THE JOURNAL

AN INDEPENDENT NEWSPAPER

C. S. JACKSON, President.

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The keen spirit
Seizes the prompt occasion—
makes the thought
Start into action, and at once
Plans and performs, resolves and
executes.
— Hannah More.

PORTLAND

PORTLAND'S bank clearings for the week just ended were $13,654,000. Seattle's were $10,028,000.

Portland's gain was 23.3 per cent. Seattle's was 2.5 per cent.

Portland led all coast cities in the percentage of gain and was exceeded in the country only by Cleveland and New Orleans. Of the coast cities Los Angeles was next to Portland with a percentage of 18.7. The total at Los Angeles was $22,669,000, and at San Francisco, $49,881,000. Both Tacoma and Spokane showed small losses.

The constant and consistent growth in Portland's bank clearings is phenomenal. With rare exceptions it leads all other coast cities. It is not a boom growth, with fitful and spasmodic symptoms, but a regular and stable increase.

It is in harmony with that which has been Portland's financial, commercial and industrial development since the beginning. In 1870 Portland's population was 8293; in 1880, 17,577; in 1890, 46,385; in 1900, 90,426; in 1910, 207,214.

In 1870 Portland was the 123d city in size. In 1880 it was the 106th; in 1890, the 60th; in 1900, the 42d, and in 1910, the 28th. At the same rate of progress, a progress that seems assured, it should be the 15th city in 1920.

In 1870 San Francisco was 18 times as large as Portland. In 1880 it was 13.5 times as large; in 1890 it was 6.5 times as large; in 1900 it was 3.75 times as large; in 1910 it was only twice as large.

Portlanders have great reason to feel encouraged with the progress of Portland.

RURAL CREDIT COMPANIES

CONGRESSMAN NORRIS of Nebraska has taken a step towards securing for the farmers of America the same facilities that have already spread over the whole of Germany and are being advocated and adopted in France, Austria and Italy.

A resolution was introduced by him in the house at Washington for the appointment of a farmers' national cooperative commission to investigate on the spot the working of farmers' cooperative credit associations in the countries named—but especially in Germany. The commission, he hopes, will consist of five men familiar with agricultural problems, to be appointed by the president, by and with the consent of the senate.

The commission is to report in February, 1913, to receive salaries of $4000 each, and to be allowed $100,000, or as much of it as may be needed, for the expenses of the investigation.

In the statement that Congressman Norris made he referred to the commission appointed a few years ago to investigate in Europe financial and monetary conditions, with a view to remedying evils in our banking and currency systems. He desires to apply like investigation to agricultural credit societies, which are closely allied abroad to banking institutions.

The first aim is to steady prices of farm products in the farmers' hands, by relieving him from the necessity of immediately following the harvest by a sale of his crops. The second intention is to place at the farmer's disposal advances of money at low rates for better equipment, more desirable stock or improvement of his land.

All these objects have been attained in Germany. The cooperative credit banks, known as Raffeisen or Schubert-Delitsch have been very successful both in securing money to loan at the lowest rates and in distributing it at correspondingly low rates to the farmers. The reason for both facts is that the banks are conducted at very low expense and rather for the benefit of the farmer than for the profit of the bank.

DOGS

IT is rather hard to form general opinions worth anything of a hundred or two dogs, crowded closely in a basement, not specially well lighted with electric lights.

In some past years in Portland the visit to the annual dog show has been more enjoyable to both the dogs and their visitors. If the expense of a bigger and better show place be deemed too great for the dogs only to be shown, why not join hands with cat and poultry lovers and have a great attraction and a better place to house it.

In many classes the show of the dogs is the best ever, both for numbers and for quality. It is quaint to notice how the efforts of the breeders go to exaggerate the points year by year—even to the height of burying beauty under deformity. But the loveableness of the dogs does not seem to suffer—even in a developed bulldog whose nose has disappeared in a broad stretch of countenance, while his lower jaw protrudes until it absolutely refuses to meet its upper brother. Meanwhile the round eyes are bleary and the animal is evidently absorbed in inner contemplation. Yet this Bill Sikes of a dog has an adoring mistress.

