prosperity.

Central America and the zone of the Caribbean seem the cynosure of the great nations, and the floating of a loan during the present strife would make Nicaragua and Honduras the great centers of Central America, total with business action. In 1909 the total foreign commerce of the Central American countries amounted to \$60,000,000, about one half of which was with the United States; during a progressive era the returns should be correspondingly large.

Barring the Republic of Colombia, the clock chimera welcome for the executive of peace, and having marked its progress itself over a succession of Panama, from Colombia, which republic claims an indemnity, which is, least to say, pure lunacy. The Panama republic was granted the United States guarantee for a treaty ratified by the United States senate February 28, 1904. As this treaty has not been abrogated it must be congruent in all its phases. The suave and smiling attitude after all should conquer. JAMES M. CASSIDY.

Militarism. Portland, March 12.—To the Editor of The Journal—I note the "Human Parrot" is abroad again. This time, the noise is for a "bus and cry" against Socialism and the I. W. W. movement. I am not a follower of Marx, nor am I interested in the I. W. W. movement. But I am aware that enlightened people are beginning to see the fallacy of militarism. Let us mark back the time when the Children of Israel were trying to break away from their yoke of bondage. Upon their heels came Pharaoh's soldiers, that the yoke should again be placed upon their helpless necks. But the ignorance of their leader, who had no right to lead, and who brought disaster upon that military movement and saved those ancient I. W. W.'s in their radicalism. When we read Moses' story of it and think it the word of God, we say: A-men, and are glad it happened so.

Again, on the scene of another world tragedy, came the Roman soldiers. When the first great Socialist was being put to death upon the cross, it was the soldier who wore for him the crown of thorns, and pierced his aching flesh with jagged instruments, and jeers and scoffing.

It was militarism that made possible such tragedies as the massacre of Lucknow and Cawnpore, in India. Militarism has all but annihilated the only true heirs of America's great natural resources—the American Indian. Militarism has made the rivers of the earth to run red with human blood.

Some there are who are enlightened enough to see that the only way to work in a battle between nations and armies and that predominate in a common school brawl.

It is significant of the world's reaction, that the most insistent fastidious were and are the "moderate" few, with his "moderate" followers, were considered as such. For Jesus drew his followers from the very dregs of society.

We must expect to be shocked occasionally, and by well meaning people, for the cultured and refined are so timid and vulnerable to risk facing the

small change. The Democrats are feeling better every day.

Certain "beef" officers can't keep the price of potatoes down.

What a much more miserable world it would be without divorce laws.

It will take considerable time yet to rid the senate of all its old Bourbon fossils.

Recent arrivals from the east traveled from winter into spring, and doubtless liked the change.

O, well, nobody could expect so many "leading women" suffragists to avoid having some internal rows.

An extreme socialist is likely to imagine that the call by a few for his services was a call by nearly everybody.

Carl Snyder. "The main business of the huge crowd of judges in the United States is literally that of defeating Justice by incredible delay."

"The government's dissolution of Standard Oil is said to have enhanced the value of the stock of the company to \$250,000,000. None of this benefits people working for \$3 to \$10 a week.

Some wise people are studying how to frame a cat law. When the late Judge Whalley wanted a dog law, he framed one in six words, as sufficient as five. They are hereby declared personal property."

"If the American idea stands for anything, it is the equality of opportunity for all alike"—Oregonian. But the Oregonian always supports the party that has crucified that idea again constantly for the past 40 years.

No rain, no clouds, for months on end; the earth grew dry and gray and dead. Crops shrunk, on which all lives depend, and people prayed in anxious dread. At last, O late, but yet at last, rain came. It was a sweet o'er the land; down poured the rain, the drought is past; now prayers are praise—twas God's command. And this in winter! No, not here, in rain-blessed, amerald Oregon, state where throughout the varying year, His blessings always fall upon.

The closing years of the eighteenth century and the opening of the nineteenth was the most splendid period in the annals of the British navy. Howe destroyed the French fleet in the Atlantic on the "glorious first of June, 1794"; Nelson died in the midst of his greatest victory off Cape Trafalgar on October 21, 1805.

The spirit of the period was personified in its greatest sailor, Nelson's battles were fought in grim earnest, and the last great battle in the days of the sail was also the final episode in the struggle of republican and imperial France to snatch from England even for a while the command of the sea.

Nelson was as busy with plans for moving his fleets on the sea as he was moving his army on land, so as to elude, mislead and outmaneuver the English squadrons, and suddenly bring a concentrated French force of overwhelming strength into the narrow channel.

The constantly repeated representations of his naval officers had forced Napoleon, much against his will, to believe that his descent upon England would be impracticable unless secured by the presence of his fleet. In spite of the general voice of those who knew the condition of the French navy, he determined to act with his fleet on the same principles as he would have acted with his army. A gigantic combination of various squadrons was to unite. The fleet was great enough to destroy all hope of opposition to sweep the channel.

For this purpose the 18 ships of the line at Brest, under Admiral Gantheleme, the squadron at Rochefort, under Admiral Brest, and with their combined forces appear before the English fleet. Napoleon intrusted his plans to Villeneuve. Those plans, all of them arranged without regard to the bad condition of the French ships, or to the uncertainty of the weather, were frequently changed.

The French fleet maneuvered about the coast for some time and out into the broad expanse of the Atlantic, and, finally, becoming separated from the other squadrons, they were compelled to return to Europe along from Martinique. The "French" naval command of the populace, by voicing an unalloyed truth.