Notice the collies. The opposite effort on the nose of the animal has been to extend the nose to a long, sharp point, where the outlines of the head of the original collie have altogether gone, and even the lovely, faithful, understanding eyes of the friend of man have changed in shape as well as in expression.

So with the white bull terrier. The breeder seems to have set his desire on fixing a snake's head on a dog's neck. The airedales are an exceptionally good show. The companionable character of this dog makes an increasing inquiry for him all the time. Whether at home or abroad, in the suburban residence or on the ranch, in the woods or in the open country, the airedale never loses interest in whatever his master has in hand and gives him of his best. And so far he has not been bred out of reason or symmetry.

MR. HICINBOTHAM'S LETTER.

THE Journal fears that Mr. Hicinbotham is irrevocably opposed to the road bills, as shown by his letter on this page.

But he is wrong in contending that there is provision in the road bills for a trunk highway or a state highway. Two-thirds of the state aid goes to the counties, to be spent as county boards of commissioners may direct. One-third is divided among the eastern Oregon and western Oregon congressional districts, to be spent under direction of the state board of highway management, but there is no requirement under the law that the amount shall be applied on trunk lines or in any other way.

Mr. Hicinbotham is wrong in figuring interest on bonds and not figuring interest on money applied to roads by straight taxation. Oregon counties spent more than $3,000,000 on roads last year. Are not the men who provided this more than $3,000,000, losing the interest on it every day? Will there not be the same amount of interest cost on it at the same rate, as if it were in bonds?

Mr. Hicinbotham is forced to admit that by paying for roads as they are built with money collected from taxpayers, there is just as much interest cost as when roads are built from the proceeds of bonds.

Mr. Hicinbotham is also forced to admit that if roads are built with bonds, those who later come to Oregon from elsewhere and get the use of the roads now built will, as they should, be privileged to pay their just share of the cost.

Why should Mr. Hicinbotham be required to pay for all of a road that will be used by men who will come from North Dakota or Germany five or ten years hence, and who will thereafter get as much use of it as will Mr. Hicinbotham?

OPTIMISM

OF all the optimists in public life, the British chancellor, Lloyd George, stands easily first. His country is not yet out of the grip of the coal strike by which a million miners have lost not only their wages for nearly a month, but all their savings. Nearly as many workers in allied or dependent trades, and about half the transportation workers, have stopped earning and become consumers instead of producers. He knows that the country has lost directly by compulsory idleness of wage earners and by the suspension of industry for several weeks past not less than a hundred million dollars. Yet this man has the temerity to tell the house of commons that the British trade outlook is excellent and that trade throughout the world is in an exceptionally healthy condition. He believes it and made a majority of his audience believe it also.

The people trust him because his most unlikely predictions have been verified.

The chancellor estimated the revenue for the year just entered on at $935,945,000—the expenditures at $934,625,000. This last sum includes $220,427,000 for the navy and also an increase of $28,905,000 over last year's estimates, mainly for the purchase of the telephone company and for setting in motion the compulsory workmen's insurance act.

These two items absorbed the $32,750,000 surplus of last year's taxes.

The export and import trade of the British empire for 1911-12 were the greatest ever enjoyed. The income from foreign investments is the highest ever subject to taxation and is constantly increasing. The chancellor considered expansion of most of the revenue producing taxes a safe prediction.

Taking the British nation as a whole it is undeniably and solidly prosperous and rich. The so-called "upper classes" have been, and still are, growing richer—and therefore better able to meet the calls on them, inevitable under the new philanthropy.

Demands for higher wages, lower house rents, better living conditions, lower prices of necessaries of life, shorter work hours, wider and better education, better doctoring and accident insurance, are heard in trumpet tones from the workers, the poor, the oppressed. At their peril will the "Dives" of the land turn a deaf ear. With the old age pension act and the great insurance act proof has come that the majority of the nation stands with the Liberal government in assuming the duty of relief. The richer the citizen the greater the proportion of the burden he will have to bear.

How loudly but vainly will he abuse Lloyd George!

BY SADDLE TO BOISE

THE Salt Lake Telegram is out of humor because Governor West is going to ride on horseback to Boise. It says the Oregon performance will be undignified. Many other newspapers have commended the West simplicity.

Thomas Jefferson rode to the national capital on horseback to be inaugurated president. He hitched his steed to a post and went in and took the oath of office.

The coach and four was the dignified way then, as the Pullman is now, and there were those who criticised Jefferson for his lack of dignity. But they are few who criticise him now.

Little importance attaches to the Oregon governor's proposed horseback ride. He was used to the saddle when a boy. As a lad of 10 or 11 he drove beef cattle along routes now occupied by Portland skyscrapers. The man who has felt the freedom of the saddle and the long swinging gallop of a horse under him; the man who has ridden out through the country among the groves and along the lanes; the man who, as a boy, has journeyed in the free, non-conventional way that they who are close to nature journey, never forgets the experience and naturally at times feels the impulse to go back to it.

Moreover, the man who travels in the primitive way through a state, meeting its people along the highways and byways, talks with the farmer on his wagon and chats with the woodchopper in the forest, gets more first hand knowledge of the country, the life and the aspirations and desires of men than if he journeyed till doomsday amid the polish and draperies of a Pullman.

DO THEY NEED IT?

THE foreign shipping trust opposes free tolls on American coastwise trade through Panama. So do the railroads. So does the Oregonian.

A dollar a ton tax on shipments of merchandise and other life necessaries from the Atlantic seaboard to the Pacific adds a dollar a ton to what Pacific coast consumers must pay. It adds to the high cost of living. It adds to the treasuries of the railroads by enabling them to charge a dollar a ton more on shipments they carry across the continent.

A dollar a ton tax on Pacific coast products passing through Panama for Atlantic ports and thence to inland consumers is either a dollar a ton less for Pacific producers or a dollar a ton more for eastern consumers. In either event it is a tax on the traffic, a handicap of industry and an addition to the high cost of living and more dividends for American railroads.

The net earnings of the American railroads for 1910 were $919,060,312, a sum almost equal to the entire revenues of the United States for the period. It is a sum greater than the entire taxable wealth of the state of Oregon.

Do the railroads really need the proceeds of this added tax at Panama?

INDIRECT BENEFITS

THE artificial famine in coal on both sides of the Atlantic is setting the best brains on two hemispheres at work in devising substitutes.

Two domains in which coal is king today are under the boilers of marine engines, and in the furnaces supplying steam power for fixed machinery.

If the claims for the Diesel engines—using crude, heavy oil—now driving the "Selandia" well on her way to the far east, are verified, and her four sister ships sustain her prestige, there will be a rush to substitute oil engines for steam engines in marine work, which will soon make an appreciable inroad on the markets for steam coal. Dr. Diesel, the inventor, is said to estimate that 40 per cent of the present world's output of petroleum, or crude oil, will suffice to supply power to both the naval and mercantile fleets of the world.

Not new ships but substituted engines will be needed for the change.

It has been already pointed out that present methods for generating steam for stationary engines are wasteful to the extent of nearly 75 per cent. This is worked out in detail in a recent article by H. H. Windsor in Popular Mechanics. Six handlings, beside freight and wagon haul, are required to carry the coal from the mine to the engine. It is now pointed out, not for the first time, that before long the coal will come up from the mine to pass by gravity under the boilers of immense electric generating plants. Power and heat will arrive at the point of use on wires, not on cars. That the saving will be enormous is undisputed, whether or not it reaches the percentage stated.

Another instance may be given us of good from evil on an immense scale.

Nobody can tell from the platforms as to which candidates are unfit. Every platform is redolent of virtue and teeming with promises, but most of them are torn up after election. It is the man and his record that are the real campaign issue.

The people are on trial. The direct primary is on trial. The verdict will be rendered April 19 and will be determined by how many people vote and how well they vote in the primaries.

Senator Heyburn says the newspapers print only jests and sensations about congress. What else can they do when the Heyburns continue to make congress a jest?