When Hudson Maxim advocates the wholesale manufacture of the most terrible death dealing implements of destruction, in the columns of our Sunbeam, there is no "bus and cry" against him. "This is dimensional warfare." Yet the only use possible to put them to, is spilling human blood.

Granting that the Socialists and I. W. W.'s are generally wrong in their passionate outbursts, they tell us some mad truths, which we may cleave to, and time has clothed them in the garb of refinement. But then, no "human parrot" will recognize in it the same goods.

Tax System a Subterfuge. Portland, Or., March 14.—To the Editor of The Journal—So frequently of late I see the open discussion of the tax question, and the land and other tax questions, that I am constrained to say a word or two on the subject. Has it ever occurred to the public that apropos the tax question that it might be proved that the tax system as it exists today is a subterfuge system?

Is it not possible that we may discover that the tax and tariff issues, etc., we are still away back in the last century? Ploughing with oxen and with a crooked stick for a plough?

The taxes which are levied to support the government should be gained from the production of the government's own money—through its own banks. This source of support would also supply the private American banker a sound reliable credit with the government banks of each state—which should be able to own our bonds—instead of private individuals, as is the case today. Not only this, it would be able to build roads away out into the remote farming districts and reclaim vast tracts that now must wait until graft and fraud and publicity have been satisfied by every attempt to improve the country.

OREGON HIGHLIGHTS

Edgar at Macintosh has been organized. A membership of nearly 40.

The new Young building at Albany has been completed. The Apartments store will occupy the first floor, about April 1.

The A. O. U. W. lodge at Baker has just initiated 20 new members, as the result of a special membership campaign.

A site for the proposed \$300,000 annual-shipment and granary at Col. Hill has been secured provisionally, at a nominal figure.

Albany Democrat: H. E. Billery of Brownsville, reports good prospects of 12 blocks being paved this year, as well as a large improvement of a railroad, and a string exclusive traffic arrangements, has a great advantage over line dependent entirely upon its own operations for its profits. The railroad-owned line may be operated at a loss, and may yet be very valuable to a railroad, as a branch line supported by a steamship line through the canal should be placed under the jurisdiction of the interstate commerce commission. It is probable, however, that this suggestion will be found to have little merit.

Rural route No. 2, out of Medford, which covers territory lying within a triangle formed by Medford, Central Point and Jacksonville, will be put in service May 1. The route covers 244 miles.

Hillsboro Arrives: The usual talk of the Argus reporter running for office is again making its rounds. For once and for all he is not to run, and can't be induced to run, under any circumstances, he is to remain engaged in his man in the far east, who swore he would not, and yet runs.

Salem Journal: The weather yesterday was almost perfect for the time of year and Salem people took advantage of it and went in mass to enjoy the beach. The sky was perfectly clear all day and the warm rays of the sun made it very pleasant for everybody. The streets were loaded all day with people going to the various suburbs, where they indulged in the luxury of gathering wild flowers.

OTHER HUSBANDS. Other husbands never wait until the styles are out of date. Before they buy their wives' clothes that all wives hanker for. Other husbands don't come home with greasy fingers or at 7 o'clock. And roll about the dinner, then go out and slam the door.

Other husbands kiss their wives and tell 'em daily all their lives. That they are just the sweetest things that ever came to town. Other husbands never stray far from the trail that leads away. To greener fields and pastures new, nor ever wear a frown.

Other husbands earn much cash with which to buy the best of hankies when they come home at night. Other husbands never squeal about the way their wives come to town. Their wives are ever good and true and always in the right.

Other husbands never shriek. Although they're ever at their work, Their minds are ever on their wives, no matter how many come. Other husbands, one and all, will always come at wife's call. Other husbands don't talk back; when wife talks, they're dumb.

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Take the Canal Free

The question whether steamship lines should be controlled by railroads will be passed by the senate this week. The canal will be thrashed out this week in the house committee, along with the question of remitting tolls on ships engaged in coastwise commerce.

In a message to congress President Taft advised that railroads should be prohibited from owning or controlling ships passing through the canal. The objection to such ownership or control is, of course, that the railroads would be in a position to restrict or destroy competition through the canal by operating steamship lines at a loss during such competition, and then to raise rates on their lines after competition had disappeared. A steamship line supported by a railroad, and a string exclusive traffic arrangements, has a great advantage over line dependent entirely upon its own operations for its profits. The railroad-owned line may be operated at a loss, and may yet be very valuable to a railroad, as a branch line supported by a steamship line through the canal should be placed under the jurisdiction of the interstate commerce commission. It is probable, however, that this suggestion will be found to have little merit.

The conditions surrounding railroad operation are quite different from those surrounding the operation of steamship lines. On the water many kinds of service can be offered, both as to speed and accommodations, and it would be found difficult, if not impossible, to regulate rates between such lines so as to give them all a square deal. How would healthy competition be secured and ruinous competition be prevented? The simplest and surest preventive of monopoly in canal transportation is to prohibit the railroads from owning or controlling the steamship business using the canal. Then the steamship business will be open to all comers, on an even basis, and the canal will be what it was intended to be, an open road connecting the oceans.

As to coastwise commerce, which is carried on solely in American ships, it should be free from canal tolls. Foreign ships cannot engage in such commerce, and there is no good reason why American ships should be taxed while going from one American port to another. No tax is levied on the United States upon any shipping using the internal waterways of the country, although more money has been spent upon improving these waterways than in the building of the Panama canal. It is no discrimination against any other nation to exempt American shipping in the coastwise business, for no other nation can engage in it. The United States has never suggested that the United States own a perfect right to pass its own coastwise shipping through the canal free of tolls.

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