Letters From the People

Articles and questions for this page should be written on only one side of the paper, and be accompanied by the writer's name. The name will not be published, but is desired as an indication of good faith.

Criticises Road Bills.

Oregon City, March 30.—To the Editor of The Journal.—I appreciate the good work The Journal is doing in placing these road bills before the people of the state and giving them a chance to express their views in regard to them. This is the way to keep down corrupt work and expose it. As long as you continue this system of fair play your paper will be appreciated by all the lovers of justice in the state. C. T. Prall is complaining because people don't make suggestions on the proposed road bill that was printed in the Sunday Journal.

When I use the words "state highway," I refer to the proposed trunk line of road leading through the state. I have taken Clackamas county for an illustration because I have the necessary figures at hand to compute from. Now, under this state aid bill, Clackamas county would only receive about $335,761 from all the state road bond issue. Now let us see what it would cost the county for the use of this money for 30 years. The interest on this for 30 years would amount to $463,277. Then the state highway would cost the county $463,455, making the use of the $335,761 cost the county $916,732. Now let us see what the use of the same amount of money would cost us for the same time if we adopt the Grange bill and say we pay 5 per cent interest for the money, which is the half of one per cent more than we counted on the state aid bill. The interest on $335,761 for 30 years at 5 per cent would amount to $503,641. So the result would be as follows: To adopt the state aid bill the use of $335,761 for 30 years would cost the taxpayers of Clackamas county $916,732. The same amount by Grange bill at 5 per cent, $503,641, which makes $413,091 that the county would be out by adopting the state aid bill. Now every man I have talked with in regard to this state aid bill in its present form, is bitterly opposed to it for several reasons. In the first place, the amount reserved each year to apply to this state highway, is out of all proportion to what the counties get. The state highway fund will get between six and seven million dollars out of the state road bond issue, and all that Clackamas county will get out of it will be about $335,761. This state highway will be of but very little use to the farmers and laboring men of the state and will cost them, interest and principal, between $16,000,000 and $18,000,000. The unreasonable and lavish amount that is set aside every year for the maintenance of the state highway commissioner's office has the appearance of preparing for a lot of fat jobs that will last a long time, and doubtless there are plenty of good, capable men in the state that would be glad to do the work for half the money that this bill sets aside for this purpose. Then there are other objectionable features in it, that I may refer to in some future article.

If you would drop that state highway reserve and apply all the bond issue to the county roads you would be doing the right thing for the upbuilding of the state.

GEORGE HICINBOTHAM.

Dairy and Food Commissioner.

Portland, Or., April 5.—To the Editor of The Journal.—With an honest, upright, able, experienced and conscientious man in the office of state dairy and food commissioner, all adulterations of food products would cease in Oregon and none would be on sale by dealers, no matter where manufactured; diseased cows would disappear and diseased meats would be a thing of the past. There is one candidate for this office who is not only pledged to accomplish these things if elected, but who is abundantly well equipped to fulfil his pledges and bring about these much desired results. He possesses the ability and the necessary experience, and, also, his past record for strict honesty and integrity as well as fidelity to duty is such that it becomes a guaranty of future performance. I refer to J. D. Mickle of Forest Grove, Washington county. There'll be no question of strict enforcement of the laws with Mr. Mickel in this office, therefore I say, let us all vote for J. D. Mickle, vote for him for health's sake if for no other reason. I never have met the gentleman, but I have looked carefully into his record and I found it to be absolutely A-1.

F. GEORGE FLOWER.

R. R. Commissioner, Second District.

Portland, Or., April 4.—To the Editor of The Journal.—I note in a recent issue of your valuable paper an article concerning qualifications of candidates for office of state railroad commissioner, and in that connection I wish to say the Democratic party are particularly fortunate in having as their candidate for railroad commissioner from the Second district, so good a man as Lew Anderson. Besides being a young man of the highest integrity, there are few men, even among railroad officials, that have such an all around railroad experience along the lines that especially qualify for railroad commissioner, as has Mr. Anderson.

He began his railroad career in the freight accounting department of the Union Pacific Railroad company, at Omaha, Neb., and is familiar with every detail in that branch of the service. While with the Union Pacific he compiled the percentage basis of interline division of revenue that is now in use between that company and the Colorado-Southern railroad, and assisted in compiling those now in effect between the Oregon Short Line railroad and the Union Pacific.

Twelve years ago he came to Portland and was employed for seven years alternately with the Northern Pacific railway and O. R. & N. company, as freight claim adjuster, interline accountant, transcontinental rate reviser and rate quotation clerk. In the fall of 1907 he left the railroad service to act as rate expert for the Oregon-Washington Lumber Manufacturers' association in their memorable controversy with railroads before the interstate commerce commission.

When the lumber case was disposed of Mr. Anderson took the position of traffic manager with the Pacific Coast Biscuit company, which comprises houses at Los Angeles, Sacramento, San Francisco, Spokane, Seattle, Tacoma and Portland.

For the past two years Mr. Anderson has been working overtime at the study of law and is now within a year of being a full fledged graduate lawyer from the best law school in the state of Oregon. He has already conducted cases before the interstate commerce commission and is familiar with procedure.

In my estimation there are none on the board of railroad commissioners, or that have come before the public for that office, that are more capable or better qualified for that position than Lew Anderson.

FRED SUREN.

Single Tax and Merchants.

Portland, Or., April 4.—To the Editor of The Journal—When the Oregonian says, in opposition to single tax, that "the single taxer would exempt the great mercantile establishments and jobbing houses," it should show why store buildings and goods should be taxed, and that merchants and jobbers actually pay the taxes on their buildings and goods. When a farmer buys goods from a merchant he pays the tax on the goods and some of the tax on the building. Does it help the farmer to pay that tax?

In 1910, Burmeister & Andresen, merchants of Oregon City, were assessed $10,000 on their one lot and $20,000 on their building and goods. Their tax for 1910 was $975, or $325 on the lot and $650 on building and goods. Under single tax they would have paid $658.40 on the lot and nothing on building or goods.

In 1910, C. E. Spence, master of the State grange, paid $21 tax on the community value of his land and $27 on his improvements and personal property. Under single tax he would have paid $32.45 on the community value of his land. Less than half of his land was improved, while all of Burmeister & Andresen's land was improved.

With all of their $10,000 lot in active use, Burmeister & Andresen would have saved 32.45 per cent of their 1910 taxes by single tax. With less than half of his land in active use, Mr. Spence would have saved 32.44 per cent of his 1910 taxes by single tax.

If Mr. Spence had had as large a proportion of labor products on his farm as Burmeister & Andresen had on their lot, his 1910 taxes would have been $80.33 instead of $48; but his single tax would have been only $32.45, and he would have saved $47.88 by single tax. He would have saved $59.6 per cent of his 1910 tax. But if Burmeister & Andresen had had as small a proportion of labor products on their lot as Mr. Spence had on his farm, they would have saved only $84.39 by single tax, or only 11.36 per cent of their 1910 tax.

W. G. EGGLESTON.

Takes Issue With A. P. Fleming.

Portland, April 4.—To the Editor of The Journal—Regarding streetcars being clean in Portland, take a ride on a St. Johns car some day, and you will find under the seats peanut shells which have lain there since the first visit of a circus to Portland. A. P. Fleming must have poor eyesight when he talks about St. Paul and Minneapolis regarding streets. Nicollet avenue, not street, the main business thoroughfare, is twice as wide as Morrison or Washington streets, and is washed with a hose every night, and they do not expect the rain to wash it, as Morrison and Washington streets are. I was not born in Minnesota, and not in Oregon, but I don't like to hear anyone throwing the mud at first class cities. Mr. Fleming's letter will suit the native sons of Oregon nicely, but to the person who is over seven, and has traveled from coast to coast, it does not go down with one swallow. I am a regular subscriber to The Journal, and I think it is the best evening paper we have, but as regards Mr. Fleming's letter he is spreading the salve too much for one who has been around like I have.

E. R. WALKER.

Who Knows?

Portland, Or., April 1.—To the Editor of The Journal—Who knows why poverty exists in the midst of plenty? Why we toilers of the earth, producing in such great abundance the necessaries, comforts and luxuries of our present civilization, must ourselves be content without luxuries, with few comforts, and the majority of us with the bare necessaries and often suffering for the want of these?

Who knows? We are learning. But this "great unrest," this discontent—what does it mean?

It means that we are coming to recognize the injustice of it all, some of us blindly, causing hatred of those whom we hold responsible. From this blind hatred spring unreasoning acts of violence such as were committed by the McNamaras.

Others of us, while just as fully realizing the injustice of these conditions, see more clearly why they exist; that our present state of affairs is the logical outcome of the introduction of machinery and the consequent industrial organization and development. We see that the millionaire is just as much a product of this evolutionary process as is the pauper cast aside from the wreck of humanity because he has outlived his usefulness as a part of our great profit producing machine. We have traced the development of our present capitalistic system from the feudalism of the middle ages, and even believe it to have been a necessary stage in human progress. It has perfected machinery, as it has also industrial organization, until man's capacity for production is many times greater than it was under the older system. It has so developed the means of transportation and communication that the world is of less extent than the smallest nation of the days gone by.

In doing all this, it is awakening the people of the whole world. This clearer insight into the cause of our present condition creates an intelligent class consciousness. We see plainly that it is for our interest to secure a just distribution of the products of labor. We see that it is to the interest of the class in power to maintain their privileges, their profits and the resulting power over the rest of humanity.

But we, the workers, are a grand majority. All over the world we are swiftly approaching universal suffrage, true democracy and a real knowledge of conditions and their causes. The "great change" is taking place.

Must poverty always accompany luxury in our advancing civilization? No. We are taking another step—the cooperative commonwealth.

E. R. B.

Pointed Paragraphs

Back talk is a great quarrel promoter.

• •

A liberal minded man is one who thinks the way you do.

• •

In trying to carve his fortune many a man uses poor tools.

• •

Cosmetics are a great help to a woman who wants to fool a man.

• •

All men are born free and equal, but most women are slaves to fashion.

• •

Some people fail to practice what they preach because they need the money.

• •

Many a candidate never gets any farther than being allowed to pay the freight.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE.

Looks like fewer eggs will be imported hereafter.

• •

March passed her proverbial weather on to April—perhaps.

• •

Stick close to nature, and wear green (I was thinking, rudely, of hose.)

• •

Miss Spring is not only a poetess, but a prophetess—of great harvests.

• •

Taft would have made a good president about a quarter of a century ago.

• •

Curious—that one of the candidates for judge or district attorney isn't J. H. Hitchings.

• •

I have about decided to vote for only those men who haven't nailed up their mugs to look at. I'm tired and sick of em.

• •

The farmers don't need the sympathy, real or affected, of the politicians, and are well aware that it would do them no good.

• •

What exceedingly virtuous, able and patriotic fellows they are the candidates. What a pity we can't vote for all of them.

• •

All the old reactionary bosses and standpatters—the Cannons, Lalsells, Shermans, Barnesses, Coxes, Penrosses, Guggenheims, etc.—are for Taft.

• •

No, Teddie, the people remember the "Dear Harriman" letter, and the Tennessee coal & iron rape; all your raging and roaring is without avail.

• •

The I. W. W.'s are a disease; but the national, state and city doctors should probe for the cause. The multimillionaires who scorn to pay taxes are the other side of the big growing sore.

• •

The administration seems to be weakly dilly-dallying in regard to Mexico. It doesn't know what to do, or how to do it. Since we make a great point of the Monroe doctrine, why not pick up the burden that we created and carry it like men? Otherwise Germany has a right on this side of the Atlantic.

OREGON SIDELIGHTS

The Medford council is considering the building of a new septic tank in which to dispose of the city's sewerage.

• •

A meeting is to be held at Redmond Saturday to form a poultry raisers' association to represent western Crook county.

• •

Andrew Carnegie has approved the plans for the library at Dallas. The site selected is at the corner of Court and Church streets, where the city hall now stands. This building will be moved.

• •

Silverton Appeal: C. M. Wray's Sun have sold a potato planter to C. Shubert. This machine is comparatively new for this part of the valley. Mr. Shubert says it will pay for itself in two years in the saving of labor.

• •

Temple commandery, No. 3 of Albany has given consent to the organization of a new commandery of Knights Templar at Corvallis, and immediate action will be taken to secure a working dispensation from the eminent grand commander of the jurisdiction of Oregon.

• •

A franchise has been granted by the Baker county court to J. A. Howard of the Oregon-Idaho Investment company for the building of an electric power transmission line from Burnt river to the county line, in the Mormon Basin district.

• •

Eugene Register: After an unusually cold and snowy winter, the middle west is now suffering from floods caused by the melting snow, thus suffering double for every flake of snow that fell. Damage from either snow or flood in Oregon is so seldom heard of that the oldest inhabitant can scarcely recall an occasion.

• •

Hillsboro Argus: Colonel J. C. Lamkin, in pawing over some old relics the other day, ran across an old admission ticket to the Washington county fair, held in 1883. It was a day ticket, and cost the holder a big iron dollar, but J. C. says it was worth the money. Lute Lindsey drove Pedro, a great racer in that day, and won a big lot of money for those who bought pools.

SEVEN FAMOUS TRAITORS

Tarpeia.

History contains very few examples of women having figured as traitors either to their country or to their king. The nearest incident that is noted is that of Tarpeia, the Roman girl, a vestal virgin, who was tempted by gold to betray her people into the hands of the Saracens.

The story is related more or less as a legend, but there is sufficient truth in it to justify a certain amount of facts. Tarpeia was the daughter of Tarpeius, who was the governor of the Roman citadel on the Saturnian Hill, which was afterwards called the Capitoline. She is said to have been a woman of great beauty and personal charm. The Sabine soldiers had a large amount of money at their disposal and their display of jewels was lavish. She was tempted by the gold on the Sabine bracelets and collars to open a gate in the fortress to T. Tatius and his Sabines in return for a liberal amount of the jewelry which she so much coveted.

As the Sabines entered they threw upon her their shields and thus crushed her to death. Tarpeia was buried on the hill, and her memory was preserved by the name of the Tarpeian Rock, which was given to a part of the Capitoline, which is referred to in the first book of Livy and the eleventh chapter.

A legend still exists in Rome to the effect that Tarpeia still sits in the heart of the hill covered with gold and jewels and bound by a spell. In early times state criminals in Rome were put to death by being hurled from the Tarpeian Rock.

The whole southern end of the Capitoline is marked by scraggy cliffs, the height of which has doubtless been much diminished by the accumulation of debris at the foot. It is impossible to determine precisely what portion of these cliffs is the true Tarpeian Rock.

In prehistoric times the Capitoline Hill was called the Mons Saturnius, its name being connected with that legendary "golden age" when Saturn himself reigned in Italy. The top of the hill is shaped into two peaks of about equal height, one of which was known as the Capitolium and the other as the Arx, or Citadel. It was the gates leading up to the fortress on this latter hill that Tarpeia opened to admit the Sabines.

Next week—Seven Great Founders.

Northwest Water Resources

From the Geological Survey Press Bulletin.

The geological survey has recently issued a valuable publication concerning the surface water resources of the northwestern portion of the United States, the greater part of which is occupied by the basin of the Columbia river. This river has a drainage area of 258,000 square miles. Its source is in British Columbia and its basin occupies enormous areas in that province and in Montana, Wyoming, Idaho, Washington, Oregon and Nevada. The region is one of great interest and value. Few river basins in the country are so diverse. It contains some of the highest peaks in America and some of the most fertile valleys in the world. Some idea of the resources of the basin may be had from the statement that the navigable waters of the Columbia and its tributaries aggregate a length of 2136 miles. Within the area drained are the largest forests in the world. The climate exhibits all the variations from the rigor of the northern latitude to the mildness of western Oregon and Washington. Agriculturally the area ranges from the extremely arid region where irrigation is essential, through the semiarid country, where dry farming and irrigation are practiced side by side, to the humid country, which, strictly speaking, is arid during the summer. The values of the irrigated agricultural land range from about $10 an acre for the poorest to $3000 an acre for the intensively cultivated orchards. Within the Columbia river drainage basin are at least one-third of the available water powers in the United States, but development of this resource has scarcely begun.

The study of the water resources of this great region as carried on by the United States Geological survey becomes therefore a matter of importance and interest. Water-Supply Paper 312 of the Survey, contains a large amount of useful data resulting from the investigations of the streams of this area, including the records of flow of the numerous large tributaries as well as the main rivers. Among these tributaries are Clark Fork, which occupies large areas in Idaho, Montana, and British Columbia, and Snake river, which has its origin in the Yellowstone Park region of Wyoming, traverses the southern portion of Idaho, and on its way drains large areas in Nevada. For a part of its course the Snake forms the boundary between Idaho and Oregon, and it traverses long distances in the state of Oregon before it finally joins the parent stream. In addition to stream-flow data concerning the Columbia, the report contains information concerning the water resources of the coastal streams, such as the Rogue, Umpqua, and Siletz, located in Oregon, and the Cedar, Skagit, and Cascade, which drain into Puget Sound. The stream-flow observations presented in this report consist of records obtained at 207 stations. About one-half of the expense of the work is borne by the states of Oregon, Washington, Idaho, and Montana, which, under the authority of laws enacted by the several legislatures, cooperate with the United States Geological Survey in carrying on the work.

A copy of Water Supply Paper 312 may be had free on application to the director of the United States Geological Survey, Washington, D. C.

Tanglefoot

By Miles Overholt

THE HONEST MAN.

One time there was an honest man—
O, please believe this if you can—
Who moved into our village and set
up a little store.
He trusted every man in town;
Why, sure, he'd send the order down,
And everybody wondered just what
kind of cloak he wore.

The gossips talked it over well;
The wise ones said they couldn't tell
But things looked mighty odd to
them; each took another chew
Now everybody owed the man;
Each took advantage of his plan
But then they rushed and paid him
just to see what he would do.

But matters progressed just the same;
The merchant forged nobody's name;
He merely added to his stock and
loaned the dead beats cash.
The loafers saw a scheme there, too;
He was a trickster through and through;
And so the village waited for the climax and the crash.

It failed to come; all wondered why;
But it would happen bye and bye;
Nobody ever pulled that stuff without a scheme in mind.
The merchant's stock expanded, grew,
And everybody paid him, too,
For they knew he was a grafter of
the boldest, rankest kind.

He piled up yellow gold galore;
And then one day he sold his store,
And moved into the city, where he
spent his life in peace.
And all the gossips said that he
Had fleeced each one from A to Z;
They knew not how it happened, but
he surely had the fleece.

This tale just shows that honest folk
Now-a-days are something of a joke;
Nobody thinks that honest men are
really what they seem.
But then it also tries to show
That men who're square may get the
dough,
And fool the skim-milk two-bit crooks
and store away the cream.

The Martyred Dog

(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.)

Be a trifling skate, with an active jaw, and talk all day of the rich man's law, and the iron heel and the other things of which the four flusher spiels and sings; point out the flaws in the government, and preach a gospel of discontent; and every time that you go to town the boys'll start kicking your dog aroun'. Be an idle man, who neglects his farm to view all day a wild alarm; just point the finger of righteous scorn when other farmers are shucking corn and make a roar and a loud hooray about the taxes you have to pay; and every time that you go to town, the boys'll start kicking your dog aroun'. Just show the world, in the fact rejoise, that you're full of wind and are mostly voice; that your brain is weak though your breath is strong, that your sense is short and your whiskers long; just have a grievance that you must air and put in the show ring everywhere, and every time that you go to town, the boys'll start kicking your dog aroun'. But go around with a cheerful face and say that the world is a bully place, and give things a boost, whene'er you can, and pay your debts like a little man, and saw your wood in a quiet style, and put in the bank a little pile; and then, my friend, when you go to town, the boys'll quit kicking your dog aroun'.

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Geo. Matthew Adams